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To: Councillor Dean, Convener; Councillor McCaig, Vice-Convener; and Councillors Adam, Allan, Boulton, Clark, Corall, Cormie, Crockett, Greig, Jaffrey, Milne, Penny, Robertson and Kevin Stewart.

Town House,
ABERDEEN 21 May 2010

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

The Members of the **ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE** are requested to meet in Committee Room 2 - Town House on **MONDAY, 31 MAY 2010 at 10.30am.**

Members please note that the Committee will reconvene at 2pm to consider the requests for deputation as well as items 8.3, 8.4, 8.5 and 8.10 on the agenda.

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES
BUSINESS

1 ITEMS WHICH THE COMMITTEE MIGHT WISH TO CONSIDER WITH THE PRESS AND PUBLIC EXCLUDED

The Committee is requested to determine that the business listed under Item 9 of this agenda be considered with the press and public excluded.

2 Requests for Deputation (Pages 1 - 10)

- (i) RSCDS Aberdeen Branch – this request relates to item 8.3 on the agenda
- (ii) The Bridge Club - this request relates to item 8.3 on the agenda
- (iii) Aberdeen Performing Arts - this request relates to item 8.3 on the agenda
- (iv) Reverent Scott M. Rennie - this request relates to item 8.3 on the agenda
- (v) Mr. Martin Lewis – this request relates to item 8.4 on the agenda

Members please note that in terms of Standing Order 10(1) requests for deputation can be received up until one clear working day prior to the meeting, therefore further requests are expected prior to the deadline and will be intimated as received, or at the meeting itself.

3 MINUTE, COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST

3.1 Minute of Previous Meeting of 20 April 2010 (Pages 11 - 38)

3.2 Committee Business Statement (Pages 39 - 66)

3.3 Motions List (Pages 67 - 70)

4 MOTIONS

4.1 Motion by Councillor Graham

"That this Council calls on the Scottish Government (1) to identify its option for the Haudagain Roundabout; and (2) to provide a definitive time period for the works at the roundabout to begin. That this Council also writes to NESTRANS and Aberdeenshire Council asking them to write to the Scottish Government in support of Aberdeen City Council."

4.2 Motion by Councillor Young (Pages 71 - 78)

"That this Council fully explores the perceived need by the residents of Clashieknowe extra care housing for suitable crossing or other means of assistance to allow them to cross the road safely to and from the bus stop which is situated opposite their housing complex."

5 PERFORMANCE MANAGEMENT AND SERVICE ISSUES

5.1 Performance Monitoring and Target Setting - Report by Director of Enterprise, Planning and Infrastructure (Pages 79 - 100)

5.2 Enterprise, Planning and Infrastructure Directorate Business Plan 2010-2013 - Report by the Director of Enterprise, Planning and Infrastructure (Pages 101 - 156)

5.3 Enterprise, Planning and Infrastructure Senior Management Restructure Proposals (Pages 157 - 172)

5.4 Achieving Our Potential - Tackling Poverty and Income Inequality in Aberdeen City 2009- 2012 - Report by the Director of Enterprise, Planning and Infrastructure (Pages 173 - 182)

6 ENTERPRISE

- 6.1 Aberdeen and Grampian Chamber of Commerce (AGCC) Board Nomination (Pages 183 - 184)
- 6.2 Applications for Funding from the International Twinning Budget 2010/2011 - Report by Director of Enterprise, Planning and Infrastructure (Pages 185 - 188)
- 6.3 VisitScotland Funding 2010/2011- Report by Director of Enterprise, Planning and Infrastructure (Pages 189 - 208)
- 6.4 Offshore Europe (OE) 2009 and 2011 - Report by the Director of Enterprise, Planning and Infrastructure (Pages 209 - 214)
- 6.5 Procurement from Social Enterprises and Community Benefit Provisions - Report by the Director of Corporate Governance (Pages 215 - 220)

7 PLANNING

- 7.1 Aberdeen Local Development Plan - Main Issues Report Consultation Responses - Report by the Director of Enterprise, Planning and Infrastructure (Pages 221 - 228)

The appendices to the report have been circulated separately to members of the Committee and can be viewed at <http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MIId=1560&Ver=4>

8 INFRASTRUCTURE

PROPOSED TRAFFIC ORDERS COMING TO COMMITTEE FOR THE FIRST TIME

- 8.1 Central Torry Parking Management Measures - Report by the Director of Enterprise, Planning and Infrastructure (Pages 229 - 238)
- 8.2 Various, Small Scale Traffic Management and Development Associated Proposals (New Works) - Report by the Director of Enterprise, Planning and Infrastructure (Pages 239 - 264)

TRAFFIC ORDERS AT THE MIDDLE STAGE OF THE PROCEDURE

There are no reports under this heading.

TRAFFIC ORDERS AT THE LAST STAGE (WHERE THE MAIN STATUTORY OBJECTION PERIOD IS OVER)

- 8.3 New Car Parking Orders (1-7 on Report Heading) - Extended Evening Operational Hours - Report by the Director of Corporate Governance (Pages 265 - 284)
- 8.4 The Aberdeen City Council (Old Aberdeen, Sunnybank, Tillydrone and Seaton) (On-Street Parking Places, Waiting Restrictions and Associated Traffic Management) Order 2010 - Report by the Director of Corporate Governance (Pages 285 - 316)
- 8.5 The Aberdeen City Council (Various Roads in Aberdeen) (City-wide) (Traffic Management) Order 2010 - Report by the Director of Corporate Governance (Pages 317 - 324)

OTHER INFRASTRUCTURE, TRANSPORTATION, ROADS AND PARKING ISSUES

- 8.6 Replacement and Renewal Budget Programmes - Report by the Director of Enterprise, Planning and Infrastructure (Pages 325 - 336)
- 8.7 Winter Maintenance Operations 2009 - 2010 - Report by the Director of Enterprise, Planning and Infrastructure (Pages 337 - 352)
- 8.8 Roads and Transport Related Additional £2.5M Capital Budget Programme - Report by the Director of Enterprise, Planning and Infrastructure (Pages 353 - 362)
- 8.9 Albury Mansions Road Un-adoption - Report by the Director of Enterprise, Planning and Infrastructure (Pages 363 - 368)
- 8.10 Golden Square Car Parking - Report by the Director of Enterprise, Planning and Infrastructure (Pages 369 - 374)
- 8.11 Air Quality Action Plan Update - Referral from the Housing and Environment Committee on 25 May 2010 (Pages 375 - 442)
- 8.12 Parking Enforcement - Report by the Director of Enterprise, Planning and Infrastructure (Pages 443 - 448)

9 **REPORTS NOT FOR PUBLICATION**

REFERRAL

- 9.1 **54 Park Road, Aberdeen - Proposed Lease - Referred from the Finance and Resources Committee on 11 May 2010 (Pages 449 - 454)**

The Finance and Resources Committee approved the recommendations contained in the report.

OTHER INFRASTRUCTURE, TRANSPORTATION, ROADS AND PARKING ISSUES

- 9.2 **Glashieburn Flood Prevention - Report by the Director of Enterprise, Planning and Infrastructure (Pages 455 - 460)**

Website Address: www.aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Allison Swanson, tel. 522822 or email aswanson@aberdeencity.gov.uk

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Agenda Item 2

Dear Ms Swanson

Thank you very much for taking the time to explain to me the process I need to follow in response to my email letter from David Wemyss with regard to the current draft legislation to provide for extended operational hours in certain on-street zones and off-street car parks. I understand that my letter on behalf of the RSCDS Aberdeen Branch is being held as a statutory objection to the relevant traffic order and will be considered at the council's Enterprise, Planning and Infrastructure committee on 31st May.

I would like to lodge a deputation for this meeting to enable someone from the RSCDS Aberdeen Branch to speak to the committee to amplify our objection. It may not be myself but I would request that the Agenda and Report is sent to myself and to others copied on this email.

As discussed I would be most grateful if this item could be covered first on the agenda, and our deputation be heard first.

Our deputation concerns the Aberdeen Branch of the RSCDS running classes in Scottish country dancing throughout the city. We are currently holding our weekly Summer Socials in the Boys' Brigade Hall in Crimon Place and plan to hold evening classes there from the autumn. We are a registered Scottish Charity.

If the proposals (to remove the free parking arrangement from 6.00 p.m. are approved it would mean something of the order of £2.50 per evening added to the cost of classes for individuals attending. As a result it is fairly likely that our classes would collapse.

We appreciate too that the proposals have implications for events in the Music Hall, HM Theatre and businesses based in town. We trust that the councillors will take the knock-on effect of the proposals into consideration when making their decision. While we appreciate the need for the Council to raise funds we urge that this is not one of the measures which is adopted.

Our deputation would recommend that car parking charges were not added after 6:00pm in this particular area.

Regards

Lynn Wood
Secretary
RSCDS Aberdeen Branch
www.aberdeenscds.co.uk

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Attention of David S Wemyss
Senior Committee Services Officer (Roads Legislation)
Aberdeen City Council
Town House
Broad Street
Aberdeen AB10 1AQ

The Bridge Club,
14 Rubislaw Terrace
Aberdeen

11th May 2010

Rubislaw Terrace/Queen's Terrace Proposed Changes in Parking Regulations.

Current Situation at The Bridge Club.

The Bridge Club has been existence at 14 Rubislaw Terrace since 1933 and currently has a Membership of 284, approximately half of whom are old age pensioners.

In addition there is a thriving Junior Section where up to 80 schoolchildren from local Primary & Secondary schools attend for lessons, which is the envy of Bridge Clubs throughout the country. Three of the Children have in fact represented Scotland at International level and the group have several Scottish Championships under their belts. We therefore have a valuable asset at stake here, which is the envy of Bridge Clubs throughout the Country.

The Club members travel from all over the city & Aberdeenshire to play bridge at the club. They come on weekdays but mainly in the evenings- Monday to Friday. Almost all members arrive by car, sharing where appropriate, as public transport is not an option for the majority of our members because of distance and age. They start to arrive at the Club around 6.30pm and tournaments begin at 7.00 pm, finishing at around 10.30 to 11.00pm when the Club closes.

There has never been any problem whatsoever with parking from 6.30pm, since there are only a handful of residents in Rubislaw Terrace. There are 120 parking places only 20-30 were found to occupied by 6.15 pm, over a recent 7 day period.

Effect of Extending Parking Charges.

The proposed changes in Parking arrangements in Rubislaw Terrace would have a disastrous effect on the survival of the Bridge Club.

By extending the times from 6.00pm to 8.00pm, this would involve our membership in nightly charges of £3.90 each, to park on an empty street, thus more than doubling the cost

of the Bridge game, which currently costs them £2.50 each. Many would vote with their feet, undermining the survival of the club.

Justification for changes.

We understand that this change is being made to satisfy complaints that the Council have received from residents, who were unable to park in their street because of late night visitors to the City Centre. Clearly this is not an issue in Rubislaw Terrace, since there are very few residents, so changes cannot be justified on these grounds and there is no pressure on parking spaces.

If the Council's objective is simply to generate more income from Parking Fees, in the case of Rubislaw Terrace this will be counter-productive. By destroying the viability of The Bridge Club there will be no increased income, as the membership dwindles.

Possible Solution

The ideal solution would be to maintain the status quo, by creating separate Parking Rules for Rubislaw Terrace. (and indeed Queen's Terrace where the same conditions apply) We believe that there are precedents within the City centre for two separate Parking rules being applied within the same Parking Zone, as is the case in Bon Accord Crescent for example so why not in Parking Zone P.

Bridge Club Delegation

As this is an extremely serious issue for our Club, we would request an opportunity to be heard by the Enterprise, Planning and Infrastructure Committee at their Meeting on Monday 31st May 2010. A delegation led by myself and supported by Club Members Chris Blunt and John Craig would be prepared to address the meeting if required.

Yours sincerely

Gilbert W Reid
Bridge Club President

[REDACTED]

Ref: DH/YJ
Date: 10 May 2010

Ross Stevenson
Road Safety & Traffic Management
Roads Services
Enterprise, Planning and Infrastructure
Aberdeen City Council
St Nicholas House
Broad Street
Aberdeen AB10 1AA

Please reply to this venue:

- | | |
|---|---|
| <input type="checkbox"/> His Majesty's Theatre
Rosemount Viaduct
Aberdeen AB25 6GL
T 0845 270 8200
F 01224 337690 | <input type="checkbox"/> Music Hall
Union Street
Aberdeen AB10 1QS
T 01224 632080
F 01224 632400 |
| <input type="checkbox"/> Aberdeen Box Office
Music Hall Union Street
Aberdeen AB10 1QS
T 01224 641122
F 01224 632400
boxoffice@aberdensn.com | <input type="checkbox"/> The Lemon Tree
5 West North Street
Aberdeen AB24 5AT
T 01224 337688
F 01224 647259 |

Dear Sirs

Proposals to extend Car Parking Charges in Aberdeen City

I write regarding the proposals to extend car parking charges in Aberdeen up to 8pm and to have an overnight charge. This will have a significant impact on customers attending performances at the venues we operate – His Majesty's Theatre, the Music Hall and The Lemon Tree.

The majority of performances in these venues start at 7.30pm or 8pm and customers normally park between 7pm and 7.30pm. The proposed changes to charges would mean that our customers would face a charge for parking until 8pm and another charge for overnight parking. This could add up to £3.50 to the cost of their evening out.

The Board of Aberdeen Performing Arts considered the matter at a recent meeting and concluded that these additional parking costs would be a significant disincentive to coming to our venues and that if implemented would seriously impact on our business. This proposal would also have a knock on effect on restaurants and public houses providing pre and post theatre catering. The Board of APA have asked me to write to the City Council to register their objection to these proposals.

I would also like to request that I am given the opportunity of raising these issues in person, at the relevant Council committee when Councillors meet to consider this matter.

I look forward to hearing from you.

Yours sincerely

[REDACTED]

Duncan Hendry
Chief Executive

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Dear Mr Wemyss,

Further to our phone conversation this morning, and your reply of 10 May 2010 to the letter sent by Elizabeth Ferguson, our Clerk to the Congregational Board; I confirm that I should like to appear in person before the Enterprise, Planning and Infrastructure Committee on 31 May 2010, in person, to object to the proposed extension of Pay and Display operational hours in the vicinity of Queen's Cross Church.

I would object on the grounds stated in the letter from our Clerk to the Congregational Board.

I trust this will be in order, and I will await confirmation that this is so, and instructions of where and when I should appear.

With grateful thanks for your assistance on this matter.

Yours sincerely,

Scott M. Rennie

Rev Scott M. Rennie MA BD STM FRSA

Minister, Queen's Cross Parish Church,

Albyn Place,

Aberdeen

AB10 1YN

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From: Martin Wilson [REDACTED]
To: <dwemyss@aberdeencity.gov.uk>
Date: 17/05/2010 08:46
Subject: RE: Old Aberdeen Parking - Informal Meetings

Dear Mr Wemyss,

I refer to your recent phone call. If I am able to speak at the meeting I would raise the points in our previous discussion:

The link between the planning application of the university and the consequential 'collateral damage' which residents are now experiencing (parking restrictions) without consultation at the planning application period. I would also point out that the planning result allows the University in perpetuity to destroy car parking spaces and that as a result a similar rule should apply to residents car parking rules.

Best regards,

Martin Wilson

[REDACTED]
[REDACTED]
[REDACTED]

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Agenda Item 3.1

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN, 20 April, 2010. – Minute of Meeting of the ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Dean, Convener; Councillor McCaig, Vice-Convener; and Councillors Adam, Allan, Boulton, Clark, Corall, Cormie, Crockett (From article 8 onwards) , Greig, Jaffrey, Milne, Penny, Robertson and Kevin Stewart.

Councillor Young was in attendance for article 18 only.

AGENDA

1. The Committee heard from the Convener who advised that the Housing and Environment Committee at its meeting on 13 April 2010, had agreed to defer consideration of Item 10.1 entitled "Air Quality Action Plan and Air Quality Update" on today's agenda until its next meeting; as such recommendation (d) in the report " that the Housing and Environment Committee refer the report to the Enterprise, Planning and Infrastructure Committee for information due to the links between air quality, transport and planning", had not been agreed, and therefore the report was withdrawn from today's agenda.

The Convener also explained that Ms. Maggie McGinlay, Scottish Enterprise, who was to provide a presentation on the outcome of the City Square Public Consultation Exercise was not yet in attendance at the meeting, and that neither was Councillor Young who had anticipated that his motion would be heard following the presentation. In light of this, the Convener proposed that the order of the agenda be amended to enable items 2.1 (Scottish Enterprise – Outcome of the City Square Public Consultation Exercise Presentation) and 4.1 (Motion by councillor Young), to be considered at a point when the individuals concerned were present.

The Committee resolved:-

- (i) to note that item 10.1 on the agenda (Air Quality Action Plan and Air Quality Update) had been withdrawn; and
- (ii) to consider items 2.1 (Scottish Enterprise – Outcome of the City Square Public Consultation Exercise Presentation) and 4.1 (Motion by councillor Young) at a point on the agenda when the individuals concerned were in attendance.

ANNOUNCEMENT – VOLCANIC ASH

2. The Committee heard from the Convener who advised of the implications of the volcanic ash disruption on the helicopter flights required by the offshore industry. Members noted the Conveners remarks and asked that members be kept informed, by the BAA, of when flights would be taking off and landing.

MINUTE OF PREVIOUS MEETING

3. The Committee had before it the minute of its previous meeting of 23 February, 2010.

The Committee resolved:-

to approve the minute as an accurate record.

COMMITTEE BUSINESS STATEMENT

4. The Committee had before it a statement of pending and outstanding Committee Business, which had been prepared by the Head of Legal and Democratic Services.

The Committee resolved:-

- (i) to delete items 2 (Old Aberdeen Traffic Management – College Bounds/University Road – Junction Options), 7 (Aberdeen City and Shire Film Office); 9 (Disabled Persons' Parking Places (Scotland) Act 2009); 21 (Performance, Monitoring and Target Setting 2009/2010); 26 (Old Lang Stracht – Request for 30mph Speed Limit); 27 (2009/2010 Revenue Budget Monitoring); and 28 (Applications for Funding from the International Twinning Budget 2009/2010), subject to the matter being dealt with later on the agenda;
- (ii) in relation to item 13 (Peacock Visual Arts Centre/Northern Lights), to note that the Director was in discussion with colleagues in Education, Culture and Sport on this matter, and that a report would be submitted to the Committee at its meeting on 31 May 2010;
- (iii) to delete item 10 (Midsocket and Rosemount Public Transport Review); and
- (iv) to note the updates contained within the statement.

MOTIONS LIST

5. The Committee had before it a statement of outstanding motions under the Committee's remit, which had been prepared by the Head of Legal and Democratic Services.

The Committee resolved:-

to note the updates contained within the list, and to thank officers for the work on these matters to date.

PERFORMANCE, MONITORING AND TARGET SETTING, 2009/2010 – EPI/10/101

6. The Committee had before it an update by the Director on the Enterprise, Planning and Infrastructure Service performance as at February, 2010.

The report presented the key management information and performance indicators for the Enterprise, Planning and Infrastructure Service which consisted of the following four sections:- (1) a progress report from the Director; (2) a summary in the format of a performance indicators balance scorecard and detailed information supporting those indicators being considered this cycle; (3) a monitoring statement for the Non-Housing Capital Programme 2009/2010 as at 29 February, 2010; and (4) a table providing additional information on the performance of road defect repairs.

In response to a question regarding the Non-Housing Capital Programme 2009/2010 spend to date, the Director explained that as a result of the adverse weather conditions experienced, capital expenditure undertaken over the winter period had been minimal; this had resulted in the 46.43% spend of budget to date.

The Committee resolved:-

- (i) to note that the service's performance figures for both compliance with health and safety matrix and average sickness absence would be contained within the performance report submitted to the Committee at its meeting on 31 May 2010;
- (ii) to note that a report on the implementation of the single accountancy scheme would be considered by a future meeting of the Finance and Resources Committee; and
- (iii) to otherwise note the performance to date.

2009/2010 REVENUE BUDGET MONITORING – EPI/10/114

7. With reference to article 12 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 23 February 2010, the Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the City Chamberlain advising of the revenue budget performance for the current financial year to date as at 29 February, 2010. The paper confined itself to services relating to this Committee, outlined areas of risk that were immediately identifiable, and explained the responses to these.

Appended to the report was a summary monitoring statement for the revenue budget 2009/2010 which outlined the budget for the year, detailed the actual spend to 29 February, 2010, and explained variances. The current position reflected a projected overspend of £406,000, representing an improvement of £170,000 since the last update to Committee. The balance incorporated the expected additional cost of roads winter maintenance.

The Committee resolved:-

- (i) to instruct officers to report, in due course, on the actual out-turn compared to budget following completion of the 2009/2010 financial statement;
- (ii) to instruct officers to continue to review budget performance and report on service strategies as required to ensure a balanced budget; and
- (iii) to otherwise note the information on management actions and risks that was contained in the report.

DECLARATIONS OF INTERESTS

During consideration of the following item the following members declared an interest in the matter by reason of their involvement with the North East of Scotland Transport Partnership (Nestrans):- the Convener and Councillor Boulton as Board members of Nestrans, and the Vice-Convener as a substitute Board member of Nestrans. None of the members involved considered it necessary to leave the meeting during the Committee's deliberation on the report before it.

CAPITAL BUDGET PROGRESS REPORT – EPI/10/115

8. With reference to article 13 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 23 February 2010, the Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the City Chamberlain which provided an update on the progress made on various projects in the Non Housing Capital Programme previously approved by the Council (now aligned to the Enterprise, Planning and Infrastructure Services).

Appendix A to the report outlined the Non-Housing Capital Programme Projects aligned to the services and provided, for each project, the budget for 2009/2010, spend to date at the end of February 2010, and the forecast out-turn position. Comments on particular projects, where appropriate, were included in the narrative.

The report advised that the spend to the end of February 2010, reflected payments made and processed, and therefore excluded any commitments that had been made which would be due to be paid by the end of the year. Such commitments would be reflected in the forecast position.

It was highlighted that, as a direct result of the adverse weather conditions experienced during December 2009, and January 2010, work on a number of projects had been delayed; as a result of this the timing of expenditure on a number of projects would have to be carried forward into 2010/2011. The out-turns for the current year had been updated to reflect the revised projection.

The Committee heard from the Convener who advised that, as a result of financial prudence by the service, the projected overall spend for the Marischal College project had been reduced. Therefore, in light of the change in the projected budget expenditure required for the project, and given the adverse weather conditions experienced as well as the current condition of the roads in the city, it was proposed that £2.5million from the Marischal College Project contingencies be transferred to the Roads Programme 2010/2011. Members expressed their support for the transfer of the monies.

The Committee resolved:-

- (i) to support the transfer of £2.5million from the Marischal College Project contingencies to the Roads Programme 2010/2011 budget, and to refer this proposal to the Finance and Resources Committee for approval;
- (ii) to request officers, following approval of the transfer of monies by the Finance and Resources Committee, to submit a report to the Enterprise, Planning and Infrastructure Committee at its meeting on

- 31 May 2010, on a programme of works to utilise the additional £2.5 million;
- (iii) to request officers to write to the Scottish Government to request that they consider unringfencing the Cycling, Walking and Safer Streets (CWSS) budget received by local authorities and other transport bodies to enable them to spend the money across the roads programme as they deemed most appropriate;
 - (iv) to request officers to clarify and advise the Committee, by email, of the legality position vis-à-vis using the distinctive pinkish tar used for certain junction markings;
 - (v) to instruct officers to continue to review budget performance and report on service strategies as required to ensure a balanced budget; and
 - (vi) to otherwise note the content of the report in relation to the project outlined at appendix A.

At this juncture the Convener advised the Committee that Ms. Maggie McGinlay, Scottish Enterprise would not be able to attend the meeting today and therefore item 2.1 (Scottish Enterprise – Outcome of the City Square Public Consultation Exercise Presentation) would be withdrawn from today’s agenda.

DECLARATIONS OF INTEREST

The Convener and Councillors Allan and Clark declared an interest in the subject matter of the following article by virtue of being the Council’s appointed representatives on the Aberdeen International Football Festival Board. None of the Councillors felt it necessary to withdraw from the meeting.

Councillor Milne declared an interest in the subject matter of the following article by virtue of being the Council’s appointed representative on the Aberdeen International Youth Festival. Councillor Milne did not consider it necessary to withdraw from the meeting.

APPLICATIONS FOR FUNDING FROM THE INTERNATIONAL TWINNING BUDGET 2010/2011 – EPI/10/033

9. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure outlining applications for financial assistance from the 2010/2011 International Twinning Budget and sought approval of the criteria for twinning applications and the monitoring of funded projects.

The report recommended:-

that the Committee:-

- (a) re-affirm the following criteria for twinning applications and monitoring of funded projects:-

- (a) Given the limited size of the International Twinning Budget and the significant increase in applications at the start of the financial year 2010/2011, a tighter focus would be given to the promotion of international twinning opportunities within Aberdeen's Communities to foster the participation of new groups. The monitoring and evaluation of funded projects would also be reinforced by making feedback from participants and partners in the twin cities condition of award;
- (b) In the context of the 2010 European Year for Combating Social Exclusion and the 2011 European Year of Volunteering, promotion of the twinning grant would be particularly targeted at third sector and voluntary organisations;
- (c) Where relevant, incoming applications would be supported to seek match funding from external sources. The service would take a proactive approach to this; and
- (d) The criteria for processing applications and the monitoring of funded projects would be stated more explicitly to potential applicants:-
- Applications would be processed on a first come, first served basis;
 - Priority would be given to new applicants (or new participants within the groups which had previously received funding);
 - Funding recommendations would take into account the need to balance the funding attributed between inward and outward twinning projects;
 - For outward visits, applicants would be asked to adapt the numbers of participants to the nature of the project and activities involved; and
 - The requirement to report on return from twinning visits would be implemented systematically and compliance thereof would be a condition for eligibility for future applications;
- (b) approve a grant of £9,486 to the Aberdeen International Youth Festival (AIYF) including £3,934 towards the cost of an inward visit to participate in AIYF by six members of the rock group Kaifa from Clermont-Ferrand, and £5,552 towards the cost of an inward visit to participate in AIYF by six members of the music group Bifolk from Gomel;
- (c) approve a contribution of £4,200 towards the cost of an outward visit to Regensburg by twelve members of the Board of YMCA Aberdeen to develop their partnership;
- (d) approve a contribution of £3,000 towards the travel costs for the Scouts project to help teach English and deliver books and equipment to the school and orphanage in Gomel;
- (e) approve a grant of £3,125 to bring the Mayor of Gomel, his spouse and an interpreter to Aberdeen to mark the 20th anniversary of the twin city partnership between Aberdeen and Gomel;
- (f) approve a grant of £2,400 to enable a delegation of up to six people, including the Lord Provost and an officer from the International Team, to accept Regensburg invitation to mark the 55th anniversary of the twin city partnership in Regensburg;
- (g) approve a grant of £1,830 towards the travel and accommodation costs for the Gordon Highlanders' Museum's curator and an officer from the International Team to visit Gomel to develop the joint exhibition project;
- (h) approve a contribution of £190 to cover the full cost of local transport for the visit to Aberdeen by the Stavanger Scouts Group;
- (i) approve a grant of £12,500 towards the cost of the Tri-City Youth Theatre Project for performances at AIYF 2010;

- (j) decline the application from Aberdeen International Football Festival for £22,390 (as referred from the Committee at its meeting on 23 February, 2010) (article 16 of that minute refers); and
- (k) decline the alternative award of £20,548 towards the cost of bringing a third twin city team (Gomel) to the 2010 Aberdeen International Football Festival.

The Committee resolved:-

to approve the recommendations.

CITY EVENTS – 50+ PROGRAMME - EPI/10/084

10. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided a summary of the 50+ events programme provided from 1 April 2009, to 31 March 2010, and also presented the proposed programme for 2010/2011.

The report explained that given the steady growth in the population of the 50+ age group in the city in recent years, as well as the predicted increase in life expectancy, it was vital that a wide variety of activities were available for this age group. The Directory of Activities was a compilation of opportunities available all over Aberdeen City including social, education, culture, sport and leisure activities and aimed to keep to individuals active. The guide provided a valuable resource to the 50+ age group; ensured they knew what they could do and when, and was essential in encouraging individuals to “to get out and about in Aberdeen”. The main highlights of the events calendar in the 2009/2010 were summarised (a complete list of events included in the 2010/2011 programme as well as a list of the partner organisations involved was appended to the report) and the proposed programme for 2010/2011 was presented for approval.

The Committee resolved:-

to note the 2009/2010 programme and approve the proposed programme of events for 2010/2011.

CITY EVENTS – WINTER FESTIVAL 2009/2010 – 2010/2011 – EPI/10/083

11. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided a summary of the Winter Festival programme of events which were delivered from 5 November 2009, to 25 January 2010, and presented the proposed programme for 2010/2011.

The report explained that in order to successfully deliver Aberdeen’s Winter Festival an intensive marketing campaign was required. Central to the campaign in 2009/2010 had been a website competition, produced in conjunction with city partners, with monthly prizes running over the length of the Festival. In addition to publicising the events, the website also enabled information and comments regarding the Festival to be gathered from visitors and participants (a selection of the comments received was appended to the report). Further marketing strategies utilised were detailed including the Aberdeen City and Shire Winter Festival Guide; which was a fundamental part of ensuring that citizens and visitors alike were fully

aware of all of the events that were on offer. A list of some of the testimonials received regarding the effectiveness of the Aberdeen City and Shire Winter Festival Guide was appended to the report.

The Committee resolved:-

to note the 2009/2010 Winter Festival Programme and to approve the proposed Programme for 2010/2011.

CITY EVENTS 2009/2010 AND 2010/22 – EPI/10/082

12. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided a summary of the events programme delivered from 1 April 2009, to 31 March 2010, and outlined the proposed programme of events for 2010/2011.

The report highlighted that a high profile, popular and quality events programme had been delivered during 2009/10; this had directly contributed to an increase in the numbers of people visiting the city centre during 2009/2010, and therefore had had a significant economic impact.

In addition to the co-ordination and delivery of the events programme, the City Events Team was also involved in the provision of event support to a number of external organisations, agencies and individuals who wished to organise events in the city. A summary of the work undertaken by the team in the following areas was provided:-

- Delivery of Aberdeen City Council's Festivals and Events Programme (a list of the Council's Festival and Events Programme for 2009/2010 was attached as appendix 1 to the report);
- Supporting the delivery of Partner Agency and Organisation Events (a list of events arranged for partner organisations in 2009/2010 was attached as appendix 2 to the report);
- Managing the hire of Parks and Open Spaces
- Managing parades and processions (a list of parades and processions for 2009/2010 was attached as appendix 3 to the report);
- Supporting the delivery of Community Galas
- 2010/2011 Event Programme (a list of events for 2010/2011 was attached as appendix 3 to the report)

The Committee resolved:-

to note the 2009/2010 Events Programme and approve the Programme of events for 2010/2011.

LINKS WITH NAGASAKI – EPI/10/076

13. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which recommended an appropriate response to the request from Nagasaki to consider "Forming a Citizens" Friendship City Link-Up – A

way of forming free and relaxed relationships between cities, with citizens and citizens' groups as the main actors and without the formality of a sister city link-up".

By way of background details for the rationale for the request were provided. In terms of the council's twinning policy, members were reminded that it was current policy that the Council could not form any new twin city relationships unless increased resources were made available. However, whilst a formal twinning could not take place, there were nevertheless many other, informal and formal ways to link with other international cities and regions.

With regard the current links between Aberdeen and Nagasaki, it was advised that at present the main basis for the existing links was the historic connection involving Thomas Blake Glover. However, there were opportunities for a number of actions, listed below, that could be undertaken to support the development of the relationship between the two cities; these would require consultation with the relevant bodies. The opportunities included:-

- (1) Possible extension of Glover scholarship;
- (2) Promoting Nagasaki and Japan on GLOW;
- (3) A season of Japanese films at the Belmont;
- (4) Festivals and events;
- (5) Promoting the Japan Exchange and Teaching Programme to young Aberdonians
- (6) Asking the universities to consider opportunities for strengthened links with Nagasaki;
- (7) Providing opportunities to hold reciprocal arts and cultural events in both cities, perhaps including showcasing works of arts and art forms in respect of art galleries, museums and cultural events.

The ability to deliver activities that would enhance the relationship between Aberdeen and Nagasaki would depend to a considerable extent on the availability of staffing and budget resources in the relevant organisations.

In terms of budget implications, it was advised that there was no budget directly available to support the link, however individual projects could apply for certain grants for which they were eligible. A limited amount of staff time could be made available from the international team to support external organisations and community groups in developing their links and activities. There were also a few organisations that provided grants towards projects between the UK and Japan and officers from the international team would undertake to support interested parties in developing appropriate projects and funding bids. With regard moving forward, it was advised that if the link was approved the next step would be for an officer in the international team to approach the organisations detailed in the report, including the City of Nagasaki itself, to get their views on the practical aspects of developing closer links between Aberdeen and Nagasaki, with the aim of agreeing a realistic and achievable action plan.

Finally, turning to the issue of responding to similar requests in future, it was advised that a full review of the Council's existing international partnerships was to be carried out within the next six months; this would include a review of criteria and scoring to be applied to future requests for international partnerships. Details of the current criteria was provided.

The Committee resolved:-

- (i) to form a Citizens' Friendship City link-up with Nagasaki;
- (ii) to instruct the International Strategist to work with interested parties to create an action plan to put the link into practice;
- (iii) to continue using the criteria listed in the report to consider such requests in future, pending a review of international partnerships in 2010; and
- (iv) to request officers to bear in mind the link between Mr. Urquhart, author of "The Forgotten Highlander" and Nagasaki, when promoting the cities links with Nagasaki.

NORTH SEA COMMISSION, CONFERENCE OF PERIPHERAL MARITIME REGIONS OF EUROPE (CPMR) AND EUROPEAN FUNDING UPDATE - EPI/10/039

14. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the Council's membership of the North Sea Commission (NSC), Conference of Peripheral Maritime Regions of Europe (CPMR) and sought approval for Elected Member and officer travel to the General Assembly of the NSC in Stavanger from 16 June to 18 June 2010, as well Project Development meetings for the development of new transnational projects.

Firstly, it was advised that in order for the Council to take full advantage of its role in influencing European Policy, and drawing down EU funds, it was important that the Council continue to attend and input at CPMR, NSC, the various thematic groups and project development meetings. Such activity would also contribute in the Council being able to draw down external monies to develop and deliver projects for the Council. To date the following meetings had been scheduled:- NSC Executive Meeting in April and October/November; and CPMR Political Bureau on 11 June. Participation in projects would require travel to project development meetings, which were hosted, usually, in the lead project partner member state or a mutually agreed location across Europe. Where possible, the Council would host partner meetings in order to keep costs to a minimum. The number of meetings per project would vary.

The report advised that the Council had been invited to participate in the following projects:- Age Sustainable Communities; Torry Community Wetlands Project; Greenspace Infrastructure; Creative Spaces; Lively Cities; European crossed exchanges intra Europe and Mundi; Renewable Public Transport Enterprise and The Torry Point Battery. In 2009/2010 the Council had a success rate of over 90% in the submission of applications for the development of projects from different EU funding programmes. As such the Council was successful in drawing down £2,285,702 in 2009/2010.

Turning to financial implications, it was advised that the programme had been developed in line with a broadly similar level of funding as in 2009/2010. Costs for elected members attending various meetings of the NSC (approximately £2,000) would be met from the elected members travel budget, whilst costs for the officer accompanying elected members (again approximately £2,000) and officers attending NSC and project development meetings would be met from the relevant service's budget. If successful, 50% of these costs would be recovered from the projects. Finally, match funding to partner EU funded projects would be met from

existing budgets, from the relevant services. Any new projects would be forwarded to the Committee for consideration, subject to budgets being available.

The Committee resolved:-

- (i) to approve travel and attendance by an elected member and up to two officers to the NSC General Assembly in Stavanger, Norway in June 2010;
- (ii) to approve officer travel and attendance to relevant NSC meetings (NSC Executive meetings in April and October / November) and CPMR meetings (Political Bureau 11 June – TROMS, Energy Group in October) and officer travel to European Project development meetings within Europe Member States in 2010/2011, and to note that locations and timings of project development meetings would vary in the year, as and when, the lead partners called for the meetings;
- (iii) to approve the Council's participation in the following European projects and officer travel to project meetings:-
 - Age Sustainable Communities (Interreg IVB North West Europe)
 - Torry Community Wetlands Project (Life+)
 - Greenspace Infrastructure (GIN) (Interreg IVB North Sea Region)
 - Creative Spaces (Interreg IVB North West Europe)
 - Lively Cities (Interreg IVB North West Europe)
 - European crossed exchanges intra Europe and Mundi (Intelligent Energy)
 - Renewable Public Transport Enterprise (REPUTE)
 - The Torry Point Battery
- (iv) to note the success of the Council drawing down £2,285,702 in 2009/10 of external monies to be utilised in EU projects over a period of three years; and
- (x) to commend officers for their work in achieving external monies.

SUSTAINABLE URBAN FRINGES PROJECT UPDATE (SURF) – EPI/10/095

15. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on progress on the Sustainable Urban Fringes (SURF) project and sought representation at the SURF 2010 conference.

By way of background the report reminded members that the Council was the lead beneficiary in a three year (2009 – 2012) European Union Interreg IVB SURF project, which aimed to develop new approaches for the urban fringes that strengthened the link between the services provided by these areas and city region competitiveness. The project would analyse and test innovative applications of new policy and governance tools and would identify good practice for dissemination to other regions. By taking the lead partner role in the project the Council would have control on what happened in the project, and how it would like to see policies and tools developed.

There were four main work packages (WP) to the project, namely:- (WP1) Project Management - Aberdeen City Council; (WP2) Publicity and Communications - Aberdeen City Council; (WP3) Review and Analysis – School of the Built Environment Leeds Metropolitan University; and (WP4) Testing and

Implementation – City of Enschede. The Council was leading work packages 1 and 2 and had responsibility for managing the other work package leaders. Significant progress had been made since the ‘kick off conference’ hosted in Aberdeen in December 2009, and a summary of the significant milestones that had been achieved to date were outlined.

Turning to the SURF Annual Conference, it was advised that it would take place from 27 to 28 May 2010, in Enschede, Netherlands. Due to the position of the Council leading the SURF project, it was recommended that a number of attendees from the Council should attend the conference. The Programme was being designed (the draft programme was attached as appendix 1 to the report) to be suitable for the wide range of all partners and a learning experience for politicians, and it was planned that on day 2 of the conference to hold a ceremonial signing of the partner’s commitment to the project. There was a commitment from partners from the Netherlands that politicians would be in attendance, therefore it was requested that the Convener of the Committee, or her delegate also attend the conference to demonstrate the Council’s commitment and support for leading the project and managing the delivery of its objectives.

The Committee resolved:-

- (i) to note the progress to date of the SURF project, with specific acknowledgement of the signing of the partnership agreements between the Council as Lead Beneficiary and the project partners; and
- (ii) the attendance of the Convener of the Enterprise, Planning and Infrastructure Committee, or her delegate, at the SURF Annual Conference in Enschede, Netherlands on 27-28 May 2010.

ABERDEEN CITY & SHIRE FILM OFFICE - EPI/10/089

16. With reference to article 4 of the minute of the Enterprise, Planning and Infrastructure Committee of 1 September, 2009, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which requested approval for the withdrawal of financial support to the Aberdeen City & Shire Film Office.

By way of background the report reminded members that as a result of the distinct downturn in the number of film shoots across the whole area in 2008/2009, the Committee had previously agreed to reduce the annual funding to the Film Office from £20,000 per annum to £10,000, and that the funding agreement be reviewed on an ongoing annual basis against outcomes and economic impact.

Since September 2009, there had only been four filming activities notified within the city, with a notified economic impact of £10,155. This was a further decrease from the economic impact of £34,000 reported in September 2009. The declining amount of film activity in Scotland as a whole appeared to be reflected in the new Creative Scotland structures where Scottish Screen locations had effectively disappeared. Following a joint evaluation of the project by Aberdeen City and Shire Council officers, it was recommended that the Film Office services be withdrawn. It was highlighted that if the funding was withdrawn, the website, which had been a useful tool to promote the region, would remain active and monitored for usage on a regular basis.

The Committee resolved:-

- (i) to withdraw financial support for the Aberdeen City and Shire Film Office for the financial period of 2010; and
- (ii) to review any future requests for funding of a similar initiative based on sound economic impact assessment.

SUPPLIER DEVELOPMENT PROGRAMME - EPI/10/088

17. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which highlighted the benefits of participating within the national "Supplier Development Programme" (SDP) and the potential benefits to the local business and third sector communities.

By way of introduction the report explained that given the current economic uncertainty one critical feature of the immediate future would be the importance of the public sector procurement spend for our business and third sectors communities. Undoubtedly the public sector spend would be a major driver to revive much of the City's small and medium sized businesses. As such the SDP which already worked with 15 local authority economic development units across Scotland, would help them support local business and social enterprise access public sector procurement opportunities by delivering a tender ready support programme. The programme sought to improve the competitiveness of the City's SME base in the area of public sector procurement. It was proposed that the service be extended to Aberdeen. A detailed overview of the programme and its main activities was provided.

With regard the demand for such service, it was advised that the Council had hosted two "Meet the Buyer" events in November 2009, to give a brief insight into public procurement and the opportunities it might bring to local businesses. The high level of attendance at the events highlighted the interest in and need to understand public procurement processes, which was further reinforced via the event evaluation. Rather than try to duplicate the service, it was advised that it made economic and operational sense for the Council to buy into the SDP service in order to give local companies free access to their services and on-going support.

The Committee resolved:-

- (i) to fund the Supplier Development Programme to the amount of £7,000 for the year 2010/2011 and to review this funding agreement against outcomes and economic impact for the year 2010/2011; and
- (ii) that the residual funding from the Commercial Training Budget for 2009/2010 be utilised to provide the service for 2010/2011.

MOTION BY COUNCILLOR YOUNG – REQUIREMENT FOR A SUITABLE CROSSING OR OTHER MEANS OF ASSISTANCE FOR THE RESIDENTS OF CLASHIEKNOWE EXTRA CARE HOUSING

18. The Committee had before it the following motion by Councillor Young, for consideration:-

“That this Council fully explores the perceived need by the residents of Clashieknowe Extra Care Housing for a suitable crossing or other means of assistance to allow them to cross the road safely to and from the bus stop which was situated opposite their housing complex.”

Councillor Young was in attendance and spoke to his motion, explaining the rationale behind his request.

The Committee resolved:-

to request officers to submit a report exploring the terms of the motion to the Enterprise, Planning and Infrastructure Committee at its meeting on 31 May 2010.

CORPORATE GOVERNANCE – MINUTE OF AGREEMENT AND PERFORMANCE INDICATORS – REFERRAL FROM THE STRATEGIC DEVELOPMENT PLANNING AUTHORITY

19. The Committee had under consideration, by way of a remit from the Strategic Development Planning Authority (article 6 of the minute of the meeting of 26 March 2010 refers), a request to consider the proposed amendments to the Minute of Agreement between Aberdeen City Council and Aberdeenshire Council which governed the operation of the City and Shire Strategic Development Planning Authority (SDPA).

The Committee had before it a copy of the report by the Strategic Development Manager which explained that there were a total of six amendments proposed to the minute of agreement as follows (further details were set out in Appendix 1 to the report), and sought approval for the following proposed amendments:-

- Aims and Objectives – the Minute of Agreement includes 16 specified aims and objectives for the SDPA. Due to the establishment of the SDPA during the preparation of the Structure Plan, Aim 3 was to complete the Structure Plan which was being prepared pending the preparation of the Strategic Development Plan. The preparation of the Structure Plan is now complete and this Aim can therefore be deleted.
- ACSEF – the Regional Economic Development Partnership changed its name in 2008. It is proposed to update references to its new name, “Aberdeen City and Shire Economic Future”.
- Preparation of Accounts – the original Minute of Agreement had been prepared on the basis that the SPDA’s accounts would not be audited independently of the two Councils. However, in early 2009 the SDPA received notification that Audit Scotland had decided to treat all four SDPAs as independent public bodies for audit purposes. Rather than the timetable set out in the Minute of Agreement, draft accounts now need to be prepared, agreed by the SDPA and submitted to Audit Scotland by the end of June each year.
- Freedom of Information – the Minute of Agreement currently requires the SDPA to publish a “Publication Scheme” under the Freedom of Information (Scotland) Act 2002. However, discussions have taken place with the Scottish Information Commissioner and have concluded that such a requirement is unnecessary. It is therefore proposed to remove this obligation from the Minute of Agreement.

- Financial Regulations – the Minute of Agreement specified the use of Aberdeenshire Council’s financial regulations by the SDPA. However, the audit position of the SDPA and the opinion of Audit Scotland as expressed in its “Report to Members 2008/09” means that the SDPA’s own regulations are required. The SDPA agreed its own set of financial regulations at its meeting of June, 2009 and this now needs to be reflected in the Minute of Agreement.
- Data Protection – matters relating to data protection were not covered in the original Agreement but it is important that the position of the SDPA is clarified. Given the joint nature of the SDPA, it is necessary that Aberdeen City Council and Aberdeenshire Council both act as Data Controller and Data Processor for the purposes of the legislation.

The Committee resolved:-

the proposed seven changes to the SDPA Minute of Agreement, (as detailed above).

LOCAL DESIGNATED SITES REVIEW PROJECT - EPI/10/087

20. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented a proposal for the non-statutory Local Designated Sites Review Project and sought its approval, and requested approval for the Council to become a UK partner in the “International Year of Biodiversity: 2010” campaign.

Firstly, regarding the non-statutory Local Designated Sites review project, it was advised that the proposal to review such sites was one of the tasks from the Nature Conservation Strategy Implementation Plan. The project would assist the Council in establishing the current ecological condition of its non-statutory local designated sites and would re-affirm their designation and boundaries. The outcomes of the project included informing future land-use planning policies, plus assisting planning officers in justifying the continued protection of such sites from development through the Local Development Plan. The outcomes of the project would also provide baseline data for further tasks noted within the Strategy’s Implementation Plan. The proposal for the non-statutory Local Designated Sites review project was attached at appendix A.

Separately, the report advised that the Council had been requested by the Scottish Government to consider signing up as a partner in the ‘International Year of Biodiversity: 2010 campaign’. It was highlighted that the Council through its Nature Conservation Strategy already referred to the International Year of Biodiversity: 2010, and considered all the main points to be addressed. A commitment to the campaign would complement and further strengthen the work already planned for the City of Aberdeen as part of the work associated with the Council’s Nature Conservation Strategy 2010-2015. The covering letter from the Scottish Government as well as the key messages document was appended to the report.

The Committee resolved:-

- (i) to support the aim of and note the outcomes of the Local Designated Sites review project proposal;

- (ii) to note the project costs, as outlined within section 13.0 of the project proposal;
- (iii) that the Local Designated Sites review project take place; and
- (iv) that the Council be a UK partner in the International Year of Biodiversity: 2010 campaign.

OPEN SPACE AUDIT – EPI/10/042

21. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the results of an Open Space audit carried out for the city during 2009 and 2010 and proposed that these results be used to inform the development of an Open Space Strategy; and presented revised Open Space Standards for residential development on greenfield sites for approval for consultation with stakeholders.

By way of background the report advised that the Planning Advice Note (PAN 65, Scottish Planning Policy and the Aberdeen Local Plan 2008 required that an audit of open or green space was undertaken. A comprehensive audit should be used to take a strategic approach to the management, enhancement and development of open space. The data gathered would inform the development of an Open Space Strategy and the Local Development Plan. As such, in May 2009 a working group was established, made up of key internal and external interest, to take forward a comprehensive audit. The audit had now been completed and a summary of the findings and recommendations was presented (the complete draft Open Space Audit Report 2010 was appended to the report..

As a result of the Open Space Audit, it was recommended that:-

- (a) An open space strategy and detailed action plan be prepared.
- (b) The Open Space Audit database be updated annually and a full review carried out five years from now to coincide with the review of the Local Development Plan;
- (c) Stakeholders be involved in the development of the open space strategy and action plan, through workshops or other forums as appropriate; and
- (d) New standards for the provision of open space in future developments, including appropriate requirements for developer contributions where on-site provision was not possible, were developed.

Thereafter the report presented revised standards for the development of open space in new residential development on Greenfield sites, as detailed at Appendix B to the report. It was advised that where it was not possible to meet the standards for the provision of new open space within a development site, a contribution from the developer towards the provision of new open space in the vicinity of the site, or the enhancement of the existing open spaces would be necessary. Developer contributions in relation to the provision of open space would be expanded upon in Supplementary Guidance. Similarly, provision of open space in brownfield developments was more likely to necessitate contributions towards the enhancement of the open space. It was proposed that consultation on the revised open space standards takes place over the forthcoming months with key internal and external stakeholders, before being integrated within the Local Development Plan through Supplementary Guidance.

The Committee resolved:-

- (i) to support the recommendations arising from the audit, as detailed above, and to otherwise note the results of the Open Space Audit ; and
- (ii) the new proposed draft Open Space Development standards for consultation.

COVE MASTERPLAN AND CHARRETTE REPORT – EPI/10/096

22. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the Masterplan and Charrette Report prepared as a guide for the future development at Cove.

By way of background the report explained that Scotia Homes and Stewart Milne Homes had commissioned the Prince's Foundation for the Built Environment, and an American urban design consultancy Urban Design Associates, to conduct a participatory planning process with the Cove Community Council and the Council. This process set out to find the most appropriate form of development for the identified Opportunity Sites, and to develop design concepts. Subsequently both parties had met with the Council to present and discuss the development of the masterplan and receive feedback. The Cove Masterplan and Charrette Report was the product of this process.

Details of policy considerations required were outlined, and it was advised that a planning policy review had been prepared to inform and complement the Cove Masterplan and Charrette report. The review detailed the relevant National, Regional and local policies to be considered.

An overview of public consultation, which had consisted of two key events, was presented as was a summary of the outcome of the events which advised that three key themes emerged from the consultation and had been incorporated into the final document, namely:-

- (1) **Open Space** – protect, enhance and interconnect proposed and existing open space.
- (2) **Street Network / Traffic** – improve vehicular circulation in, to and from Cove.
- (3) **Centres** – create walkable neighbourhoods emphasising links to the key proposed and existing centres in Cove.

The report explained that the Masterplan and Charrette Report detailed a number of key design principles that must be adhered to in future planning application, namely:-

- provide a variety and choice of housing – semi-detached, detached terrace housing, and flats;
- create walkable and interconnected neighbourhoods;
- provide clearly defined open space, including parks of various clearly defined types and sizes;
- concentrate development around a high street with a mix of commercial uses in a traditional Scottish form;
- provide an additional connection to Wellington Road;

- ensured minimum density of 30 units per hectare across the site, with higher density towards the neighbourhood centre, in accordance with the Structure Plan;
- create more efficient use of land;
- reserve land for a train halt at OP8 (Stationfields);
- clearly define architectural styles as determined by the Cove Masterplan and Charrette Report.

The report highlighted that the document highlighted options for the way in which Loirston Green could be used to connect the OP9 site to the existing Cove centre. It was emphasised however, that following public response to this issue this connection would be a pedestrian footpath only. An option was illustrated highlighting improvements to the existing Cove civic centre. Although the developer has no control over the existing civic centre area, the proposals remain as an aspiration to improve the quality and organisation of what was currently a disparate group of buildings with poor public realm.

Finally, the report advised of information which was not covered by the Masterplan and Charrette Report, but which would be required to support future detailed design and planning application processes was outlined.

The Committee resolved:-

to approve the Cove Masterplan and Charrette report as Supplementary Planning Guidance for the sites identified as Opportunity Site (OP8) and OP9 in the Aberdeen Local Plan 2008.

**ALBYN TERRACE – CANAL ROAD – DEE STREET – DON TERRACE –
ESSLEMONT AVENUE – HARRIET STREET – HOLLAND PLACE – POWIS
CIRCLE – RUBISLAW TERRACE – WESTBURN ROAD – LANE TO THE WEST
OF LOANHEAD TERRACE – LOANHEAD TERRACE (RUTHERFORD CHURCH)
– WHITEMYRES AVENUE – UNION SQUARE (GUILD STREET) – UNION
SQUARE (PALMERSTON ROAD)**

23. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure providing an account of traffic management measures considered necessary at the above locations.

The Committee resolved:-

to request officials to carry out preliminary statutory consultation on legislation to provide for these schemes, to move straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back, and also, in the case of the proposals for Union Square (Guild Street) where a prohibition of waiting at any time would include a drop-off point for the exclusive use of blue badge holders, to request that every effort be made to ensure that this plan be advanced as quickly as possible.

JUSTICE MILL LANE – TRAFFIC MANAGEMENT

24. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure dealing with new traffic management plans for Justice Mill Lane, where the environment and nature of the street had altered substantially in recent years following the significant redevelopment of many properties at the location. In particular, there were now vehicular and pedestrian conflicts that needed to be addressed, particularly during the evening and at weekends. Under the new proposals, the road would be one way (permitted direction of travel to be westwards) along with waiting restrictions, loading bays, speed tables and zebra crossings.

In the course of discussions, the Committee heard from Councillor Cormie who asked if zebra crossings were worthwhile in this situation and whether signal-controlled crossings might be preferable. One of the local members, Councillor Donnelly, demurred, expressing his strong support for the plans as they stood. Mr. Andrew Smith (Principal Engineer, Enterprise, Planning and Infrastructure) was invited to comment on the merits of zebra crossings in a situation like this, and emphasised that the overall purpose of the scheme was to try to change the tone of the street by managing how traffic and pedestrians moved on it, and that, all in all, the intention was to try to calm everything down. Experience dictated that these environmental schemes generally enjoyed considerable success, and that Justice Mill Lane was not really a suitable location for a signal-controlled crossing, especially given the fairly heavy pedestrian movements during evenings and weekends.

The Committee resolved:-

to request officials to carry out preliminary statutory consultation on a traffic order to provide for the proposals outlined in the report, to move straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back on detailed design, cost estimates and substantive statutory objections.

OLD PITMEDDEN ROAD – PROHIBITION OF DRIVING OR PROHIBITION OF LEFT TURNS

25. With reference to the minute of meeting of the Committee of 12th January 2010 (article 17 refers) the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure on the question of traffic management at Old Pitmedden Road, which had been deferred on 12th January to allow officials to report back on Councillor Clark's suggestion that the proposed closure at this location might be a prohibition of left turns instead.

The circulated report contained a detailed analysis of the two options at stake but held to the original recommendation that a prohibition of driving would be preferable. A prohibition of left turns would inconvenience vehicles visiting the caravan park at the location, and the problem of dangerous overtaking on the blind bend by the railway bridge would not be resolved. Also, a prohibition of left turns would be effective only to the extent of adequate enforcement, and it had to be acknowledged that Grampian Police did not have the resources to sustain the necessary level of enforcement on a day-to-day basis.

A prohibition of driving would cure the issue of overtaking near the bridge and, all in all, the roads officials felt, although some residents might be inconvenienced by a closure, residents at the farm to the west of the restriction would have close access to Dyce Drive while owners and tenants of caravans at the caravan park would have close access to Pitmedden Road.

The Committee heard from Mr David Wemyss - Senior Committee Services Officer (Roads Legislation) - on the suggestion that the prohibition of left turns be introduced as a six month experiment or trial. Mr Wemyss explained that the Road Traffic Regulation Act 1984 did provide for the possibility of experimental orders, but pointed out that they attracted as much procedural complexity as a full-scale permanent order. Not only that, if the experiment were deemed to have been a success, the measures would still have to be made the subject of a permanent order, so the procedural complexity would be repeated.

Admittedly, if the experiment were to be deemed unsuccessful, a second procedural phase would be necessary in any case if a prohibition of driving were then to be advertised, but, if there was reasonable optimism about the outcome of a six-month trial vis-à-vis the prohibition of left turns, it would be as well to simply advertise and (if appropriate after the statutory objection period) implement a permanent order with a strict public undertaking that the legislation would be reviewed after six months, thereby retaining at least the reasonable possibility that no second procedural phase would be necessary.

The Committee resolved:-

to welcome the advice from Mr Wemyss and, on that basis, to begin the procedures for a traffic order to provide for a prohibition of left turns at the location, on the basis of a clear undertaking that, if implemented, this order be reviewed after six months.

COLLEGE BOUNDS – TRAFFIC MANAGEMENT

26. With reference to the minute of meeting of the former Area Central Committee on 27 May 2009 (article 8 of the minute refers) there had been circulated a report by the Director of Enterprise, Planning and Infrastructure providing the results from informal consultation regarding access difficulties at High Street / College Bounds in Old Aberdeen.

Members were familiar with long-standing difficulties at the College Bounds / University Road junction where a prohibition of driving except for buses was enforced by traffic lights (in respect of which only buses could trigger a green light). Over the years, this mechanism had not deterred contraventions of the traffic order, whereas a complete vehicular ban using static bollards would necessitate a re-routing of the No. 20 bus service and also alternative access arrangements for tourist buses and delivery vehicles entering High Street. The present report recommended the installation of a bus lane camera following decriminalisation of bus lane enforcement, meaning that the regulatory framework at the location would have to be amended to create “access by bus lane only”. On that basis, an associated bus lane camera would deter contraventions of the new regulatory arrangement.

The Committee resolved:-

to approve the establishment of a small section of bus lane and an associated bus lane camera at this location (following decriminalisation of bus lane enforcement) and, subject to available funding, to request officials to carry out the necessary procedures to amend the current traffic order.

LANG STRACHT – PROPOSED 30MPH SPEED LIMIT

27. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure outlining the preliminary statutory consultative response vis-à-vis the intended 30mph speed limit on Lang Stracht.

This had been approved at the previous meeting of the Committee on 23rd February 2010 (Article 5 of the minute refers) when the intended limit had been approved because of the distinctiveness of the circumstances, notwithstanding that it did not sit well with national guidelines. The present report featured the preliminary statutory consultative response from Grampian Police which welcomed the intended shift from the current bus gate arrangement at the location to a bus lane, but expressed reservations about the 30mph limit which in their opinion was unrealistically low.

The Committee resolved:-

to note the responses and to request the officials to proceed to substantive statutory advertisement.

ROADS AND TRANSPORT RELATED BUDGET PROGRAMMES

28. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the proposed Roads and Transportation programme for 2009/2010 from the approved Revenue and Capital Budgets, together with a provisional list of programmes for 2011/2012, and requested the Committee to approve the specific schemes where detailed and the budget headings for the remainder.

The ten appendices, detailed below, set out the proposed programme of works which would be funded through the approved Capital budgets of the Council together with linkages to the neighbourhood community action plans.

Appendix A - the proposed ITS Capital Programme for 2010/2011 including estimated costs - £400,000;

Appendix B - the proposed street lighting programme 2010/2011 - £300,00;

Appendix C – the proposed Cycling, Walking, Safer Streets programme - £365,000;

Appendix D – the proposed traffic safety programme - £150,000;

Appendix E – the capital footway programme 2010/2011 - £532,000;

Appendix F – the carry forward footway programme 2009/2010;

Appendix G – the footpaths reserve list;

Appendix H – the capital works resurfacing programme 2010/2011;

Appendix J – the carry forward programme from 2009/2010;

Appendix K – the resurfacing works reserve programme; and

Appendix L - the road condition index.

The Committee resolved:-

- (i) the schemes listed in the appendices as detailed proposals for expenditure within budget headings;
- (ii) to instruct appropriate officials to implement detailed programmes;
- (iii) that officers amend the programme in consultation with local members should priorities change throughout the year;
- (iv) where traffic legislation was necessary, to instruct the appropriate officials to progress the necessary legal procedures, and that, where no significant objections had been received at the stage of preliminary statutory consultation, to move to public advertisement and report;
- (v) to grant approval to appropriate officers to award contracts on receipt of a valid tender submission subject to necessary funding in the approved revenue and capital budget;
- (vi) to request officers to advise members, by email, which Gladstone Place and Victoria Street within the city were proposed within the programme; and
- (vii) to delay the expenditure of the £30,000 budget for the implementation of cycle lanes through all traffic islands – Item No. 7500 within the CWSS Proposed programme of works for 2010/2011, until the legality position vis-à-vis using the distinctive pinkish tar used for certain junction markings had been clarified.

ROAD ASSET MANAGEMENT PLAN – EPI/10/111

29. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the progress on the production of an Asset Management Plan for the Council, which was being produced in accordance with a nationwide project by the Society of Chief Officers for Transportation in Scotland (SCOTS).

An overview of the financial position of the roads maintenance budget over recent years was provided. It was highlighted that this budget had been declining whilst the amount of road had been increasing, and therefore concluded that the roads maintenance had been significantly underfunded for at least the last 20 years. In light of this position it was advised that Roads Asset Management presented a best value approach to the safeguarding of the most value and vital asset in the Council's remit and without which the City would not be able to support its economic wellbeing. The methodology of property management was applied in this engineering context to ensure the various assets which the Council was responsible for were managed and maintained in as cost effective manner as possible to make best use of limited resources. Experience of this approach in other areas has shown that savings of 5% in roads maintenance budgets could be achieved. However, it was emphasised that whilst this approach could lead to more effective use of funds underfunding of budgets would still fail to achieve results expected by citizens and road users.

Details of the methodology used by the Plan was outlined wherein it was advised that the assets would be identified, quantified and valued at Gross Replacement Cost, (GRC). The approach, which had been recommended by Cipfa, and approved by the Treasury, represented a fundamental re-evaluation of the

Council's transportation assets resulting in an upward re-appraisal of the assets book value by an order of magnitude. The current asset value calculated on historical investment was close to £100 million whilst the value calculated on the GRC basis was nearly £1000 million.

In terms of the current status of the implementation of the plan, it was advised that a project under the stewardship of SCOTS and in partnership with EXP Consulting had been developed to establish a common approach for all the authorities across the country and to seek best practice methods for providing a methodology that was fully fit for purpose and met the expectations of transport users as expressed through their elected representatives. By the end of the project, the approach would have been integrated into the Council's Roads Management function and would represent the basic tool not merely for reporting the annual budget process but for carrying out all aspects of Roads Management and Maintenance. Appendix 1 to the report provided an indication of the current state of progress with the SCOTS project.

Finally, with regards moving forward, it was advised that local authorities were to submit their rudimentary drafts for discussion and comparison at the workshops with a view to completing all Council's Plans to a comparable format; it was anticipated that a further report would be submitted in early 2011 informing the Council of progress with the Plan and presenting the first full draft as a method for establishing and evaluating the budget for Roads Maintenance. By the Autumn of 2011, the Plan should be finalized and will form the basis for the budget process for Roads Maintenance for 2012/13.

The Committee resolved:-

to note the content of the initial draft Roads Asset Management Plan and to continue to participate in the SCOTS project.

NEWHILLS ROADS IMPROVEMENT

30. With reference to 48 of the minute of the meeting of the former Resources Management Committee of 4 December 2007, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the progress of the Newhills Road Improvements – Phase 2b Project - and sought support for the resources necessary to progress the scheme to completion.

By way of background the report provided an overview of the scheme wherein it was advised that the Newhills Road Improvements (Phase 2b Project) had been separated into three parts, which would be undertaken in two phases. Phase one of the scheme, which had been completed in September 2005, had involved the widening the C89C on its approach to the junction with the C88C, improving the junction, and widening the C88C to the limits of Council owned land in the vicinity of Newhills House.

In terms of the remaining aspects of the scheme it was advised that, due to difficulties in securing land, it had not been possible to implement the works at that time. In order to resolve this issue and progress the scheme the former Environment and Infrastructure Committee at its meeting on 22 March 2007 (article 5 of that minute refers) had approved the compulsory purchase of the land required

for the Scheme to improve Newhills Road (Phase 2B) and instructed the City Solicitor to draft the necessary Compulsory Purchase Order in that regard. The Scottish Government in November 2009, had approved the "Aberdeen City Council (Newhills Road Phase 2B) Compulsory Purchase Order 2007" and officers were proceeding with the purchase arrangements.

With regard to the road improvements, it was advised that, in order to reduce costs, the length of the road improvement originally presented had been reduced by fifty metres (as shown on the plan attached to the report). Based on the revised proposal the estimated cost of completing the project was £95,000. At present there was no financial provision in the Non-housing Capital Plan for this project, and as such it was recommended that the report be referred to the Finance and Resources Committee for that Committee to consider the scheme relative to the Council's priorities and available capital funding. If funding for the scheme was allocated in the current financial year the scheme could commence on site later this year.

The Committee resolved:-

- (i) that it was desirable to progress the scheme to completion subject to finances being available; and
- (ii) to refer the report to the next meeting of the Finance and Resources Committee on 11 May 2010, to consider the scheme relative to the Council's priorities and available capital funding.

PROGRESS REPORT FOR THE GREEN TOWNSCAPE HERITAGE INITIATIVE, PUBLIC REALM STREETSCAPE WORKS – EPI/10/100

31. With reference to article 32 of the minute of the meeting of the Finance and Resources Committee of 11 March, 2010, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised on the progress of works at the Green Townscape Heritage Initiative, Public Realm Streetscape Works.

The report advised that although initial progress was slower than anticipated, following extensive discussions between the contractor and the Council, progress had now reached an acceptable level and substantial completion should be achieved in July 2010, approximately six weeks later than originally planned as a result of the initial slow progress and the extreme winter conditions. A summary programme for the scheme was attached for the information.

In terms of the temporary traffic management arrangements, it was advised that such arrangements were routinely monitored by Council staff. As a result of this and comment from the public and local businesses, various issues had been identified with the Contractor's handling of this matters, such as inadequate signing, some areas of the works not being adequately barriered off and concerns over temporary footway surfaces. It was highlighted that not all of the issues were attributable to the contractor and there had also been instances of third parties moving cones and other traffic management items and this was compounding the traffic management problems.

Finally an overview of the means of communication which were currently in place to ensure that all interested parties (internal and external), were kept up to date on the progress of the streetscape works was provided.

The Committee resolved:-

to note the contents of the report.

DECLARATION OF INTEREST

Prior to considering the following article Councillor Corall declared an interest in the subject matter by virtue of his son's employment. Councillor Corall withdrew from the meeting.

CONTRACTORS PERMIT SCHEME – EPI/10/097

32. With reference to article 18 of the minute of Enterprise, Planning and Infrastructure Committee of 12 January 2010, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised on the proposed detail of the contractors permit scheme recommended by the Controlled Parking Working Group and based on a variation of the system operated by the City of Edinburgh Council.

A detailed background to the proposed introduction of contractors' parking permits, which had originated from a motion by Councillor Donnelly, was provided wherein an overview of discussions to date by this Committee and the Controlled Parking Working Group.

In terms of the scheme operated by the City of Edinburgh, it was highlighted that there were a number of potential benefits for the adoption of this scheme, and that that the Working Group had supported the implementation of such a scheme in Aberdeen, with the exception of the following recommended deviations. Firstly, that the cost of £50 per month, rather than £100 was a more acceptable charge, particularly when considered in respect to smaller businesses and the self-employed. Secondly, that the requirement for a liveried vehicle was considered unduly restrictive as a significant number of tradesmen within the city did not use liveried vehicles. Finally, that the requirement to pay business rates to qualify for a permit could disadvantage the self employed. In light of the recommended deviations suggested by the Working Group, it was proposed that contractors' permits in Aberdeen be non-vehicle specific and that businesses be able to transfer permits between vehicles as and when necessary. If approved the business would be placed on an approved register and would not be required to demonstrate their requirement on every application. Registered businesses would be able to purchase either monthly permits when required at the cost of £50 per month or annual permits at £550 per year.

The difficulties anticipated with the introduction of the proposed scheme were highlighted. Enforcement and administrative burdens were two of the main difficulties. In order to minimise the administrative burden it was recommended that contractors should prove their eligibility in relation to "qualifying trades" as detailed

in the report. The list was not exclusive and closely related trades might also be considered.

In addition, it was advised that whilst it was difficult to assess whether a company must operate directly from a vehicle on every occasion, it was proposed that the City Wardens could, at their discretion, request post dated evidence that a permit was being used appropriately. On such occasions companies must be able to demonstrate within 24 hours that their permits had been used for the purpose of operating within a parking zone. Failure to comply could result in permits being cancelled, and in the company being removed from the register permanently.

Finally the report advised that a consideration must be given to the operation times of the scheme and the entitlement given by the contractors' permits. In terms of the operating period it was proposed that scheme allow contractors to use permits between 9.00am and 4.30pm, these being the hours when residential parking demand was at its lowest. Parking on waiting restrictions could not be justified, but permits would apply in both residential and pay and display bays.

The Committee resolved:-

- (i) that the contractors permit scheme be implemented for a trial year on the following basis:-
 - (a) A monthly permit system;
 - (b) Participating vehicles need not be liveried;
 - (c) No requirement for that businesses should be paying business rates;
 - (d) The trade must be one of, or related to one of, the trades in the list of qualifying trades detailed in the report, and must be able to demonstrate a requirement to operate from a vehicle;
 - (e) Applicability in both the residential and pay and display bays, but only between 9.00am and 4.30pm;
 - (f) A review after one year of operation (and indications of abuse monitored); and
- (ii) the monthly charge of £50 a month and £5550 a year (per permit), and that this be referred to the Finance and Resources Committee for approval, on the basis of a years trial.

DECLARATION OF INTEREST

Councillor Allan declared an interest in the subject matter of the following article by virtue of being a blue badge holder. Councillor Allan did not consider it necessary to withdraw from the meeting.

**DISABLED PERSONS PARKING PLACES (SCOTLAND) ACT 2009
IMPLEMENTATION UPDATE – EPI/10/113**

33. With reference to article 17 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 1 September, 2009, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the implementation of the Disabled Persons Parking Places (Scotland) Act 2009, in particular tackling fraud or abuse in relation to the Blue

Badge Scheme, streamlining the application process and the enforcement of off-street Disabled Person's Parking Places.

Firstly, in relation to disabled persons parking places and traffic orders, the report reminded members that one of the principle concerns about the legislation related to the requirement for traffic orders to be processed for a Disabled Persons' Parking Place; this had significant cost and resource implications for the Council. Through the Society of Chief Officers for Transportation in Scotland (SCOTS), local authorities were working with the Scottish Government and the Department for Transport with respect to a solution that would not involve a traffic order or the lengthy consultation process, similar to Bus Stop Clearways. At the time of previously reporting to Committee, there was an expectation that the matter would have been resolved swiftly, however the Department for Transport had advised SCOTS that the issue of an updated Traffic Signs Regulations and General Directions had been delayed. Therefore a future report would be submitted when this matter was resolved. Until that time any new spaces would be implemented through the specified traffic order process. In addition at present the physical design on the new spaces was expected to comprise a yellow box with the word 'Disabled' and a wheelchair logo.

Secondly, regarding fraud/abuse of the Blue Badge Scheme and the Disabled Persons Parking Places, it was advised that the implementation of the new legislation provided an opportunity to develop the Council's policy with regards to detection and prosecution of fraud and abuse. It was highlighted that the new legislation might actually make abuse and fraud more attractive as spaces that were previously personalised would be open to anyone who displays a badge. At present there were currently around 10-20 registered complaints per year with respect to Blue Badge fraud or abuse and 70 names on an abuse register. At present training was provided to the Council's City Wardens in this respect, however they had a wide range of responsibilities and were limited in the capacity of their resources to undertake significant levels of enforcement. Therefore it was difficult for them to systematically detect any fraud or abuse. It was therefore proposed to develop a suitable policy, recognising the new legislation, in conjunction with key stakeholders who would be integral in effectively tackling fraud or abuse with a view to adapting it to be implemented in the City. A further report would be submitted on the proposed policy and what it would mean in terms of resourcing.

A further requirement of the Act was to have started procedures for traffic orders for off-street spaces by October 2010. Given the obvious resource challenges with regards to identifying and then contacting all landowners of such spaces, it was proposed to advertise, via public notice, asking interested land owners to contact the Council with respect to the formalisation of their blue badge parking spaces. It was further proposed to liaise with representatives of Blue Badge holders, particularly the Disability Advisory Group, to identify any establishments or particular locations where they felt the Council should contact the relevant person or entity directly with a view to making them aware of the opportunity for the blue badge spaces to be made enforceable. As agreement with landowners was reached, such places would form part of a future list for a draft traffic order.

With regard to the new application process, charges and administrative matters for the implementation of the Act, it was advised that once a decision had been made upon the final design of the spaces, new or renewal applications which were

approved for a badge and space would be implemented where financial resources allowed. Existing places that are of the currently personalised type would be updated upon renewal (currently every 3 years).

Finally, it was advised that officers expected that with the implementation of the legislation there would be pockets of streets where the potential demand from blue badge holders will affect the availability of parking for other residents. This was further complicated by the need to consider whether a blue badge holder with a driveway or indeed a person who had no car should be eligible. Further work to develop a robust policy on these issues was required. As such, it would be intended that representatives of the Disability Advisory Group would be offered the opportunity to participate in such a review and this would be reported along with other outstanding after the summer recess. As any policy would influence the content of any traffic orders to introduce the spaces a full list of proposed new places would be brought back to members after the summer recess and in time to meet the deadlines set within the 2009 Act.

The Committee resolved:-

- (i) to request officers to develop and consult on a policy and process with respect to detection and prosecution of fraud and abuse of the Blue Badge Scheme, and report back to the Enterprise, Planning and Infrastructure Committee with views of stakeholders and the potential resource implications of this and the implementation of the new legislation;
- (ii) to request officers to advertise, via public notice, requests for private land owners to notify the Council that they wished to create statutory Disabled Persons' Parking Places within their establishments or off-street parking areas;
- (iii) to request officers to directly contact persons or entities suggested by representatives of Blue Badge holders, particularly the Disability Advisory Group, with regards to off-street parking spaces in relation to resolution (ii) detailed above;
- (iv) to note the progress to date on streamlining the application process and implementation of the increased charges for Blue Badges;
- (v) to request officers to develop a policy with respect to the proportion of kerbside parking for the Disabled Persons' Parking Places, in consultation with the Disability Advisory Group, and to report back to the Enterprise, Planning and Infrastructure Committee with a formal proposal;
- (vi) to request officers to report back to the Enterprise, Planning and Infrastructure Committee, following the summer recess, with an update on the ongoing discussions with regards to the standardisation of the design of the places and implementation of a traffic order for on and off-street places; and
- (vii) to request officers to advise the Committee, by email, of how long an individuals name would remain on the abuse register.

- COUNCILLOR DEAN, Convener.

ENTERPRISE, PLANNING AND INFRASTRUCTURE

COMMITTEE BUSINESS

31 May, 2010

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
1.	Area Committee Central 16/04/08 article 9 & 19/11/08 article 11	<u>University of Aberdeen – Old Aberdeen Campus – Informal Consultation on Controlled Parking Zone</u>	<p>The detailed design of the controlled parking Zone will be completed by the end of May 2009 and then the scheme requires to go out for Public Advert.</p> <p>Further consultation is still required to be carried out with the key stakeholder groups before the scheme goes out to Public Advert.</p> <p>Consultation with the key community groups has been completed and the Public Advert will be going out from 4/11/09 to 9/12/09. The final report on the proposals will go back to Committee in early 2010. However this will depend on the level of objections received.</p> <p>A report is on the agenda.</p>	Head of Legal and Democratic Services	27.05.09	31.05.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
2.	Area Committee South, 17.04.08 Article 8	<p><u>The Aberdeen City Council (Various Roads in Aberdeen) (Area South) (Traffic Management) Order 2008</u></p> <p>The Committee resolved to approve the order for implementation with the exception of Bingham Crescent consideration of which was deferred until the next meeting.</p>	<p>Bingham Crescent is being kept for a future order; the roads officials will negotiate with local residents to achieve a new, more propitious balance for the location. This item requires direct consultation with local residents which has not yet been possible to advance.</p> <p>The public advert is now complete and officers have still one objection outstanding. It is still anticipated that all objections will be presented to the Committee in May 2010.</p> <p>A report is on the agenda.</p>	Head of Legal and Democratic Services	20.11.08	31.05.10
3.	Area Committee South, 28.05.09 Article 12	<p><u>South College Street Improvement Traffic Management Associated Proposals</u></p> <p>The Committee resolved to note the preliminary consultative responses and to instruct officers to progress to public advertisement and report back thereafter.</p>	The traffic management proposals and public advert for this scheme have been put on hold due to the recent changes to the non housing capital budgets.	Director of Enterprise, Planning and Infrastructure	27.10.09	Dependent on the allocation of capital funding

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
4.	Environment and Infrastructure 27.09.04 Article 56	<p><u>Golden Square, Aberdeen – Car Parking Arrangements</u></p> <p>The Committee agreed to request officials to develop consultation and negotiation with all those affected by this matter, in conjunction with the preparation of more detailed possible plans, these to include an assessment of the impact of extending pay and display charges at the location, but that it would not be appropriate to go as far as the preliminary advertisement of a traffic order at this stage, and that a report back be placed before the Committee at its next meeting on the outcome of discussions with local residents and businesses, and also the Royal British Legion.</p>	<p>On 2 September 2008, the Policy and Strategy Committee resolved: - to take no further action with regards to the feasibility of providing an underground car park at Golden Square; instructed the Head of Shelter and Environment, Neighbourhood Services (Central Area) to carry out a review of the parking arrangements at Golden Square as part of the forthcoming car park review, in conjunction with the Head of Planning and Infrastructure and report back; and instructed the City Solicitor to negotiate with the British Legion with regard to their interest in Golden Square and report back.</p> <p>At its meeting on 26 November 2009, the Committee resolved amongst other things to:-</p> <ul style="list-style-type: none"> (i) to approve the advertisement of a traffic order to bring within existing controlled parking regimes the central area of Golden Square; and (ii) that officers continue discussions with the Royal British Legion on a range of issues arising from their traditional (but informal) 	Head of Asset Management and Operations	20.04.10	31.05.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>involvement with parking arrangements at this location, and to report back on these, but otherwise to prepare a bid for capital funding from the 2010/2011 capital plan on the basis of a spend to save to cover the cost of carrying out works to allow the enforcement of a traffic order.</p> <p>The RS & TM team are only dealing with item 1 to promote the traffic order. It has completed the Initial Statutory stage of the legal process for the Traffic Regulation Order and is currently out to public advert. It is still anticipated that the final report will be presented to the committee in May 2010.</p> <p>With regards (ii) above, officers have met with representatives of the RBL Aberdeen Branch to discuss a number of matters. Clarification has been received that State Aid would not apply in this situation and this will be conveyed to RBL in due course. Meetings are being planned for April to seek clarification of income levels and to start to consider possible 'Heads of Terms' for the legal agreement. Officers have agreed to attend a</p>			

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>special Meeting of the Branch to explain in more detail the timescales and steps to be taken.</p> <p>A report is on the agenda.</p>			
5.	Resources Management Committee 28.08.07 article 48	<p><u>Energy Futures Centre</u></p> <p>The Committee authorised officers to work with the Aberdeen Renewable Energy Group to develop an options appraisal and outline business case, and instructed a report to a future meeting on the outcome.</p>	<p>The outline business case is currently being updated due to current economic conditions. An industry support team is being developed to promote and raise finance for the project.</p> <p>An outline business case has been prepared but not yet accepted. We are of the opinion that A) the business case can be improved by some more innovative thinking/a different perspective B) that the involvement of the oil and gas industry will be critical to the project and also could bring the different perspective that could improve the business case.</p> <p>We are therefore taking a period to engage with representatives of the oil and gas industry in the expectation that although this delays reporting, it will improve the deliverability of the project.</p> <p>An information bulletin on this matter was submitted to the</p>	Economic/ Business Development Project Director	04.12.07	07.09.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>Committee at its meeting on 27 October, 2009.</p> <p>Work is ongoing to understand and respond to evolving local development priorities, to engage with the oil and gas industry and reliably establish the level of demand for accommodation given changes in the commercial property market.</p>			
6.	Enterprise, Planning and Infrastructure Committee 01.09.09 article 12	<p><u>Guild Street – Church Street (Woodside) – Powis Place – Urquhart Place – Wellington Road – Craigshaw Road – Shepherd Place – Maberly Street</u></p> <p>The Committee resolved to request the officials to carry out preliminary statutory consultation on legislation to provide for these schemes, to move straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back.</p>	<p>These proposals are still going through the legal process and the results will, at the earliest, be reported back to the Committee at its meeting on 12 January, 2009.</p> <p>The scheme for Maberly has already been out to public advert and officers are currently dealing with a number of objections. These objections will be presented to the Committee at its meeting on 7 September 2010.</p> <p>The remainder of the schemes are continuing through the legal process and will also be submitted back to Committee in September 2010.</p>	Head of Legal and Democratic Services	26.11.09	07.09.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
7.	Enterprise, Planning and Infrastructure Committee 01.09.09 article 17	<p><u>Disabled Persons' Parking Places (Scotland) Act 2009</u></p> <p>The Committee resolved:-</p> <p>(i) that the Council's obligations under the legislation be pursued as outlined in the report, with a further report back in October, 2009 ; and</p> <p>(ii) that Aberdeen City Council write to the Minister for Transport, Infrastructure and Climate Change at Holyrood, and also to COSLA, NESTRANS and SCOTS (the Society of Chief Officers for Transportation in Scotland), outlining its serious concern about this situation, calling for significant financial support to enable local authorities to deal with their new obligations, and exploring lines of enquiry that could ameliorate some of the worst difficulties now being confronted.</p>	<p>Guidance is being sought from Scottish Government & SCOTS as to whether a method of introducing mandatory bays without traffic orders may be possible and if the current bay signs and markings could be formalised temporarily. A decision is also awaited as to the markings and signs which will be required as a national standard. Until such information is at hand more detailed costs could only be a rough estimate. In the meantime applicants' eligibility is checked and site visits made. Applicants are notified that implementation is delayed pending the further information required.</p> <p>The Head of Democratic Services wrote to the Minister for Transport, Infrastructure and Climate Change – Stewart Stevenson MSP – setting out a range of arguments reflecting the concerns expressed at the previous meeting of this Committee. Just recently we have had sight of a response from the Minister – not actually to us, but to SCOTS – in which there is significant cause for optimism the Senior Committee Services Officer (Roads</p>	<p>Head of Legal and Democratic Services</p> <p>Head of Asset Management and Operations</p>	07.09.10	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>Legislation) will elaborate on this at the meeting. However, this is not to say that all concerns are being allayed.</p> <p>A letter from the Minister for Transport, Infrastructure and Climate Change to the Convener regarding this mater was included in the information bulletin for the Committee's meeting on 27 October, 2009</p> <p>As of 3 November 2009 currently still awaiting guidance from Scottish Government & SCOTS working group set up to assist with the implementation of the DPPPA</p> <ul style="list-style-type: none"> ➤ It is still to be clarified what road markings & signage are required for the DPPPA (it is expected that the road markings will be yellow to highlight the new status under the Act thus removing the previous advisory bays) until this is clarified no new or re-lining of disabled bays can be progressed. ➤ Mandatory disabled parking spaces can provided without the need for a Traffic Regulation Order (TRO) or the associated regulatory 			

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			<p>sign. This will be significant in implementation as the TRO process is lengthy and expensive.</p> <p>At its meeting on 20 April 2010, the Committee resolved, amongst other things:-</p> <ul style="list-style-type: none"> (i) to develop and consult on a policy and process with respect to detection and prosecution of fraud and abuse of the Blue Badge Scheme and report back with views of stakeholders and the potential resource implications of this and the implementation of the new legislation; (v) to request officers to develop a policy with respect to the proportion of kerbside parking for the Disabled Persons' Parking Places, in consultation with the Disability Advisory Group, and to report back to the Enterprise, Planning and Infrastructure Committee with a formal proposal; and (vi) to request officers to report back to the Enterprise, Planning and Infrastructure Committee following the 			

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			summer recess with an update on the ongoing discussions with regards to the standardisation of the design of the places and implementation of a traffic order for on and off-street places.			
8.	Corporate Policy and Performance 10.09.09 Article 9	<u>Achieving Our Potential: Tackling Poverty and Income Inequality in Aberdeen City</u> The Committee agree to remit the draft strategy to the other committees of the Council for consideration and comment, accompanied by the service Director's advice on action from the service to address poverty.	A report is on the agenda.	Director of Enterprise, Planning and Infrastructure	12.01.10	31.05.10
9.	Enterprise, Planning and Infrastructure Committee 27.10.09 article 11	<u>Schoolhill Area – Wellington Road – Holburn Street – Arran Avenue</u> The Committee resolved to request officers to carry out preliminary statutory consultation on legislation to provide for these schemes, to move straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back.	These schemes are still progressing through the required legal process for the Traffic Regulation Order. Officers have completed the Initially Statutory stage and will progress the public advert over the summer. It is anticipated that the final report will return to committee in September 2010.	Head of Legal and Democratic Services	12.01.10	07.09.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
10	Resources Management Committee 30/09/08 Article 37	<p><u>Peacock Visual Arts Centre/ Northern Light</u></p> <p>The Committee resolved, amongst other things, to instruct officers to present final recommendations for the Council's services that will be developed within the project to a future committee.</p>	<p>Per the Committee Business Statement of the Education, Culture and Sport Committee of 24 November 2009, the Corporate Management Team have decided that future updates relating to this item be reported to the Enterprise, Planning & Infrastructure Committee.</p> <p>An Information Bulletin Report on ACSEF's proposals for public consultation and community engagement on its vision for the re-development of Union Terrace Gardens and Denburn Valley was presented to November 26 2009's Enterprise, Planning & Infrastructure Committee. It was subsequently announced by ACSEF that consultation will commence on 11 January 2010 until end March 2010.</p> <p>Officers will report to a future the Committee, once the outcomes of the consultation are known.</p> <p>A report on this matter will be considered by Council at its meeting on 19 May 2010, thereafter a report will be submitted to a future meeting of this Committee.</p>	Director of Enterprise, Planning & Infrastructure	05.02.09	07.09.10

No.	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
11	Enterprise, Planning and Infrastructure Committee 26.11.09 article 9	<u>Aberdeen City and Shire Economic Future Project Update</u> The Committee resolved to receive reports on developments achieved by ACSEF at future meetings of the Committee.	A report is available in the information bulletin. Recommended for removal.	Economic/ Business Development Project Director	31.05.10 Six monthly update report	31.05.10
12	Enterprise, Planning and Infrastructure Committee 26.11.09 article 15	<u>Grampian Road/Glenbervie Road – Accomodation Road/Beach Esplanade – Park Brae, Cults – Queens Road/Hazledene Road – Inchgarth Road – Kingswells Bypass/Access Road to Fairley Road – Adelphi Lane – North Deeside Road, Cults</u> The Committee resolved to request the officials to carry out preliminary statutory consultation and legislation to provide for these schemes, to move straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back.	These schemes are still progressing through the required legal process for the Traffic Regulation Order. Officers have completed the Initially Statutory stage and will progress the public advert over the summer. It is anticipated that the final report will return to committee in September 2010.	Head of Legal and Democratic Services	20.04.10	07.09.10
13	Enterprise, Planning and Infrastructure Committee 26.11.09 article 17	<u>Strategic Transportation Projects</u> The Committee resolved, amongst other things, to instruct officers to provide regular updates on the progress of the future operation of Park and Ride, including referral to the Finance and Resource	Definitive dates for the major transportation projects are difficult to provide as much of the work required to get to the next key stage for reporting will either be several months away or at least more than 12 months - in which case we don't have	Head of Planning and Sustainable Development	Indicative Date 2011/2012	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		Committee as soon as the detail of any financial implications had become known.	<p>committee dates, and as always subject to budget and resource availability. Strategic Transport Projects reports which contain updates on all these projects are provided to the Committee by way of a report or bulletin as and when necessary. Provisional timescales, have been indicated, for the reporting of next key decision stages.</p> <p>An information bulletin report was submitted to the Committee at its meeting on 20 April 2010.</p>			
14	Enterprise, Planning and Infrastructure Committee 26.11.09 article 18	<p><u>Berryden Corridor – Transport Infrastructure Improvements</u></p> <p>The Committee resolved to approve the preferred option for progression to detailed design (i.e. the so-called “Do Something” option for the corridor, in association with a bus gate at Bedford Road/Powis Terrace), and that the officials report back on detailed design, costs and programming.</p>	<p>Definitive dates for the major transportation projects are difficult to provide as much of the work required to get to the next key stage for reporting will either be several months away or at least more than 12 months - in which case we don't have committee dates, and as always subject to budget and resource availability. Strategic Transport Projects reports which contain updates on all these projects are provided to the Committee by way of a report or bulletin as and when necessary. Provisional timescales have been indicated, for the reporting of next key decision stages.</p>	Head of Planning and Sustainable Development	Indicative Date 2011/2012	Indicative Date 2011/2012

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
15	Enterprise, Planning and Infrastructure Committee 26.11.09 article 19	<p><u>(1) Access from the North – An Integrated Transport Solution - (2) Access from the North Proposals “Third Don Crossing”</u></p> <p>The Committee resolved, amongst other things to request a regular report back on progress in these matters, including the development of a Delivery Programme.</p>	Definitive dates for the major transportation projects are difficult to provide as much of the work required to get to the next key stage for reporting will either be several months away or at least more than 12 months - in which case we don't have committee dates, and as always subject to budget and resource availability. Strategic Transport Projects reports which contain updates on all these projects are provided to the Committee by way of a report or bulletin as and when necessary. Provisional timescales have been indicated, for the reporting of next key decision stages.	Head of Planning and Sustainable Development	Indicative Date 09.11.10	Indicative Date 09.11.10
16	Enterprise, Planning and Infrastructure Committee 26.11.09 article 20	<p><u>Flood Risk Management (Scotland) Act 2009</u></p> <p>The Committee resolved, amongst other things to request a further report in due course with details of staffing and other resource implications.</p>	We are still waiting guidance from the Scottish Government regarding details of the implications of the Act on the Council. Once this has been received we will report back to the Committee.	Head of Planning and Sustainable Development	Indicative Date 07.09.10	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
17	Enterprise, Planning and Infrastructure Committee 12.01.10 article 17	<p><u>Auchinyell Gardens - Broomhill Road - Cairnvale Terrace - Glenhome Terrace - Grove Crescent - Riverside Drive - Sheddocksley Road - Stockethill Multi-Storey Flats – Sunert Road - Howes Road - Huntly Street - Pitmedden Road</u></p> <p>The Committee resolved to request the officials to carry out preliminary statutory consultation on legislation to provide for these schemes.</p>	These schemes have been delayed due to a lack of staff resources and current workload within the Road Safety & Traffic Management team. It is anticipated that the Initial Statutory and public advert will be completed over the summer and the final report will return to Committee in September 2010.	Head of Legal and Democratic Services	20.04.10	07.09.10
18	Enterprise, Planning and Infrastructure Committee 12.01.10 article 18	<p><u>Controlled Parking Areas Working Party – Minute of Meeting of 10 December, 2009</u></p> <p>The Committee resolved, amongst other things:-</p> <p>(i) to request officers to take steps and report back on the following matters:-</p> <p>(a) to adjust the charges in the forthcoming zones M and X to bring them into line with other zones nearby;</p> <p>(b) to re-engage with local retailers in Foresterhill to re-establish easy availability of vouchers for that zone;</p> <p>(c) to review the priority of future controlled parking areas and report back to</p>	This report requires a considerable degree of investigation and staff input to complete the report. It is anticipated that the final report will return to Committee in September 2010.	Head of Asset Management and Operations	31.05.10	07.09.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		<p>the Committee on this, with particular reference to the impact of Union Square on the Palmerston area, which might well now be able to be adduced as the highest priority;</p> <p>(d) to investigate afresh existing zone boundaries and examine the implications of changing them;</p> <p>(e) to review price structures throughout the zone;</p> <p>(f) to investigate the possibility of introducing differential charging between zones; and</p> <p>(g) to examine the implications of introducing emission-based charging.</p>				
19	Enterprise, Planning and Infrastructure Committee 12.01.10 article 20	<p><u>Glashieburn Flood Prevention Scheme</u></p> <p>The Committee resolved, amongst other things, to request officers to report back on damages received from that company, either by negotiation or as a result of legal proceedings.</p>	A report is on the agenda.	Head of Asset Management and Operations	23.11.10	31.05.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
20	Housing and Environment Committee 16.02.10 article 20	<p><u>Furnishings Contract</u></p> <p>The Committee resolved to request officers to submit a report to the Enterprise, Planning and Infrastructure Committee exploring the possibility of the overall amendment of the Council's procurement procedures to take account of social enterprises etc.</p>	A report is on the agenda.	<p>Director of Housing and Environment</p> <p>Legal Manager (Policy and Advice)</p>	31.05.10	31.05.10
21	Enterprise, Planning and Infrastructure 23.02.10 article 4	<p><u>South Aberdeen Coastal Regeneration Project (SACRP) – Next Steps</u></p> <p>The Committee resolved, amongst other things:-</p> <p>(i) to endorse the present stage with the development of external funding bids for conservation works for the Torry Battery, with a progress report on the identified funding to date to be presented to the June/July cycle of the Committee; and</p> <p>(ii) to request officers to submit a report back to the Committee from the Project Steering Group on the development of the sub-projects for the June/July cycle of the Committee.</p>		Director of Enterprise, Planning and Infrastructure	31.05.10	07.09.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
22	Enterprise, Planning and Infrastructure 23.02.10 article 5	<p><u>Old Lang Stracht – Request For 30mph Speed Limit</u></p> <p>The Committee resolved:- to request the officials to take the necessary steps to promote a traffic order providing for the introduction of a 30mph speed limit at this location, notwithstanding the advice of officers that such a limit was unlikely to be an effective or viable solution to perceived problems on a rural section of carriageway, but to approve the officers' recommendation that the current bus gate be changed to a bus lane to allow for future enforcement by the Council if decriminalisation of bus lanes were to be secured as was intended.</p>	<p>At its meeting on 20 April 2010, the Committee resolved to note the responses and to request the officials to proceed to substantive statutory advertisement.</p> <p>This scheme is still progressing through the required legal process for the Traffic Regulation Order. Officers have completed the Initially Statutory stage and will progress the public advert over the summer. It is anticipated that the final report will return to Committee in September 2010.</p>	Head of Asset Management and Operations	07.09.10	07.09.10
23	Enterprise, Planning and Infrastructure 23.02.10 article 25	<p><u>Community Transport Scheme</u></p> <p>The Committee resolved that the Director for Enterprise, Planning and Infrastructure go ahead and implement the schemes as set out in the report and to request that officers report back within six months, and that the report should emphasise in particular the importance of smooth and transparent administrative arrangements and good marketing measures, and to add sheltered housing to the eligibility list.</p>		Head of Asset Management and Operations	07.09.10	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
24	Enterprise, Planning and Infrastructure 23.02.10 article 26	<p><u>Multi-operator and Through Tickets for Aberdeen City</u></p> <p>The Committee resolved:-</p> <p>(i) to approve to the establishment of a through ticketing scheme on the Buchan/King Street corridor to the Aberdeen Royal Hospital site (Route 14);</p> <p>(ii) to agree, in principle, to the establishment of a multi-operator ticketing scheme subject to a more detailed report on the operation of the scheme being submitted to the Enterprise, Planning and Infrastructure Committee in due course; and</p> <p>(iii) to instruct the Director of Enterprise, Planning and Infrastructure to progress the negotiations on ticketing schemes as set out in the report.</p>	<p>A meeting with operators took place in February 2010.</p> <p>There was agreement on the process proposed by the Council, whereby a multi-operator ticket for Aberdeen City can be developed to be sold on and off bus for adults and children on a daily and weekly basis. Reimbursement would be co-ordinated through the Council who would administer the scheme and retain 2% of income for marketing and management costs. Operators would be reimbursed at a ration of miles operated within the scheme boundary (Aberdeen City initially).</p> <p>Rather than develop a through ticket for the King Street interchange point, it was agreed to expand the multi-operator ticket into the Ellon and Buchan Corridors as two further products. This will be developed jointly with Aberdeenshire Council who have a supported bus network in the area.</p> <p>A further meeting is scheduled for 7th April 2010 to discuss possible fares and design/marketing issues.</p>	Head of Asset Management and Operations	31.05.10	07.09.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>A working group will be set up through the Local Authority Bus Operators Forum to further develop ticketing and look at the wider issue of payment methods such as Oyster and Smart Cards.</p> <p>Once bus operators have agreed to the costs and an implementation schedule for the Multi-Operator ticket for Aberdeen City, a report will be prepared seeking approval to sign off on the agreement.</p> <p>Discussions with operators are ongoing and they have agreed to work towards an implementation date of the 16th August 2010.</p> <p>As the financial settlement on concessionary travel and Fuel Duty Rebate from the Scottish Government has changed for 2010/11, operators are unwilling to consider fare options for a Multi-Operator Ticket until they have fully understand the financial implications that these decisions have had on their operations. A meeting will be held in May/June 2010 to finalise a fare structure and work on publicity and marketing is being undertaken concurrently. A report will be</p>			

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			submitted in September 2010.			
25	Enterprise, Planning and Infrastructure 23.02.10 article 27	<u>Aberdeen Western Peripheral Route – Progress Report</u> The Committee resolved to instruct officers to provide a further report to the appropriate Committee during the procurement process providing an updated cost estimate and programme.		Head of Planning and Sustainable Development	Date cannot be determined until the completion of the statutory procedures and the commencement of the formal procurement process	
26	Enterprise, Planning and Infrastructure 23.02.10 article 29	<u>Complimentary Uses of Existing and Future Park and Ride / Choose Sites</u> The Committee resolved:- (i) to instruct the appropriate officers to develop a draft process for the consideration of Category 1 uses in the first instance, similar if possible to the school lets system; and (ii) to instruct the appropriate officers to explore and report back to the Committee on the possibilities associated with Category 2 uses; and (iii) in assisting in the development of a draft process to agree a trial 'cycle		Head of Planning and Sustainable Development	07.09.10	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		training' event at Kingswells Park and Ride Site in May 2010 with feedback on this to be included within a future report to the Committee.				
27	Enterprise, Planning and Infrastructure 23.02.10 article 31	<p><u>Pan Grampian Radio Network - Tender for the Replacement of the Two Way Radio System</u></p> <p>The Committee resolved:-</p> <p>(i) to note the contents of the report, but not to progress any further with the purchase of this radio system; and</p> <p>(ii) to request the Director of Enterprise, Planning and Infrastructure to examine options for improving overall communications through the use of either a replacement microwave network or the provision of suitable mobile phone technology.</p>		Head of Asset Management and Operations	07.09.10	
28	Enterprise, Planning and Infrastructure 20.04.10 article 7	<p><u>2009/2010 Revenue Budget Monitoring</u></p> <p>The Committee resolved:-</p> <p>(i) to instruct officers to report, in due course, on the actual out-turn compared to budget following completion of the 2009/2010 financial statement;</p>		Enterprise, Planning and Infrastructure City Chamberlain	31.05.10	07.09.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		<p>(ii) to instruct officers to continue to review budget performance and report on service strategies as required to ensure a balanced budget; and</p> <p>(iii) to otherwise note the information on management actions and risks that was contained in the report.</p>				
29	Enterprise, Planning and Infrastructure 20.04.10 article 8	<p><u>Capital Budget Progress Report</u></p> <p>The Committee resolved, amongst other things:-</p> <p>(i) to request officers, following approval of the transfer of monies by the Finance and Resources Committee, to submit a report to the Enterprise, Planning and Infrastructure Committee at its meeting on 31 May 2010, on a programme of works to utilise the additional £2.5 million;</p>	<p>The Road Safety & Traffic Management team are only dealing with items (ii) and (iii). For item ii, the letter has been sent to the Transport Minister and officers will report back his response. Item iii - clarification on this item will be sent to the Committee members shortly regarding this issue.</p> <p>Following approval of the transfer of monies by the Finance and Resources Committee on 11 May 2010, a report outlining the proposed initial spend will be submitted to the Committee at its meeting on 31 May 2010.</p> <p>A report is on the agenda.</p>	Head of Asset Management and Operations City Chamberlain	31.05.10	31.05.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		<p>(ii) to request officers to write to the Scottish Government to request that they consider unringfencing the Cycling, Walking and Safer Streets (CWSS) budget received by local authorities and other transport bodies to enable them to spend the money across the roads programme as they deemed most appropriate;</p>	<p>Officers have written to Stewart Stevenson, Minister for Transport, Infrastructure and Climate Change on 4 May 2010, requesting that they consider unringfencing the Cycling Walking and Safer Streets budget.</p> <p>Although a written response is still awaited from the Minister, the Sustainable Transport Team have verbally intimated that the request will be refused. A verbal update on the written response will be given at Committee.</p> <p>Due to the time constraints left to complete the allocated grant funding, officers are now seeking approval to continue with the expenditure of £30,000 from the CWSS proposed programme. This item No 7500 within the programme was previously delayed at 20/4/10 to implement the cycle lanes through the traffic islands. All other items within the CWSS programme were approved previously.</p>			

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		(iii) to request officers to clarify and advise the Committee, by email, of the legality position vis-à-vis using the distinctive pinkish tar used for certain junction markings.	Officers have now submitted clarification on the legality of the red textureflex on the carriageway and through junctions to the committee members by e-mail dated 13 May 2010. Recommended for removal of all actions under this item.			
30	Enterprise, Planning and Infrastructure 20.04.10 article 23	<p><u>Albyn Terrace – Canal Road – Dee Street – Don Terrace – Esslemont Avenue – Harriet Street – Holland Place – Powis Circle – Rubislaw Terrace – Westburn Road – Lane to the west of Loanhead Terrace – Loanhead Terrace (Rutherford Church) – Whitemyres Avenue – Union Square (Guild Street) – Union Square (Palmerston Road)</u></p> <p>The Committee resolved to request officials to carry out preliminary statutory consultation on legislation to provide for these schemes, to move street to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back, and also, in the case of the proposals for Union Square (Guild Street) where a prohibition of waiting at any time would include a drop-off point for the exclusive use of blue badge holders,</p>	These schemes have only just been approved at the April cycle and will commence the legal process shortly for the required Traffic Regulation Order. It is anticipated that the final report will return to committee in November 2010.	Head of Asset Management and Operations	09.11.10	09.11.10

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		to request that every effort be made to ensure that this plan be advanced as quickly as possible.				
31	Enterprise, Planning and Infrastructure 20.04.10 article 24	<p><u>Justice Mill Lane</u></p> <p>The Committee resolved to request officials to carry out preliminary statutory consultation where a traffic order to provide for the proposals outlined in the report, to move street to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back on detailed design, cost estimates and substantive statutory objections.</p>		Head of Asset Management and Operations	07.09.10	
32	Enterprise, Planning and Infrastructure 20.04.10 article 28	<p><u>Roads and Transport Related Budget Programmes</u></p> <p>The Committee resolved, amongst other things:-</p> <p>(i) to request officers to advise members, by email, which Gladstone Place and Victoria Street within the city were proposed within the programme; and</p> <p>(ii) to delay the expenditure of the £30,000 budget for the implementation of cycle lanes through all traffic islands – Item No. 7500 within the CWSS</p>	<p>Officers have now submitted clarification on the legality of the red textureflex on the carriageway and through junctions to the committee members by e-mail dated 13 May 2010.</p> <p>Due to the time constraints left to complete the allocated grant funding, officers are now seeking approval to continue with the expenditure of £30,000</p>	Head of Asset Management and Operations	31.05.10	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		Proposed programme of works for 2010/2011, until the legality position vis-à-vis using the distinctive pinkish tar used for certain junction markings had been clarified.	<p>from the CWSS proposed programme. This item No 7500 within the programme was previously delayed at 20/4/10 to implement the cycle lanes through the traffic islands. All other items within the CWSS programme were approved previously.</p> <p>Recommended for removal.</p>			
33	Corporate Policy and Performance Committee 29.04.10 article 5	<p><u>Financial and Performance Monitoring and Reporting to Committee</u></p> <p>The Committee resolved:-</p> <p>(i) that all Service Committees be asked to consider and agree discretionary statutory indicators for 2010/11 which appropriately address the requirements of “New SPIs 1 and 2” , as detailed in the report;</p> <p>(ii) that all Service Committees receive a consolidated Service performance report 4 times per year which monitors, as appropriate:-</p> <ul style="list-style-type: none"> • all Statutory Performance Indicators which fall within the committee’s remit; • other Key Performance Indicators which the Service and / or the Committee deem 		Director of Enterprise, Planning and Infrastructure	07.09.10	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		<p>necessary to manage performance;</p> <ul style="list-style-type: none"> • specifically, data showing actual and projected expenditure on revenue and capital budgets, as well as delivery of agreed savings; • progress with actions set out in the relevant Service Business Plan; and • the relevant Service Risk Register. 				
34	Finance and Resources Committee 11.05.10 Article ??	<p><u>Townscape Heritage Initiative</u></p> <p>The Committee resolved, amongst other things, to recommend that the Enterprise, Planning and Infrastructure Committee consider a report on the project management of the contract and, thereafter, whether this needs to be referred further to the Audit and Risk Committee for their consideration.</p>		City Centre Manager	07.09.10	

ENTERPRISE, PLANNING AND INFRASTRUCTURE

MOTIONS LIST

31 May, 2010

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
1.	<p><u>Motion by Councillor Cassie</u></p> <p>"In view of the increasing parking problems arising as a result of student numbers at Robert Gordon University, the Council considers extending the existing Controlled Parking Zone across the entire Garthdee Ward as originally discussed"</p>	23/03/05	<p><u>Environment & Infrastructure</u> <u>23/03/05</u></p> <p>To instruct the Corporate Director for Environment and Infrastructure to report in greater detail to the next meeting, addressing the various areas of concern raised.</p> <p>On 24th May 2005, the Committee having considered a further report, resolved to support the view of Councillor Cassie and request the officials to revisit all aspects of this matter.</p>	<p>A report was submitted to Council on 30 May which provided an update on parking surveys in Garthdee and up-to-date information for 2007. The Council resolved to note the continuing concern of Councillor Cassie, to request officials to continue to monitor the displacement effect at this location and to report back if and when significant parking issues attributable to the University were sufficient to invoke the agreement whereby the latter was obliged to finance an extension to the existing zone.</p> <p>RGU are in the process of submitting a further planning application to expand the campus. The Development Control Team within roads are in discussions with the university and Councillors Cassie's motion will form</p>	Head of Asset Management and Operations	Report due if and when significant parking issue attributable to RGU invoked the agreement with them.	No

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
				part of these discussions.			
2.	<u>Emergency Motion by Councillor Adam</u> – condition of pavements during adverse weather conditions.		<u>Enterprise, Planning and Infrastructure 12.01.10</u> The Committee resolved, amongst other things, to instruct officers to bring back a full report in due course, detailing any suggested alterations to the winter maintenance plan and benchmarking this Council against other local authorities.	A report on winter maintenance operations 2009/2010 is on the agenda.	Head of Asset Management and Operations	31.05.10	Yes
3.	<u>Motion by Councillor Boulton</u> – Potholes caused by poor road repairs carried out by utility companies.		<u>Enterprise, Planning and Infrastructure 23.02.10</u> The Committee resolved to request officers to submit a report on the process by which road repairs undertaken by third parties were inspected and monitored to a future meeting of the Enterprise, Planning and Infrastructure Committee.	Oral report by the Roads Manager, recommended for removal thereafter.	Head of Asset Management and Operations	31.05.10	Yes

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
4.	Motion by Councillor Young – Requirement for a suitable crossing or other means of assistance for the residents of clashieknowe extra care housing.		<u>Enterprise, Planning and Infrastructure 20.04.10</u> The Committee resolved to request officers to submit a report exploring the terms of the motion to the Enterprise, Planning and Infrastructure Committee at its meeting on 31 May 2010.	A report is on the agenda.	Head of Asset Management and Operations	31.05.10	Yes

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COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **31st May 2010**

CORPORATE DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Notice of Motion from Councillor Young – “That this Council fully explores the perceived need by the residents of Clashieknowe extra care housing for suitable crossing or other means of assistance to allow them to cross the road safely to and from the bus stop which is situated opposite their housing complex.”**

REPORT NUMBER **EPI/10/140**

1. PURPOSE OF REPORT

This report provides information to members of the Committee in relation to Councillor Young's motion regarding a pedestrian crossing for the residents of Clashieknowe Care Home.

2. RECOMMENDATION(S)

It is recommended that the Committee:

1. Note the content of this report
2. Agree that no further action is required in relation to a pedestrian crossing from Clashieknowe Care home to the nearby bus stop.
3. Instruct officers to include on the current reserve list a controlled pedestrian crossing on Scotstown Road at the existing location of the current school crossing patroller when funds from future years budgets become available.

3. FINANCIAL IMPLICATIONS

There are no financial implications as a result of this report however the provision of a crossing further south on Scotstown Road would be considered from future budgets.

4. SERVICE & COMMUNITY IMPACT

This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 6.

It also meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.

The proposals are in line with the Councils Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

5. OTHER IMPLICATIONS

There is a perception in the community of there being a road safety problem for pedestrians crossing Scotstown Road. The introduction of inappropriate crossing facilities may jeopardize the safety of pedestrians.

There are risks where crossing facilities are installed but are not frequently used can compromise road safety. There will be a risk if the crossing facility is installed inappropriately that road safety accidents may occur due to false expectations of increased road safety.

6. REPORT

6.1 Background

- 6.1.1 At its meeting on the 20th April 2010 the Enterprise, Planning and Infrastructure committee considered a motion raised by Councillor Young “That this Council fully explores the perceived need by the residents of Clashieknowe extra care housing for a suitable crossing or other means of assistance to allow them to cross the road safely to and from the bus stop which is situated opposite their housing complex.”
- 6.1.2 Council officers have dealt with this issue in the past through the previous ward Councillors and it was found then that a pedestrian crossing could not be justified due to the small number of pedestrians crossing.
- 6.1.3 As the previous surveys had been carried out some years ago it was decided that further surveys would be carried out to ascertain the levels of pedestrian movements in the vicinity of the Clashieknowe extra care home. A full detailed survey of vehicular and pedestrian movements was undertaken on the 12th April 2010 between 7.30am and 6.00pm and covered approximately 220m length of Scotstown Road at this location. (See attached plan – Appendix 1)
- 6.1.4 The weather conditions at the time of the survey were dry, bright and sunny all day.
- 6.1.5 In addition, an assessment of pedestrian related accidents for the length of road assessed was also undertaken, considering the normal time period

of three years. The results of which are as follows: Only two accidents were identified within the above time period and none of these accidents involved pedestrians. (See attached plan – Appendix 2)

- 6.1.6 When considering possible sites for a pedestrian facility, Council officers utilise methods outlined by the Department of Transport. This method not only measures both traffic and pedestrian flow, but also other factors such as carriageway width, accident history, and local facilities such as schools, shops etc. Various numerical factors are obtained using this method and ultimately a final value combining these factors is used to ascertain whether or not there is justification for the installation of a facility.

The procedures and policies applied here have been in use for some time and were undertaken in accordance with the policies and procedures approved at national level as well as ratified by the Council in April / May 1997 and detailed in some length in a report to this committee in June 2003.

- 6.1.7 The survey which was undertaken was a PV^2 survey. The number of vehicles passing (V) is squared and multiplied by number of pedestrians (P) crossing the carriageway at the point in question. The figures are calculated for an hourly period, and typically the figures from the two highest hourly periods during a single day are averaged to provide the final PV^2 figure.
- 6.1.8 In accordance with the aforementioned approved policy a conflict value 1.0×10^8 or above will qualify for the provision of a controlled crossing. A value of less than 0.7×10^8 will not qualify for any type of crossing facility but the location in question would continue to be monitored.

6.2 Pedestrian crossing point between Clashieknowe Care Home to adjacent bus stop (location 1)

- 6.2.1 The 12th April 2010 survey results are summarised as follows:

- It was quickly identified that the crossing point in question at Clashieknowe to the adjacent bus stop did not generate a large amount of pedestrian movements with only 20 pedestrians crossing during the course of the day and only 4 residents from the care home.
- The majority of these movements were in the pm peak period with the majority being bus passengers alighting to the bus stop on the West side of the carriageway and crossing to the residential area to the East side of Scotstown Road. (towards Cameron Way, Road, Terrace)
- This results in a final PV^2 figure of 0.038×10^8 which once again concludes that any form of pedestrian crossing facility can not be justified at this location, given the small numbers of pedestrians crossing.
- Roads officers have contacted the Housing Improvement Officer from Housing and Environment to ascertain the current status of Clashieknowe Care Home. The Council are actively considering the

future of Clashieknowe Care Home given its age and the current design of the building. There is no current timescale for a decision on its future.

6.3 Pedestrian crossing at the existing location of the school crossing patroller (location 2)

6.3.1 It became apparent that the majority of pedestrian movements crossing Scotstown Road were occurring further South at the point where the school crossing patroller was situated.

It was decided that the surveys would include this location as the Clashieknowe care home has an access which links to this location and residents do have the option to travel to the next bus stop further to the South. However it is appreciated that this route is much longer and the bus stop is some 300 metres away, compared with 55 metres to the stop adjacent to the care home.

6.3.2 The 12th April 2010 survey results are summarised as follows:

- During the AM peak period between 07.45am and 09.45am there was a total of 193 pedestrians crossing at this area with 80 of these being children. The AM peak saw 134 pedestrian movements in the westbound direction and 59 in the eastbound direction.
- During this time period vehicular flows were approximately 584 heading northbound and relatively high in the southbound direction with 1107 vehicles.
- During the lunch time peak which is between 12.00pm and 2.00pm there were a total of 105 pedestrian movements with 53 in the westbound direction and 52 in the eastbound direction.
- During this time period vehicular flows were similar in the northbound direction but lower in the southbound direction with 615 and 584 respectively.
- The PM peak period identified a total 231 pedestrian movements between 3.30pm and 6.00pm with 80 in the westbound direction and 151 in the eastbound direction.
- The largest vehicular flows came during this time period with 1110 traveling northbound and 968 traveling southbound.

Time Period	PV² Counting All Peds
07:45 – 08:45	0.42 x 10 ⁸
08:45 – 09:45	0.82 x 10 ⁸
15:30 – 16:30	0.64 x 10 ⁸
16:30 – 17:30	2.09 x 10 ⁸

6.3.3 This results in a final PV² figure of 0.99 x 10⁸. This figure is so close to the desired criteria of 1.0 x 10⁸ that the provision of a signalised puffin crossing could be justified to aid pedestrians at this location.

6.4 Conclusions

Given the low number of pedestrian movements at the original location identified by Cllr Young, it would be inappropriate to promote the installation of a controlled crossing at this particular point on Scotstown Road. The volume of pedestrians crossing was clearly far higher further to the south at the location of the School Crossing Patroller and it is proposed to install an appropriate crossing facility at this alternative location in the future once the appropriate funding is identified.

6.5 Further Consultee Comments

Enterprise Planning & Infrastructure Committee

Convener: Councillor Kate Dean has been consulted;

Vice Convener: Councillor Callum McCaig has been consulted;

Other Elected Members

Councillor Willie Young has been consulted;

Councillor John Reynolds has been consulted;

Councillor Gordon Leslie has been consulted;

Councillor Muriel Jaffrey has been consulted and in the light of the uncertainty over the long term future of the care home feels that the installation of a crossing would be inappropriate in this financial climate.

Key Responsibility – Transport and Environment

Lead Councillor: Councillor Ron Clark has been consulted;

Other Consultees

Susan Cooper, City Chamberlin, has been consulted and has no additional comments.

Jane MacEachran, City Solicitor, has been consulted;

Gordon McIntosh, Director of Enterprise, Planning & Infrastructure, has been consulted;

Ciaran Monaghan, Head of Service – Office of Chief Executive, has been consulted;

Hugh Murdoch, Head of Service – Shelter & Environment, has been consulted;

Mike Cheyne, Roads Manager, has been consulted;

Margaret Bochel, Head of Planning and Infrastructure, has been consulted and is in agreement with the recommendations within the report.

Louise Scott, Marketing and Events Manager, has been consulted;

Margaret Jane Cardo, Community Safety Manager, has been consulted;

Lorna Craig, Service Coordinator, has been consulted;

Elaine Hourston, Account Manager, has been consulted;

7. REPORT AUTHOR DETAILS

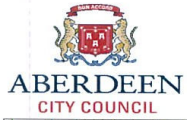
Michael Cowie
Assistant Engineering Officer
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Doug Ritchie
Engineer
dritchie@aberdeencity.gov.uk
(01224) 522641

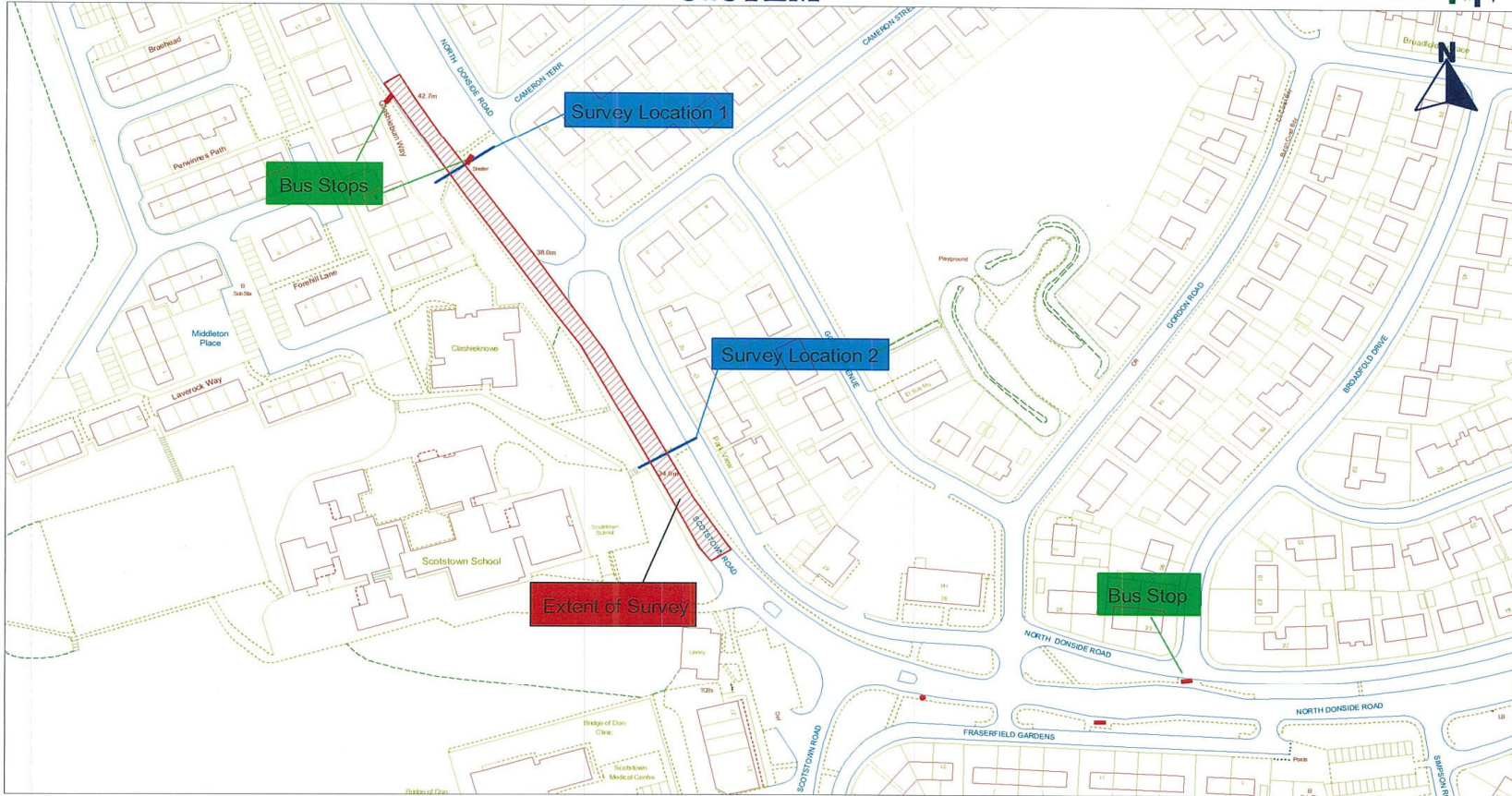
8. BACKGROUND PAPERS

Pedestrian/Volume survey
12th April 2010

Accident statistics from our MAAP system
(April 2007 – April 2010)



GEOGRAPHICAL INFORMATION SYSTEM



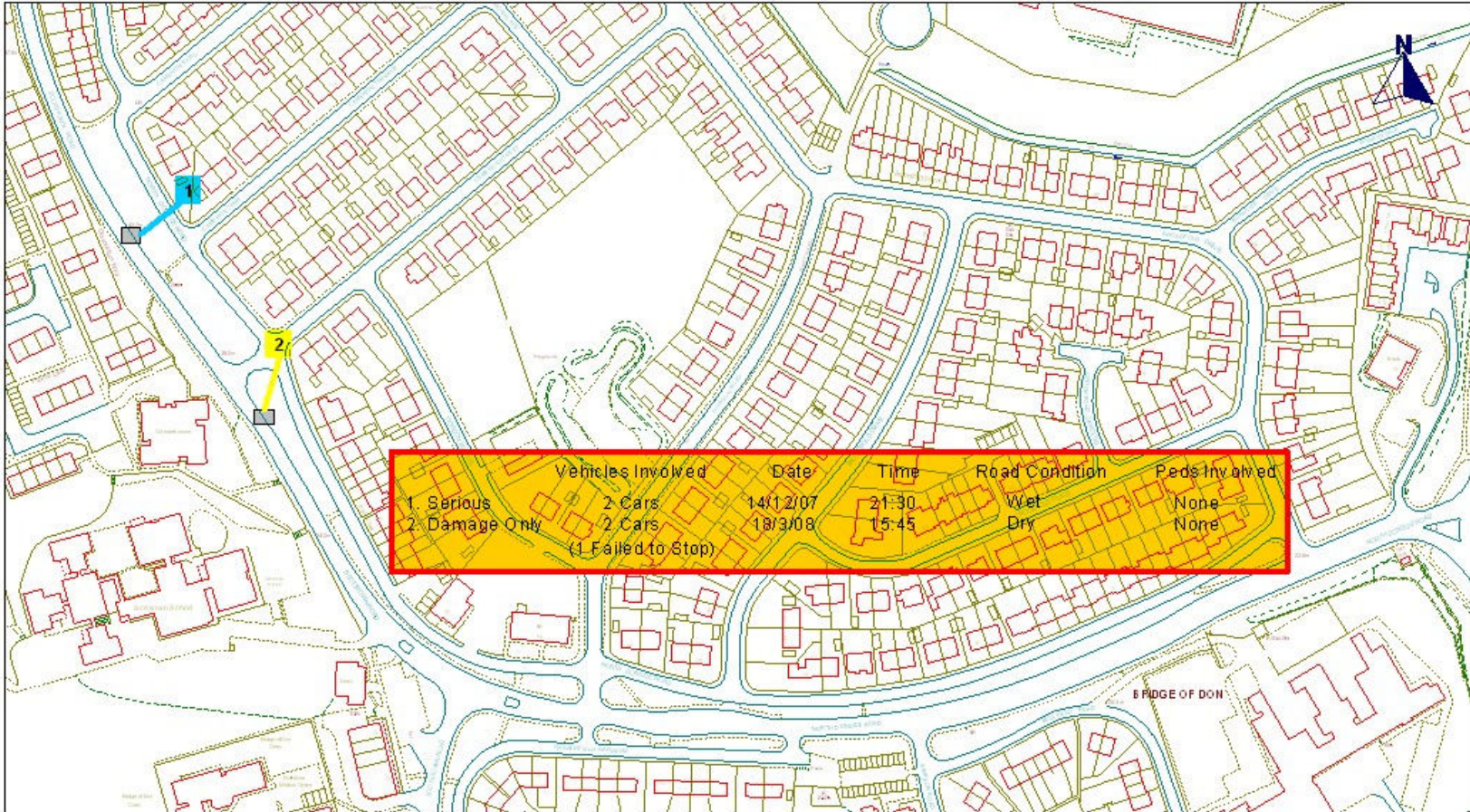
Title : APPENDIX 1
SCOTSTOWN ROAD - CLASHIEKNOWE CARE HOME

Scale: 1:2000
Date: 23 April 2010
Map Ref: NJ9410SW

Appendix 2



**GEOGRAPHICAL
INFORMATION
SYSTEM**



**Title : APPENDIX 2
SCOTSTOWN ROAD - ACCIDENT STATS**

**Scale: 1:2500
Date: 28 April 2010
Map Ref: NJ9410SW**

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 31 May 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT Performance Report

REPORT NUMBER: EPI/10/159

1. PURPOSE OF REPORT

The purpose of this report is to provide Members with an update on Enterprise, Planning and Infrastructure Performance as at March 2010.

The report details a range of performance measures across the service, supported by additional information provided in Appendices 1 and 2.

2. RECOMMENDATION(S)

It is recommended that the Committee review the performance data and underlying trends, providing comments and observations thereon.

3. FINANCIAL IMPLICATIONS

There are no direct financial implications, although adherence to revenue and capital budgets is a performance measure for each function across the service.

4. SERVICE & COMMUNITY IMPACT

There are no direct implications arising from this report but performance measurement and reporting should be viewed as a means to managing improvement in services to the community. The report also links to the Single Outcome Agreement.

5. OTHER IMPLICATIONS

There no other direct implications arising from this report.

6. REPORT

The report comprises:

1 A brief written overview by the Corporate Director

2 A “scorecard” listing the key performance measures, detailing:

- recent performance (trends)
- targets
- a “traffic light”

3 “Drill Down” performance measure sheets corresponding to those measures on the “scorecard” being considered this cycle (indicators available on an annual basis only have been excluded), detailing:

- a definition of the measure
- a graphical representation of the performance
- longer term trends of performance
- analysis of what the performance means
- recommended actions to be taken for improvement

4 Appendices 1 and 2 providing fuller information to support the “headline” detail provided in the main body of the report, namely in relation to Capital Expenditure (Appendix 1) and Road Defects in Appendix 2.

7. REPORT AUTHOR DETAILS

Mike Hearn, Team Manager
mhearns@aberdeencity.gov.uk
01224 522476

8. BACKGROUND PAPERS

Not applicable.

Corporate Director's Overview (Enterprise, Planning and Infrastructure)

Introduction:

The Performance Report follows the usual format of a high level Scorecard supported by detailed reports and analysis on each reportable indicator.

Developments:

Unfortunately colleagues in Human Resources are not yet fully satisfied with the quality of data produced, following the adoption of the new method of calculating Sickness Absence and we remain unable to provide an update on this Indicator. Checks to determine the reliability of the data are continuing.

We have however made sufficient progress in establishing our database in relation to Health and Safety, enabling us to report on our compliance with the identified criteria.

We are also making steady progress with regard monitoring performance in responding to written queries within the prescribed period. We have agreed a process with the Member Support Team for reporting specifically on Member Enquiries and this will be in place for the next Committee cycle. In addition, we are reviewing procedures across the Service to ensure that all other queries received are also logged in the Enquiry system, providing a more robust figure than was previously available.

We have also arranged with the Training Team in HR for regular reports to be produced detailing courses attended by Enterprise, Planning and Infrastructure staff, this will also be reported from the next cycle.

Performance Issues:

Although the Scorecard highlights areas where improvement should be made, for the most part we are either close to or are meeting our targets.

Of those service areas we monitor on a monthly basis, Repairs to Road Defects is one where we are currently falling short of our target. Here, we are now focusing our attention on streets and areas rather than on individual repairs and although, as can be seen from the analysis, this has had an adverse effect on response times, it does provide greater value.

As I stated last month, I am confident that following the approval of and appointments to a new structure, our performance in terms of Staff Appraisals will show a marked improvement.

Although the processing of Planning Applications for both Household and Non Household surpassed performance targets during March, it remains to be seen whether the upturn in performance figures over recent months is sufficient to enable us to achieve our annual target.

Elsewhere on the Scorecard, the figures reported in relation to budget spend, both Revenue and Capital, represent snapshots of our financial position during the ongoing close down of the 2009/10 accounts. Both figures are expected to increase before the accounts are finally closed.

Statutory Performance Indicators:

Work is nearing completion in compiling the Statutory Performance Indicators in relation to 2009/10 across all Council Services. It is intended that those relating specifically to Enterprise, Planning and Infrastructure will be reported to this Committee in early course.

Enterprise Planning and Infrastructure Committee Scorecard

Report Type: Scorecard Report
Report Author: Kenny Easton
Generated on: 05 May 2010



Enterprise Planning and Infrastructure Committee Scorecard









1. Resource Management

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	Short Term Trend Arrow	March 2010
						Value
	EPIP011 % spend against Revenue Budget (cumulative)	March 2010	91.29%	100%		91.29%
	EPIP021 % spend against Capital Budget (cumulative)	March 2010	51.9%	100%		51.9%
	EPIP101 Average sickness absence - Enterprise Planning and Infrastructure	April 2009		10		No data available for this indicator currently
	EPIP104 % of savings on target to be delivered	March 2010	100%	100%		100%
	EPIP116 Score for compliance with Health & Safety Matrix	March 2010	91.7%	100%		91.7%





2. Impact

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	Short Term Trend Arrow	March 2010
						Value
	EPIP191 Percentage of householder applications dealt with within two months	March 2010	89.2%	88%		89.2%
	EPIP192 Percentage of non-householder applications dealt with within two months	March 2010	63.2%	55%		63.2%
	EPIP190 Percentage of householder and non-householder planning applications dealt with within two months	2008/09	59.8%	80%		No data available for this indicator currently
	EPIP240 RL1: The percentage of road network that should be considered for maintenance treatment	2008/09	31.2%			No data available for this indicator currently
	EPIP220 RL4: Percentage of street lighting columns that are over 30 years old	2008/09	27.2%	28.7%		No data available for this indicator currently
	EPIP230 Percentage of council and private bridges assessed that failed to meet the EU standard of 40 tonnes	2008/09	4.1%	4.6%		No data available for this indicator currently

3. Business Processes

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	Short Term Trend Arrow	March 2010
						Value
	EPIP302 % of Road Category 1 defects repaired within 2 working days	March 2010	71.4%	92%		71.4%
	EPIP321 % of success in dealing with written queries and complaints within 15 working days (cumulative)	March 2009		100%		No data available for this indicator currently
	EPIP200 RL2: Percentage of all traffic light repairs completed within 48 hours	March 2010	95.9%	100%		95.9%
	EPIP210 RL3: Percentage of all street light repairs completed within 7 days	March 2010	94.4%	92%		94.4%

4. Organisational Learning and Improvement


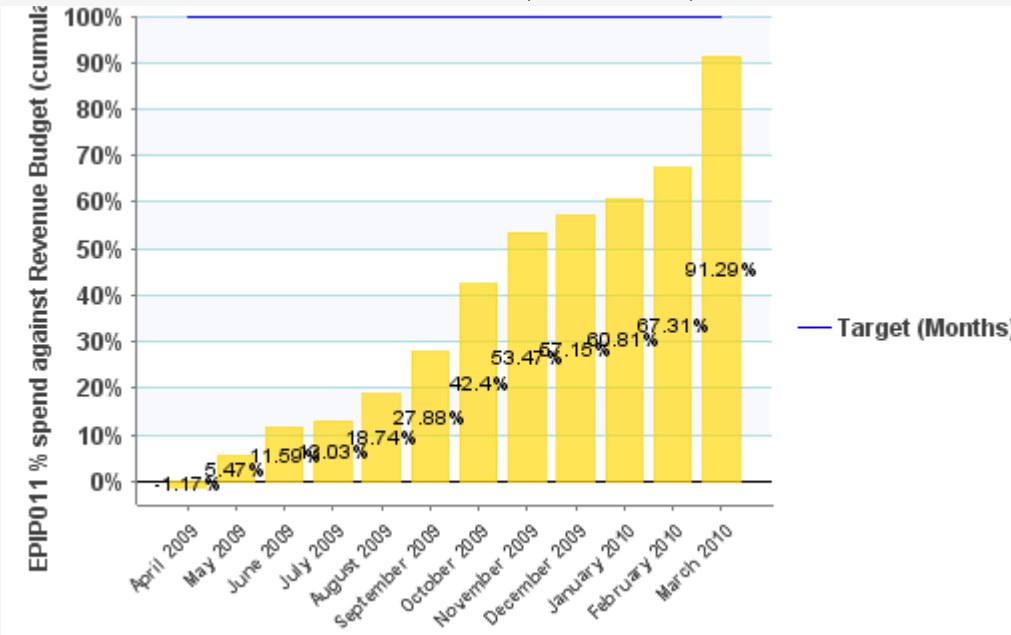
Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	Short Term Trend Arrow	March 2010
						Value
	EPIP113 % of eligible staff appraised in the past year	March 2010	51.7%	100%		51.7%
	EPIP402 % of identified Senior Staff who have undergone training in priority areas	April 2009		100%		No data available for this indicator currently

Enterprise Planning and Infrastructure Performance Report

Generated on: 13 May 2010




EPIP011 % spend against Revenue Budget (cumulative)


Paper Ref	% spend against Revenue Budget (cumulative)																													
Current Period	91.29%	Target 09/10	100%	Traffic Light 																										
Chart Trend	 <table border="1"> <caption>EPIP011 % spend against Revenue Budget (cumulative) - Chart Data</caption> <thead> <tr> <th>Month</th> <th>% Spend</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>-1.17%</td></tr> <tr><td>May 2009</td><td>5.47%</td></tr> <tr><td>June 2009</td><td>11.59%</td></tr> <tr><td>July 2009</td><td>13.03%</td></tr> <tr><td>August 2009</td><td>18.74%</td></tr> <tr><td>September 2009</td><td>27.88%</td></tr> <tr><td>October 2009</td><td>42.4%</td></tr> <tr><td>November 2009</td><td>53.47%</td></tr> <tr><td>December 2009</td><td>57.15%</td></tr> <tr><td>January 2010</td><td>60.81%</td></tr> <tr><td>February 2010</td><td>67.31%</td></tr> <tr><td>March 2010</td><td>91.29%</td></tr> </tbody> </table>				Month	% Spend	April 2009	-1.17%	May 2009	5.47%	June 2009	11.59%	July 2009	13.03%	August 2009	18.74%	September 2009	27.88%	October 2009	42.4%	November 2009	53.47%	December 2009	57.15%	January 2010	60.81%	February 2010	67.31%	March 2010	91.29%
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March 2010	91.29%																													
Latest Note	Work is proceeding towards closing down the Council accounts for 2009/10. The figure of 91.29% reflects the Service's position in relation to the budget during April, with transfers of funds still to be effected this figure will continue to be subject to change in the immediate period.																													

Page 85


EPIP021 % spend against Capital Budget (cumulative)

Paper Ref	% spend against Capital Budget (cumulative)																														
Current Period	51.9%	Target 09/10	100%	Traffic Light																											
Chart Trend	<table border="1"> <caption>EPIP021 % spend against Capital Budget (cumulative) - Chart Data</caption> <thead> <tr> <th>Month</th> <th>% Spend</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>0%</td></tr> <tr><td>May 2009</td><td>0%</td></tr> <tr><td>June 2009</td><td>0%</td></tr> <tr><td>July 2009</td><td>9.4%</td></tr> <tr><td>August 2009</td><td>12.1%</td></tr> <tr><td>September 2009</td><td>12.5%</td></tr> <tr><td>October 2009</td><td>21%</td></tr> <tr><td>November 2009</td><td>26.4%</td></tr> <tr><td>December 2009</td><td>34.6%</td></tr> <tr><td>January 2010</td><td>40.6%</td></tr> <tr><td>February 2010</td><td>46.4%</td></tr> <tr><td>March 2010</td><td>51.9%</td></tr> </tbody> </table>					Month	% Spend	April 2009	0%	May 2009	0%	June 2009	0%	July 2009	9.4%	August 2009	12.1%	September 2009	12.5%	October 2009	21%	November 2009	26.4%	December 2009	34.6%	January 2010	40.6%	February 2010	46.4%	March 2010	51.9%
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Latest Note	As for the Revenue Budget the score presented - 51.9% of Budget having been spent, is a snapshot of the position during the year-end process - again it is anticipated that this figure will increase before the accounts are closed.																														


EPIP104 % of savings on target to be delivered

Paper Ref	% of savings on target to be delivered																														
Current Period	100%	Target 09/10	100%	Traffic Light																											
Chart Trend	<table border="1"> <caption>EPIP104 % of savings on target to be delivered</caption> <thead> <tr> <th>Month</th> <th>% of savings on target to be delivered</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>100%</td></tr> <tr><td>May 2009</td><td>100%</td></tr> <tr><td>June 2009</td><td>100%</td></tr> <tr><td>July 2009</td><td>93.2%</td></tr> <tr><td>August 2009</td><td>93.2%</td></tr> <tr><td>September 2009</td><td>100%</td></tr> <tr><td>October 2009</td><td>100%</td></tr> <tr><td>November 2009</td><td>100%</td></tr> <tr><td>December 2009</td><td>100%</td></tr> <tr><td>January 2010</td><td>100%</td></tr> <tr><td>February 2010</td><td>100%</td></tr> <tr><td>March 2010</td><td>100%</td></tr> </tbody> </table>					Month	% of savings on target to be delivered	April 2009	100%	May 2009	100%	June 2009	100%	July 2009	93.2%	August 2009	93.2%	September 2009	100%	October 2009	100%	November 2009	100%	December 2009	100%	January 2010	100%	February 2010	100%	March 2010	100%
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March 2010	100%																														
Latest Note	Total Full Year Budget Saving for Enterprise, Planning and Infrastructure is £3,538,000, it is anticipated that this will be met in full.																														


EPIP113 % of eligible staff appraised in the past year

Paper Ref	% of eligible staff appraised in the past year																														
Current Period	51.7%	Target 09/10	100%	Traffic Light																											
Chart Trend	<table border="1"> <caption>EPIP113 % of eligible staff appraised in the past year (Monthly Data)</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>49.6%</td></tr> <tr><td>May 2009</td><td>41.1%</td></tr> <tr><td>June 2009</td><td>33.3%</td></tr> <tr><td>July 2009</td><td>31.6%</td></tr> <tr><td>August 2009</td><td>40.3%</td></tr> <tr><td>September 2009</td><td>44.1%</td></tr> <tr><td>October 2009</td><td>49.1%</td></tr> <tr><td>November 2009</td><td>52.1%</td></tr> <tr><td>December 2009</td><td>52.3%</td></tr> <tr><td>January 2010</td><td>53.5%</td></tr> <tr><td>February 2010</td><td>51.1%</td></tr> <tr><td>March 2010</td><td>51.7%</td></tr> </tbody> </table>					Month	Percentage	April 2009	49.6%	May 2009	41.1%	June 2009	33.3%	July 2009	31.6%	August 2009	40.3%	September 2009	44.1%	October 2009	49.1%	November 2009	52.1%	December 2009	52.3%	January 2010	53.5%	February 2010	51.1%	March 2010	51.7%
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January 2010	53.5%																														
February 2010	51.1%																														
March 2010	51.7%																														
Latest Note	<p>The current score of 51.7% represents a slight increase from the previous month. The breakdown by area of service is as follows : Roads 36.5%, Facilities Management 54.2%, Planning and Infrastructure 73.8%, Economic and Environmental Sustainability 64.9%, Corporate Communications 51.7%, Asset Management 32.9% and Support Services 34.1%.</p>																														


EPIP116 Score for compliance with Health & Safety Matrix

Paper Ref	Score for compliance with Health & Safety Matrix																														
Current Period	91.7%	Target 09/10	100%	Traffic Light																											
Chart Trend	<table border="1"> <caption>EPIP116 Score for compliance with Health & Safety</caption> <thead> <tr> <th>Month</th> <th>Score (%)</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>66%</td></tr> <tr><td>May 2009</td><td>66%</td></tr> <tr><td>June 2009</td><td>66%</td></tr> <tr><td>July 2009</td><td>66%</td></tr> <tr><td>August 2009</td><td>69%</td></tr> <tr><td>September 2009</td><td>70%</td></tr> <tr><td>October 2009</td><td>70%</td></tr> <tr><td>November 2009</td><td>70%</td></tr> <tr><td>December 2009</td><td>70%</td></tr> <tr><td>January 2010</td><td>70%</td></tr> <tr><td>February 2010</td><td>70%</td></tr> <tr><td>March 2010</td><td>91.7%</td></tr> </tbody> </table>					Month	Score (%)	April 2009	66%	May 2009	66%	June 2009	66%	July 2009	66%	August 2009	69%	September 2009	70%	October 2009	70%	November 2009	70%	December 2009	70%	January 2010	70%	February 2010	70%	March 2010	91.7%
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August 2009	69%																														
September 2009	70%																														
October 2009	70%																														
November 2009	70%																														
December 2009	70%																														
January 2010	70%																														
February 2010	70%																														
March 2010	91.7%																														
Latest Note	<p>We have now identified the work groups/establishments that make up the core matrix. As the new structure comes together these groupings are liable to change to reflect this. In the meantime the score shown here indicates how we are doing as a Service in complying with required Health and Safety procedures in relation to Risk Assessments, Workplace Inspections, First Aid Cover and Accident Reporting.</p>																														


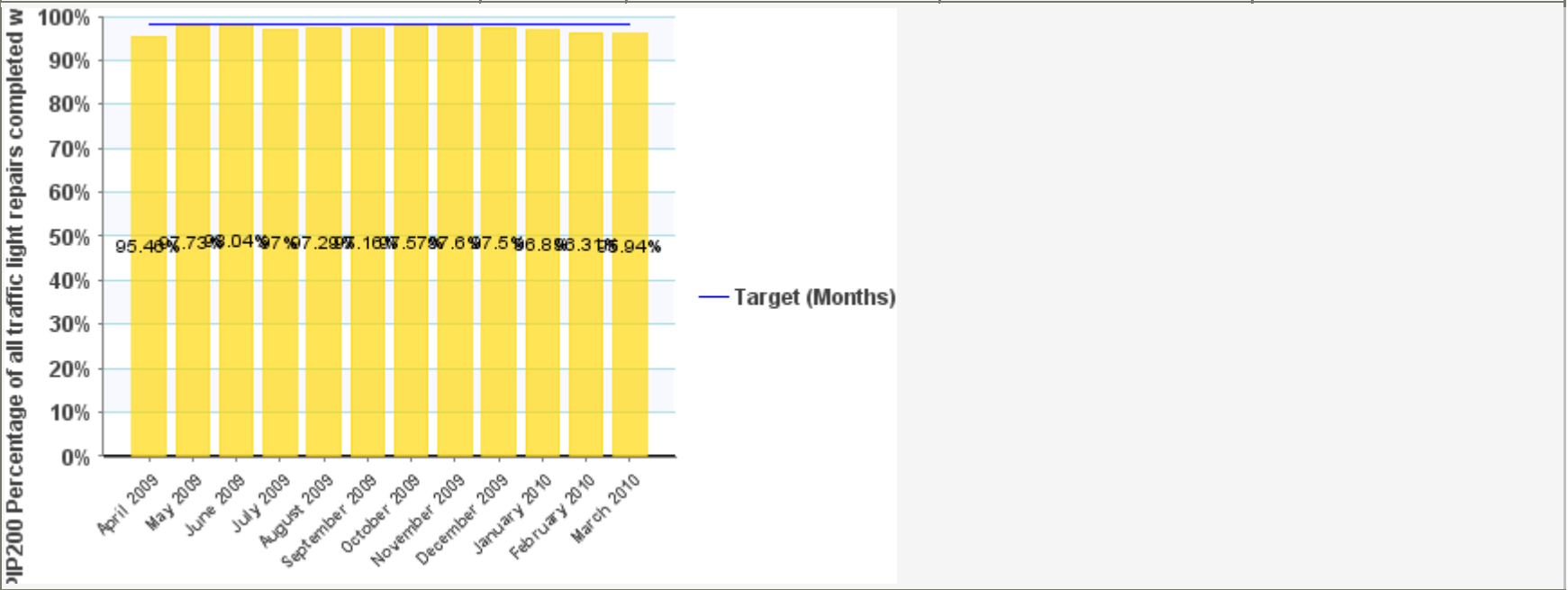
EPIP191 Percentage of householder applications dealt with within two months

Paper Ref	Percentage of householder applications dealt with within two months																														
Current Period	89.2%	Target 09/10	88%	Traffic Light																											
Chart Trend	<p>191 Percentage of householder applications dealt with w</p> <table border="1"> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>0%</td></tr> <tr><td>May 2009</td><td>0%</td></tr> <tr><td>June 2009</td><td>0%</td></tr> <tr><td>July 2009</td><td>0%</td></tr> <tr><td>August 2009</td><td>0%</td></tr> <tr><td>September 2009</td><td>86.4%</td></tr> <tr><td>October 2009</td><td>77.1%</td></tr> <tr><td>November 2009</td><td>83.3%</td></tr> <tr><td>December 2009</td><td>88.2%</td></tr> <tr><td>January 2010</td><td>82.4%</td></tr> <tr><td>February 2010</td><td>90.7%</td></tr> <tr><td>March 2010</td><td>89.2%</td></tr> </tbody> </table> <p>— Target (Months)</p>					Month	Percentage	April 2009	0%	May 2009	0%	June 2009	0%	July 2009	0%	August 2009	0%	September 2009	86.4%	October 2009	77.1%	November 2009	83.3%	December 2009	88.2%	January 2010	82.4%	February 2010	90.7%	March 2010	89.2%
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December 2009	88.2%																														
January 2010	82.4%																														
February 2010	90.7%																														
March 2010	89.2%																														
Latest Note	The March performance shows a slight decrease on the previous month but still above target.																														


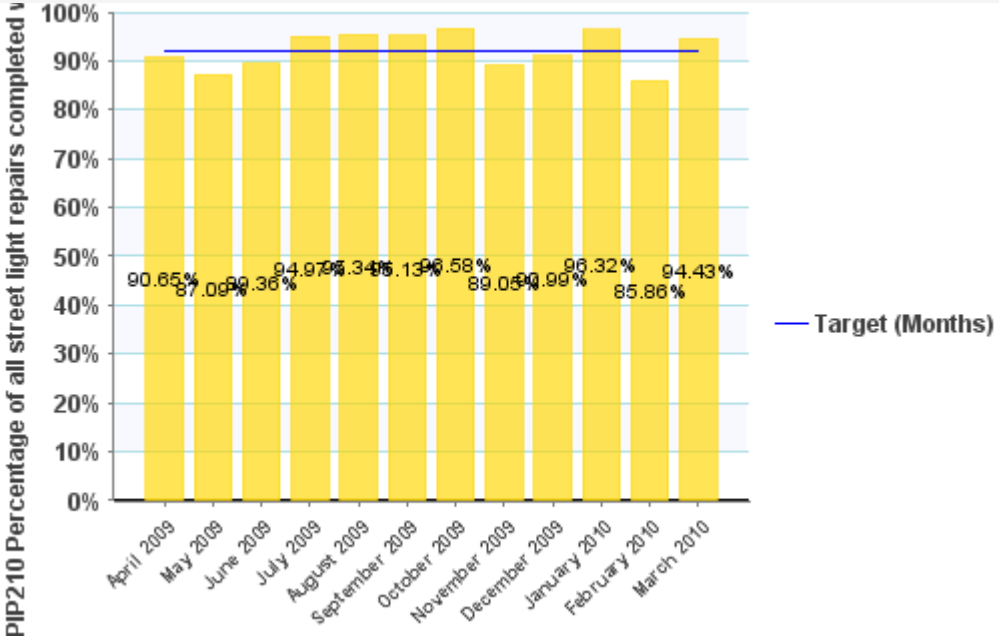
EPIP192 Percentage of non-householder applications dealt with within two months

Paper Ref	Percentage of non-householder applications dealt with within two months																				
Current Period	63.2%	Target 09/10	55%	Traffic Light																	
Chart Trend	<table border="1"> <caption>2 Percentage of non-householder applications dealt with</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>September 2009</td><td>50.7%</td></tr> <tr><td>October 2009</td><td>38.1%</td></tr> <tr><td>November 2009</td><td>28.6%</td></tr> <tr><td>December 2009</td><td>54.4%</td></tr> <tr><td>January 2010</td><td>42.9%</td></tr> <tr><td>February 2010</td><td>45.5%</td></tr> <tr><td>March 2010</td><td>63.2%</td></tr> </tbody> </table>					Month	Percentage	September 2009	50.7%	October 2009	38.1%	November 2009	28.6%	December 2009	54.4%	January 2010	42.9%	February 2010	45.5%	March 2010	63.2%
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November 2009	28.6%																				
December 2009	54.4%																				
January 2010	42.9%																				
February 2010	45.5%																				
March 2010	63.2%																				
Latest Note	Due to a concerted effort by case workers the March performance figure shows a considerable improvement on the previous month's figure and well above the target.																				


EPIP200 Percentage of all traffic light repairs completed within 48 hours

Paper Ref	Percentage of all traffic light repairs completed within 48 hours																														
Current Period	95.94%	Target 09/10	98%	Traffic Light																											
Chart Trend	 <table border="1"> <caption>Data for Chart Trend</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>95.48%</td></tr> <tr><td>May 2009</td><td>97.73%</td></tr> <tr><td>June 2009</td><td>98.04%</td></tr> <tr><td>July 2009</td><td>97.29%</td></tr> <tr><td>August 2009</td><td>97.16%</td></tr> <tr><td>September 2009</td><td>97.57%</td></tr> <tr><td>October 2009</td><td>97.69%</td></tr> <tr><td>November 2009</td><td>97.5%</td></tr> <tr><td>December 2009</td><td>96.8%</td></tr> <tr><td>January 2010</td><td>96.31%</td></tr> <tr><td>February 2010</td><td>96.94%</td></tr> <tr><td>March 2010</td><td>95.94%</td></tr> </tbody> </table>					Month	Percentage	April 2009	95.48%	May 2009	97.73%	June 2009	98.04%	July 2009	97.29%	August 2009	97.16%	September 2009	97.57%	October 2009	97.69%	November 2009	97.5%	December 2009	96.8%	January 2010	96.31%	February 2010	96.94%	March 2010	95.94%
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December 2009	96.8%																														
January 2010	96.31%																														
February 2010	96.94%																														
March 2010	95.94%																														
Latest Note	<p>There were 69 faults recorded in March with 10 of these being "all dark", the most serious category. An overall performance level of 91.3% was achieved with 6 faults requiring longer than 48 hours to resolve. Two of these faults were completed late due to traffic management being required for completion and the other four were due to parts being required. The largest single fault group is again lamp failures with 64% of recorded faults in this category. "All darks" make up 14% of faults, RTA's make up 12% of faults, while age issue related faults contribute a further 1%, miscellaneous faults made up the other 9%.</p>																														

EPIP210 Percentage of all street light repairs completed within 7 days

Paper Ref	Percentage of all street light repairs completed within 7 days																														
Current Period	94.43%	Target 09/10	92%	Traffic Light																											
Chart Trend	 <table border="1"> <caption>Percentage of all street light repairs completed within 7 days (Monthly Data)</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>90.65%</td></tr> <tr><td>May 2009</td><td>87.09%</td></tr> <tr><td>June 2009</td><td>89.36%</td></tr> <tr><td>July 2009</td><td>94.97%</td></tr> <tr><td>August 2009</td><td>93.34%</td></tr> <tr><td>September 2009</td><td>95.13%</td></tr> <tr><td>October 2009</td><td>96.58%</td></tr> <tr><td>November 2009</td><td>89.05%</td></tr> <tr><td>December 2009</td><td>90.99%</td></tr> <tr><td>January 2010</td><td>96.32%</td></tr> <tr><td>February 2010</td><td>85.86%</td></tr> <tr><td>March 2010</td><td>94.43%</td></tr> </tbody> </table>					Month	Percentage	April 2009	90.65%	May 2009	87.09%	June 2009	89.36%	July 2009	94.97%	August 2009	93.34%	September 2009	95.13%	October 2009	96.58%	November 2009	89.05%	December 2009	90.99%	January 2010	96.32%	February 2010	85.86%	March 2010	94.43%
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March 2010	94.43%																														
Latest Note	<p>An increase in fault numbers during March but good work from the operatives has resulted in an increased performance. Year to date figure is 92.49%, which is a 6.5% increase on 2008/09. An advert for additional electricians is due to be placed mid-April and this will enable us to repair the faults timeously. Reports continue to be run twice weekly in order to monitor the fault tickets about to go out of spec. and endeavouring to repair them in time.</p>																														

EPIP302 % of Road Category 1 defects repaired within 2 working days

Paper Ref	% of Road Category 1 defects repaired within 2 working days																														
Current Period	71.4%	Target 09/10	92%	Traffic Light																											
Chart Trend	<table border="1"> <caption>Data for Chart Trend</caption> <thead> <tr> <th>Month</th> <th>% of Road Category 1 defects repaired within 2 working days</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>87.5%</td></tr> <tr><td>May 2009</td><td>68.2%</td></tr> <tr><td>June 2009</td><td>81.8%</td></tr> <tr><td>July 2009</td><td>94.7%</td></tr> <tr><td>August 2009</td><td>79%</td></tr> <tr><td>September 2009</td><td>100%</td></tr> <tr><td>October 2009</td><td>96.1%</td></tr> <tr><td>November 2009</td><td>81.8%</td></tr> <tr><td>December 2009</td><td>96%</td></tr> <tr><td>January 2010</td><td>50%</td></tr> <tr><td>February 2010</td><td>70%</td></tr> <tr><td>March 2010</td><td>71.4%</td></tr> </tbody> </table>					Month	% of Road Category 1 defects repaired within 2 working days	April 2009	87.5%	May 2009	68.2%	June 2009	81.8%	July 2009	94.7%	August 2009	79%	September 2009	100%	October 2009	96.1%	November 2009	81.8%	December 2009	96%	January 2010	50%	February 2010	70%	March 2010	71.4%
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Latest Note	Pothole repairs now being carried out on streets or areas rather than actioning individual reports. This provides better value and public approval that a street is completed but does increase response times.																														

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MONITORING STATEMENT - TO MARCH 2010 (AS AT 12 APRIL 2010)

		2009/2010			
Project ID	Project Description	Revised Budget 2009/10 £'000	Projected Outturn P11 09/10 £'000	Actual Spend to Mar 2010 £'000	Percentage Spend to Budget %
Enterprise, Planning and Infrastructure					
Corporate Accommodation					
663	Corporate Office Accommodation	21,724	12,780	10,903	50.19% as
		21,724	12,780	10,903	50.19%
Roads/Pavements/Bridges					
86	Lighting Improvements	200	193	145	72.50%
88	Traffic Calming & Road Safety	160	126	95	59.38%
217	MTS Associated Road Improvements - Wellington Rd Phase 5	430	350	309	71.86%
296	Roads Maintenance Resurfacing	1,723	1,090	735	42.66%
413	Footway Improvements	632	350	296	46.84%
470	Road Network - Weak Bridges	118	90	55	46.61%
471	Road Network - Bridge Major Maintenance Programme	50	50	0	0.00%
550	Signage	92	66	31	33.70%
551	Cycling, Walking & Safer Streets (CWSS)	365	320	161	44.11%
587	Access from the North	200	207	207	103.50%
627	Western Peripheral Route	3,949	3,949	3,325	84.19%
647	Newhills Manse T Junction	10	5	1	10.00%
660	Central Aberdeen Transport Infrastructure	1,030	291	291	28.25%
703	Traffic Signal Safety Upgrade	575	490	306	53.22%
715	MTS - Berryden Road Improvements	385	190	178	46.23%
716	A96 Park & Ride/Dyce Drive Link Road	100	2	2	2.00%
721	Wellington Bridge - Preservation Works Phase 2-4	171	10	5	2.92%
724	Roads Safety ITS Unit Schemes	60	54	36	60.00%
743	Upgrade of Footpaths at Heathryfold	15	5	0	0.00%
757	Union Street Cable Support System for Banners & Festive Lights	18	6	3	16.67%
		10,283	7,844	6,181	60.10%
Car Parking					
216	Car Parking: Extend Pay & Display	566	342	275	48.59%
735	Car Parking: Extend Pay & Display - Zone M Rosemount Area	145	105	101	69.66%
739	Replacement Programme for Pay & Display Machines	100	0	0	0.00%
		811	447	376	46.36%
Drainage/Flood Prevention					
646	Glashieburn Flood Protection	175	25	16	9.14%
734	Flood Prevention	94	50	15	15.96%
		269	75	31	11.52%
Waste					
233	Waste Disposal Facilities (Mill of Dyce)	0	0	0	0.00%
497	Ness Landfill Restoration	8,000	6,448	3,986	49.83%
720	Gully Waste Recycling - Reed Bed at Ness	20	46	7	35.00%
766	Hill of Tramaud Landfill - Change of Law Costs	3,106	2,800	66	2.12%
		11,126	9,294	4,059	36.48%
Other Infrastructure					
362	Railings/Metalwork - Repairs & Maintenance	139	100	1	0.88%
363	Improve City Gateways/Appearance of Routes In	76	76	0	0.00%
462	Council Travel Plan	25	25	0	0.00%
563	Vehicle Replacement	1,500	1,500	1,423	94.87%
567	Memorials in City Cemeteries	65	65	64	98.46%
662	Wifi Infrastructure	33	38	38	115.15%
758	Upgrade of MOT Station	35	35	0	0.00%
765	Nestrans - Capital Grant	1,411	1,411	1,411	100.00%
		3,284	3,250	2,937	89.44%
Planning					
746	Application Processing System	73	47	10	13.70%
768	Energising Aberdeen	1,700	1,700	1,670	98.24%
		1,773	1,747	1,680	94.75%
Asset Management					
294	Corp Property Replacement/Renewal Programme	5,696	4,966	2,521	44.26%
371	School Development Plans	300	300	2	0.67%
680	3R's Temporary Accommodation	18	18	2	11.25%
759	School Estates Strategy	306	186	179	58.50%
		6,320	5,470	2,704	42.79%
Total - Enterprise, Planning and Infrastructure		55,590	40,907	28,871	51.94%

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APPENDIX 2

Road Defects

	April			May			June			July			August			September			October		
	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time
Potholes																					
Priority 1	34	33	97.06%	30	16	53.33%	25	18	72.00%	20	20	100.00%	26	25	96.15%	24	24	100.00%	19	18	94.74%
Priority 2	367	362	98.64%	234	194	82.91%	248	235	94.76%	150	147	98.00%	109	100	91.74%	369	336	91.06%	118	97	82.20%
Slabs																					
Priority 1	14	9	64.29%	11	11	100.00%	9	9	100.00%	14	12	85.71%	31	19	61.29%	22	22	100.00%	29	28	96.55%
Priority 2	46	46	100.00%	61	59	96.72%	54	53	98.15%	38	38	100.00%	70	67	95.71%	73	73	100.00%	30	30	100.00%
Gullies																					
Priority 1	0	0	0.00%	3	3	100.00%	4	4	100.00%	4	4	100.00%	5	5	100.00%	1	1	100.00%	3	3	100.00%
Priority 2	55	55	100.00%	94	94	100.00%	71	71	100.00%	78	75	96.15%	87	80	91.95%	87	86	98.85%	9	9	100.00%
Total Priority 1	48	42	87.50%	44	30	68.18%	38	31	81.58%	38	36	94.74%	62	49	79.03%	47	47	100.00%	51	49	96.08%
Total Priority 2	468	463	98.93%	389	347	89.20%	373	359	96.25%	266	260	97.74%	266	247	92.86%	529	495	93.57%	157	136	86.62%
Total	516	505	97.87%	433	377	87.07%	411	390	94.89%	304	296	97.37%	328	296	90.24%	576	542	94.10%	208	185	88.94%

	November			December			January			February			March			Year to Date		
	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time	Number of Defect repair tickets issued	Number repaired on time	% repaired on time
Potholes																		
Priority 1	16	14	87.50%	21	20	95.24%	0	0	0.00%	7	4	57.14%	1	1	100.00%	223	193	86.55%
Priority 2	107	102	95.33%	93	83	89.25%	0	0	0.00%	42	23	54.76%	7	3	42.86%	1,844	1,682	91.21%
Slabs																		
Priority 1	3	3	100.00%	2	2	100.00%	0	0	0.00%	1	1	100.00%	4	3	75.00%	140	119	85.00%
Priority 2	58	54	93.10%	87	84	96.55%	18	17	94.44%	22	21	95.45%	74	63	85.14%	631	605	95.88%
Gullies																		
Priority 1	3	1	33.33%	2	2	100.00%	2	1	50.00%	2	2	100.00%	2	1	50.00%	31	27	87.10%
Priority 2	47	46	97.87%	38	34	89.47%	18	16	88.89%	11	11	100.00%	29	16	55.17%	624	593	95.03%
Total Priority 1	22	18	81.82%	25	24	96.00%	2	1	50.00%	10	7	70.00%	7	5	71.43%	387	334	86.30%
Total Priority 2	212	202	95.28%	218	201	92.20%	36	33	91.67%	75	55	73.33%	110	82	74.55%	2989	2798	93.61%
Total	234	220	94.02%	243	225	92.59%	38	34	89.47%	85	62	72.94%	117	87	74.36%	3376	3132	92.77%

Definition

Priority 1 (2 day response) and Priority 2 (7 day response) are categorised mainly by the Inspectors judgement and expertise. There are criteria which he should look at for example location, volume of traffic, number of pedestrians and in the case of potholes the size.

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	31 May 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Enterprise, Planning & Infrastructure Directorate Business Plan 2010- 2013
REPORT NUMBER:	EPI/10/163

1. PURPOSE OF REPORT

This report seeks Committee approval of the Enterprise, Planning & Infrastructure Directorate Business Plan 2010-13.

2. RECOMMENDATION(S)

It is recommended that the Committee:

1. Approve the Enterprise, Planning & Infrastructure Directorate Business Plan for 2010 - 2013.
2. Instruct that quarterly progress reports be presented to Committee as part of the Enterprise, Planning & Infrastructure Directorate performance reporting framework.

3. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from this report.

4. SERVICE & COMMUNITY IMPACT

There are no direct implications arising from this report. However, the Enterprise, Planning & Infrastructure Directorate Business Plan identifies factors which influence service needs, development and delivery. It sets the priorities which the Directorate will undertake in order to achieve the Council's key strategic objectives which are reflective of the National Priorities set by the Scottish Government, the Concordat and the Single Outcome Agreement.

5. OTHER IMPLICATIONS

There are no direct implications arising from this report. However, the Enterprise, Planning & Infrastructure Directorate Business Plan identifies the Directorate's legislative responsibilities.

6. REPORT

The Enterprise, Planning & Infrastructure Directorate Business Plan covers a three year planning cycle from 2010 - 2013 and will be subject to quarterly review and annual update.

The Directorate Business Plan identifies factors which influence service needs, development and delivery. It sets the priorities which the Directorate will undertake in order to achieve the Council's key strategic objectives which are reflective of the National Priorities set by the Scottish Government, the Concordat and the Single Outcome Agreement.

Section 5 expands upon the Enterprise, Planning & Infrastructure Directorate's priorities and outcomes in an action plan format. Performance and progress towards these will be reported on a quarterly basis to the Enterprise, Planning & Infrastructure Committee as part of the performance reporting framework.

The Non-Housing Capital Expenditure is attached as Appendix 1
Section 7 – Risk Management has been attached as Appendix 2

7. REPORT AUTHOR DETAILS

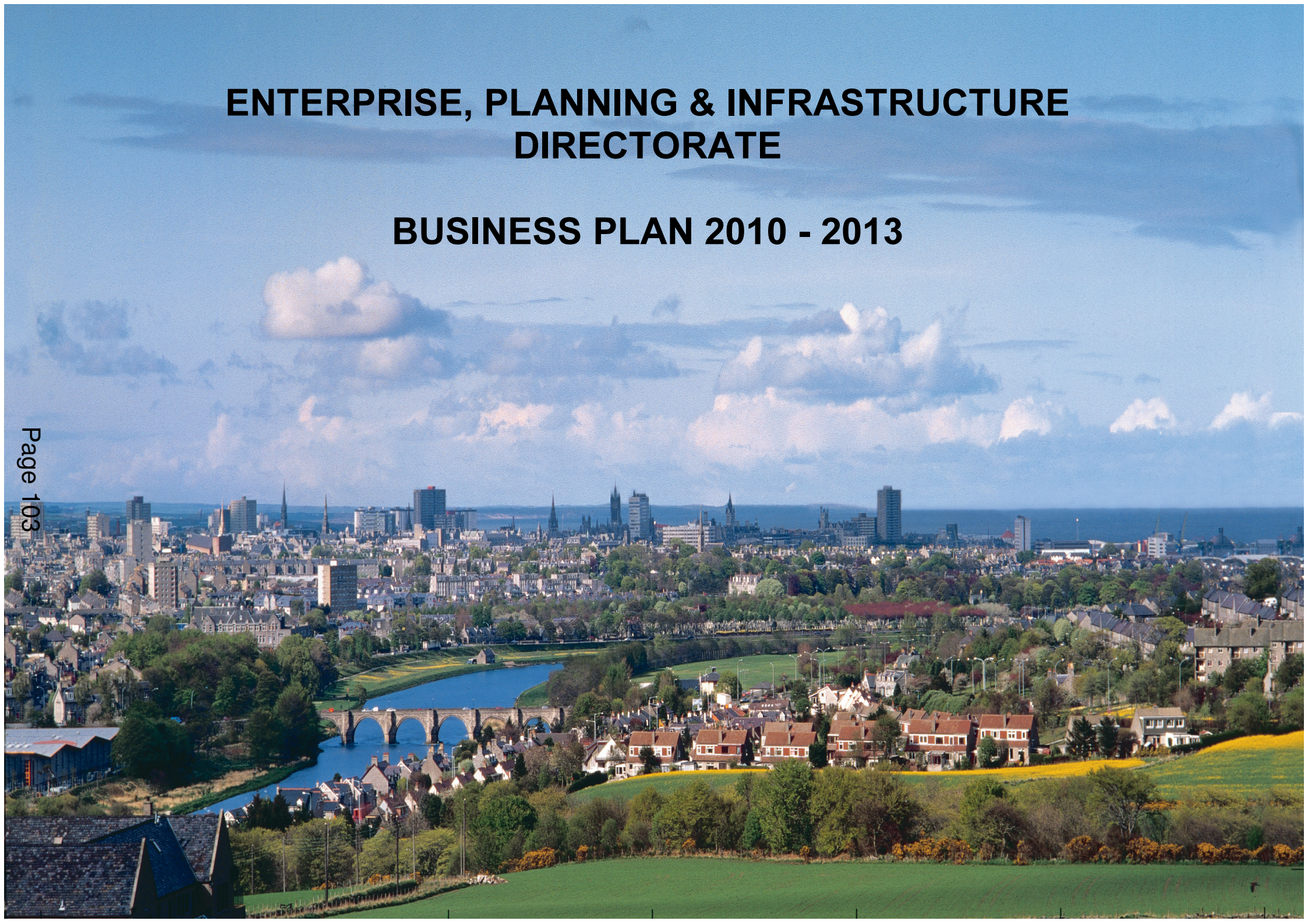
Anna Findlay
Directorate Support Officer
Email: afindlay@aberdeencity.gov.uk
Tel: 01224 522976

8. BACKGROUND PAPERS

Enterprise, Planning & Infrastructure Directorate Business Plan 2010-13
Appendix 1 - Non-Housing Capital Expenditure
Appendix 2 – Directorate Efficiencies and Savings
Appendix 3 - Risk Management Register

ENTERPRISE, PLANNING & INFRASTRUCTURE DIRECTORATE

BUSINESS PLAN 2010 - 2013



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1 Introduction

1.1 Period of the Business Plan

The Enterprise, Planning and Infrastructure Directorate Business Plan covers a three year planning cycle from 2010-2013 and will be subject to annual review and update.

The Business Plan identifies factors which influence service needs, development and delivery. It outlines the activities and initiatives which the Directorate will undertake in order to achieve the Council's key strategic objectives which are reflective of the National Priorities set by the Scottish Government, the Concordat and the Single Outcome Agreement (see Figure 1).

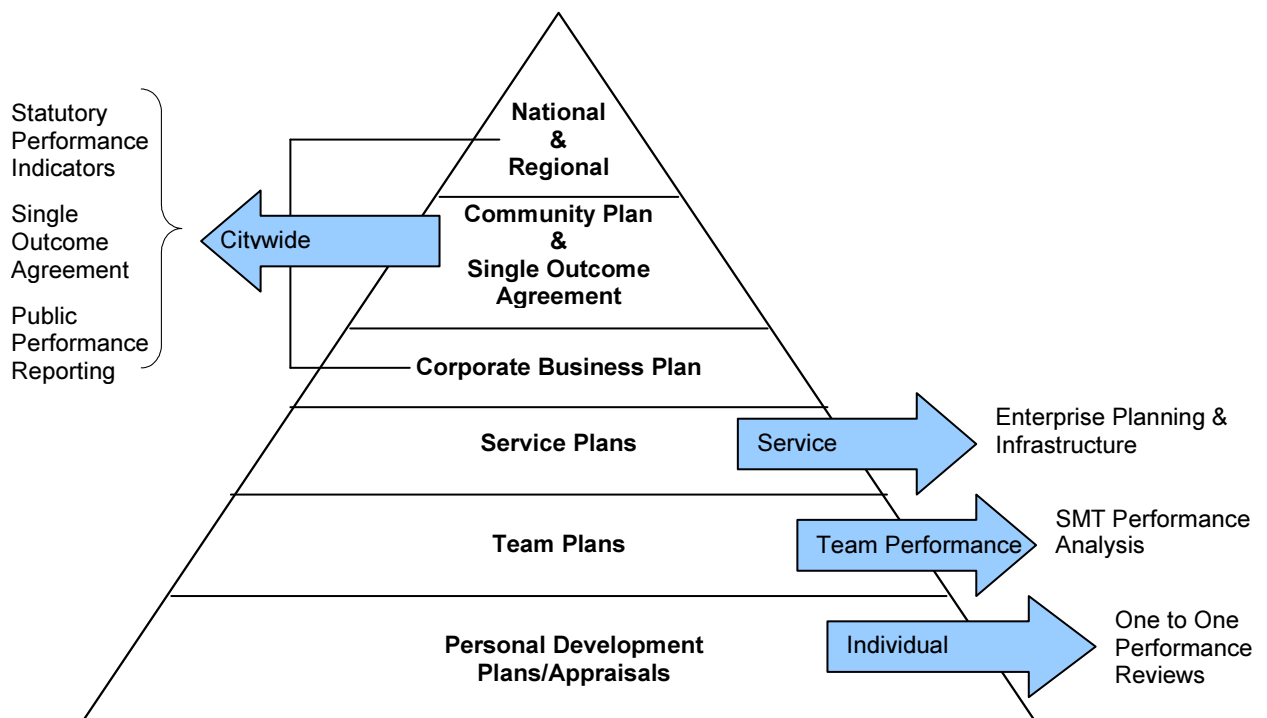


Figure 1: 'Golden Thread' & Performance Management Model

1.2 Role of the Business Plan

The Action Plan contained within Section 5 expands upon our Directorate priorities and outcomes and is supported by operational plans for the three service sectors of the Directorate:

- Economic and Business Development
- Planning and Sustainable Development
- Asset Management and Operations

In addition to regular reporting across all areas of the Directorate, performance and progress against our priorities and outcomes will be made on a regular basis to the Enterprise, Planning and Infrastructure Committee.

The final year end report to committee will form the basis of our annual Standards and Quality Report for the Enterprise, Planning and Infrastructure Directorate which is a key public performance document demonstrating how well services are performing.

We are committed to improving services, enhancing the quality of life and making best of resources and are driven by an agenda of continuous improvement, seeking to modernise the way we work. Self evaluation is the key to achieving this and over the lifespan of this plan there will be a focus on increasing our capacity to self evaluate, building upon good practice already in place.

1.3 Directorate Overview

Aberdeen City Council is one of the largest local authorities in Scotland, providing employment to over 10,000 people across the region. The Enterprise, Planning and Infrastructure Directorate employs over 1,500 staff, working across the city to deliver the following three services:

- Economic and Business Development
- Planning and Sustainable Development
- Asset Management and Operations

In developing an effective Service Plan for the Directorate, we recognise that the City's Enterprise, Planning and Infrastructure issues are closely related to wider issues in the North East of Scotland as well as Scotland and the UK as a whole. The Enterprise, Planning and Infrastructure plan must therefore provide the strategic direction for Aberdeen City within a wider geographical context, whilst continuing to engage with local people to ensure that our plans meet the stated needs of communities and individuals.

The next 12 months will see the continuing development and strengthening of the Enterprise, Planning and Infrastructure Directorate, so that it continues to engage with managers across all Council services and external partners, on key issues effecting communities.

The main aim of our directorate is to:

- Enable Aberdeen City to achieve increased sustainable economic growth for the benefit of all citizens

We will do this by:

- Ensuring people and communities are genuinely engaged in decisions relating to Enterprise, Planning and Infrastructure issues in the City, and
- Working with, and obtaining commitment from, partner organisations to provide better and more efficient Enterprise, Planning & Infrastructure services across the City.

We have set ourselves key targets in our service areas. These are set out in detailed Priority Action Plans (section 5) and are essential in ensuring the effectiveness and efficiency of our services, now and for the coming years.

Delivering the outcomes associated with our Service Action Plans will be the responsibility of the Senior Management Team (SMT) of Enterprise, Planning and Infrastructure. This is comprised of the Director, Operational Support and the Heads of Service who are responsible for providing leadership across a wide ranging portfolio of activities, as outlined in Figure 2 below.

ENTERPRISE, PLANNING AND INFRASTRUCTURE Senior Management Structure

**Gordon McIntosh
Director**



**Hugh Murdoch
Head of Asset Management and Operations**

Portfolio

- Property and facilities management
- Roads and lighting operations
- Traffic management and road safety
- Car parking
- Asset management
- Capital planning
- Flooding and coastal defence
- Professional property services and contract management
- Fleet management

There will also be a responsibility for the delivery of related projects including partnership working.

**Margaret Bochel
Head of Planning and Sustainable Development**

Portfolio

- Development planning
- Outdoor access
- Environmental policy
- Climate change
- Carbon management
- Transportation strategy
- Transportation programmes
- Roads design
- Public transport
- Masterplanning and design
- Conservation
- Development management
- Building standards
- Major projects
- Aberdeen Western Peripheral Route

**Gerry Brough - Project Director
Economic and Business Development**

Portfolio

- Attract visitors, workers, and investment;
- Encourage the growth of local businesses;
- Facilitate new development projects to improve Aberdeen's living and working environment.
- Provide effective marketing and graphic design services on a council-wide basis,
- Attract major city events,
- Maintain twinning links with existing twin cities
- Attracting EU and other external funding for council projects, programmes and initiatives.

2 Vision and Strategic Priorities

‘Aberdeen –The Global Energy City with a High Quality Living Environment’

Aberdeen is one of the world’s major energy cities.

The challenge for Aberdeen over the next 30 - 40 years is to ensure that it remains a global energy city. Our strategic priorities are therefore to:

1. Encourage future economic and business development in the City
2. Deliver an up to date development plan for the City
3. Protect and enhance our high quality natural and built environment
4. Support the delivery of a fully integrated transport network
5. Ensure the Council’s physical assets are managed and maintained in a cost effective manner
6. Deliver our statutory responsibilities effectively and efficiently

In pursuing these priorities we will contribute to the following **National Outcomes:**

- 1 We live in a Scotland that is the most attractive place for doing business in Europe.
- 2 We realise our full economic potential with more and better employment opportunities for our people.
- 3 We are better educated, more skilled and more successful, renowned for our research and innovation
- 7 We have tackled the significant inequalities in Scottish society.
- 10 We live in well-designed, sustainable places where we are able to access the amenities and services we need.
- 12 We value and enjoy our built and natural environment and protect it and enhance it for future generations.
- 13 We take pride in a strong, fair and inclusive national identity
- 15 Our public services are high quality, continually improving, efficient and responsive to local people's needs.

3 Key Drivers for Change

3.1 National and Local Priorities and Strategies

The Directorate delivers a wide range of enterprise, planning and infrastructure services in response to pre-existing legislative requirements and national and local strategies. In addition, the following recent statutes and strategies will influence service needs, development and delivery over the next three years.

National Priorities and Strategies

- ◆ Public Services Reform (Scotland) Bill
- ◆ Building Better Schools – Investing in Scotland’s Future (2009)
- ◆ Climate Change Adaptation Framework
- ◆ Designing Streets, January 2009
- ◆ National Planning Framework 2

Local Priorities and Strategies

- ◆ Single Outcome Agreement
- ◆ Vibrant, Dynamic and Forward Looking
- ◆ Corporate Business Plan 2010-2013

Legislation

- ◆ Planning etc. (Scotland) Act 2006
- ◆ Flood Risk Management (Scotland) Act 2009
- ◆ Disabled Parking 2008 (
- ◆ Climate Change (Scotland) Act 2009

3.2 Partnership Working

We are currently involved in a number of partnership arrangements with private and public sector providers throughout the North East. We will continue to work with these partners and service users to develop and deliver ‘joined-up’ services.

In particular, we will continue to work with:

- Aberdeen City and Shire Economic Future (ACSEF) – to deliver shared priorities relating to the future economic development of the City and Shire
- Nestrans (Regional Transport Partnership) – to deliver an integrated transport system for the City and the North East
- Strategic Development Planning Authority (SDPA) – to provide a strategic development plan framework for the North East
- The Aberdeen City Alliance (TACA) – to support community planning in the City
- Transport Scotland and Aberdeenshire Council – to deliver the Aberdeen Western Peripheral Route

Enterprise, Planning and Infrastructure will continue to work with the following to support the delivery of corporate objectives:

- Scottish Government
- Aberdeenshire Council and other Scottish Councils
- Other Council Directorates

3.3 Demographic Changes

The City of Aberdeen is home to 213,810 residents based on the latest (2009) population estimate as detailed in the briefing paper 2010/01 Population report Aberdeen City & Shire. Although the City's population fell for a number of years up to 2004, it has risen each year since then. In the period to 2016, the population is projected to rise to 216,052, an increase of 2242 (+2.7%). This is a lightly lower proportional rise than the Scottish average over the same period.

	2009	2018	Change	%
Aberdeen City	213,810	216,052	+2,242	+1.4%
Aberdeenshire	243,510	259,383	+15,873	+6.5%
Dundee	143,390	142,054	-1,336	-0.9%
Edinburgh	477,660	500,143	+22,483	+4.7%
Glasgow	588,470	592,807	+4,337	+0.7%
Scotland	5,194,000	5,324,201	+155,701	+2.9%

Source: Briefing Paper 2010/01 Population report Aberdeen City & Shire

A summary of the age structure of the Aberdeen City and Aberdeenshire areas is shown below. The percentage of the total population that is aged 65+ is 15.1% in Aberdeen City and 16.1% in Aberdeenshire. These rates are lower than the overall Scottish average of 16.7%. A relatively low percentage (15.7%) of Aberdeen City's population is under 16 years in comparison with Aberdeenshire (19.1%) and Scotland (17.6%).

Age Structure	0 - 15	16 - 24	25 - 44	45 - 64	65+
Aberdeen City	33,482	29,700	65,029	53,406	32,193
Aberdeenshire	46,474	24,755	61,126	71,961	39,194
Aberdeen City & Shire	79,956	54,455	126,155	125,367	71,387
Scotland	912,340	623,084	1,390,692	1,399,372	868,512

Source: Briefing Paper 2010/01 Population report Aberdeen City & Shire

3.4 Economic situation

Aberdeen has a prosperous economy, driven by the Energy sector. The city enjoys high economic activity and has a GDP growth rate above the Scottish average. Six of Scotland's top ten companies by turnover and profit, are based in Aberdeen, which reinforces Aberdeen's reputation as a major player in Scotland's economy.

It is difficult to predict the precise impact of the current economic downturn on Aberdeen's economy. The lack of credit facilities and reduced investment will undoubtedly impact on the Oil and Gas Industry supply chain making the City vulnerable to job losses.

There are 7,580 VAT registered businesses in Aberdeen.

The largest numbers are in Wholesale and Retail (1,410 businesses), Transport and Communications (1,070) and Property and Business Services (1,050).

3.5 Financial and Human Resource Analysis

Revenue Expenditure

The following table and charts provides an overview of the Directorate's Revenue Budget.

Budget 2010/11 (£000)	Asset Management & Operations	Planning and Sustainable Development	Economic and Business Development	Operations Support	Total
Total Expenditure	39,732	4,756	6,554	1,526	52,568
Income	-19,672	-2,473	-1,264	-496	-23,905
Net Expenditure	20,059	2,283	5,290	1,030	28,663
Staff Resources (FTEs)	962	95	43	33	1,133

29% of the Gross Revenue Budget for the Enterprise, Planning and Infrastructure Directorate relates to staffing costs which reflects the size and nature of the Directorate's activity. Property costs amount to 11% of the budget reflecting the scope of the Directorate's estate. Over 45% of gross expenditure is recouped as income both from within the Council and from external sources.

In addition, the Directorate is responsible for the operation of a number of services defined under the Local Government in Scotland Act 2003 as trading activities.

The table below provides an overview of the revenue budgets for these services.

Budget 2010/11 (£000)	School Catering	Building Cleaning	Fleet Services	Roads Services	Property Letting	Car Parking	Total
Total Expenditure	5,021	4,335	2,966	7,878	4,278	4,622	29,099
Income	(5,021)	(4,336)	(3,041)	(8,005)	(6,494)	(8,235)	(35,132)
Net Expenditure / (Income)	0	(1)	(75)	(127)	(2,216)	(3,614)	(6,033)

Capital Expenditure

The following table sets out the overall allocation per function for planned capital investment. Details of individual projects are shown at Appendix 1 .	Estimated Budget 2010/11 £000	Estimated Budget 2011/12 £000	Estimated Budget 2012/13 £000
Corporate Accommodation	34,693	8,470	1,327
Roads/Pavements/Bridges	10,346	9,460	12,995
Corp Property Replacement/Renewal Programme	7,850	7,975	8,975
Car Parking	368	0	0
Drainage/Flood Prevention	215	70	50
Other Infrastructure	3,377	3,000	2,911
Total	56,849	28,975	26,258

Human Resources

The Enterprise Planning & Infrastructure, Senior Management Team are committed to the development of the staff that, they have a responsibility to manage. A priority for the coming year will be to ensure that every member of staff has at least one Appraisal completed together with the development of an associated Training Plan. In addition, Succession Planning will be a core element of our work with our teams to ensure that we have the correct skills and people in place to meet the demands of the developing 5 year Business Plan.

ENTERPRISE PLANNING & INFRASTRUCTURE	Headcount	FTE
Directorate	3	3
Econ Dev – Project Director	48	43
Programme Director – Marischal + PA	2	2
Head of Planning & Sustainable Dev	96	95
Head of Asset Management & Operations	1,344	960
Operational Support Manager	36	31
Totals for Service	1,529	1,133

Service Efficiencies and Savings

A total of £2.700 million of efficiency measures and budget savings have been agreed for the 2010/11 Enterprise, Planning and Infrastructure Budget, as summarised below. Full details of the individual savings and efficiencies are shown at **Appendix 2**.

	2010/11 £000
Asset Management and Operations	-1,961
Economic and Business Development	-326
Operational Support	-75
Planning and Sustainable Development	-338
Total	-2,700

4 Service and Performance Improvement

4.1 What do users think of our services?

Aberdeen City Council is committed to making a real difference to the communities within which people live. In the summer of 2009, a survey was undertaken amongst a cross section of city residents to gauge satisfaction on a variety of issues relating to the services delivered by Enterprise Planning and Infrastructure Directorate and the services provided by the Council as a whole.

a) What services are important to Aberdeen citizens and how satisfactory are these?

Importance of key services	Very/Fairly Important	Very/Fairly Satisfied	Very/Fairly Dissatisfied
• Roads and Street Lighting	97%	73%	27%
• Public and Community Transport	94%	81%	18%
• Planning and Building Standards	68%	61%	37%
• Parks and Open Spaces	93%	91%	9%

b) How well is the Council performing?

Respondents were asked to indicate how strongly they agreed with a number of statements. Those of particular relevance to Enterprise, Planning and Infrastructure are shown in the table below:

Statement	Strongly Agreed/Agreed
• The Council is working to make Aberdeen a better place to live	58%
• The Council is working to make my local area safer	62%
• The Council is improving the City Centre	52%
• The Council is efficient and well run	24%
• The Council provides good value for money	25%
• The Council spends its money wisely	14%
• The Council works well with other agencies in Aberdeen	26%
• The Council treats everyone fairly	35%

The above gives some clear indication of the areas that our service plan needs to address in order to achieve higher satisfaction ratings. We will therefore endeavour to address these when implementing our service plan.

How satisfied are you with the following things in Aberdeen?

	Very Satisfied	Fairly Satisfied	Fairly Dissatisfied	Very Dissatisfied	Don't Know
Street lighting	28%	61%	7%	4%	0%
Public transport	25%	45%	13%	10%	8%
Job prospects	13%	38%	25%	11%	14%
Wage levels	9%	48%	20%	8%	15%
Condition of roads and pavements	8%	25%	26%	39%	1%
Ease of access to facilities for people with disabilities	8%	47%	12%	6%	27%
Cost of living	6%	40%	35%	17%	2%
Levels of traffic congestion	6%	30%	28%	32%	3%

Respondents were asked to consider a variety of issues within their local area. Satisfaction ratings in general are high, with many issues having in excess of 70% of respondents stating that they are either very or fairly satisfied with a large number of the aspects. The main issues that respondents are satisfied with are as follows;

How satisfied are you with the following aspects of your local area?

	Very Satisfied	Fairly Satisfied	Fairly Dissatisfied	Very Dissatisfied	Don't Know
Availability and frequency of bus services	35%	38%	12%	8%	7%
Range and quality of shops	28%	46%	20%	6%	0%
Availability of car parking	12%	35%	27%	19%	7%
Road traffic congestion	11%	38%	27%	22%	2%

In general, most people (89%) said that overall they were either fairly or very satisfied with their local area as a place to live. The remaining 11% said they were fairly or very dissatisfied. This level of dissatisfaction rises to 37% among respondents living in Northfield (37%) and Kingswells/ Sheddocksley (15% dissatisfied).

How important to you are the following Council services?

	Very Important	Fairly Important	Fairly Unimportant	Very Unimportant	Don't Know
Roads and street lighting	71%	26%	1%	1%	0%
Public and community transport	67%	27%	4%	1%	1%
Planning and Building Standards	36%	32%	18%	9%	5%

Looking at the following list of services, which of them have you used in the past year?

Roads and street lighting	71%
Public and community transport	68%
Planning and Building Standards	14%

Thinking of the services you have used in the past year, how satisfied were you with them?

	Very Satisfied	Fairly Satisfied	Fairly Dissatisfied	Very Dissatisfied	Don't Know
Roads and street lighting	29%	43%	22%	6%	0%
Public and community transport	37%	44%	12%	6%	1%
Planning and Building Standards	24%	37%	19%	18%	3%

To what extent do you agree or disagree with the following statements about what the Council does?

	Strongly Agree	Agree	Disagree	Strongly Disagree	Don't Know
The Council is working to make Aberdeen a better place to live	7%	51%	27%	8%	7%
The Council acts on the concerns of residents	2%	22%	33%	27%	15%
The Council works well with other agencies in Aberdeen	3%	23%	16%	14%	43%
The Council treats everyone fairly	4%	31%	27%	21%	17%

Overall, how satisfied are you with the Council and public services that it provides?

Very Satisfied	5%
Fairly Satisfied	41%
Fairly Dissatisfied	31%
Very Dissatisfied	19%
Don't Know	4%

Overall, do you think that the Council is doing better or worse job than one year ago?

Much Better	2%
A Little Better	12%
About the Same	53%
A Little Worse	14%
Much worse	9%
Don't Know	9%

The **Planning Service Improvement Plan** (which covers the Development Management functions within Planning and Sustainable Development) incorporates information from a customer satisfaction survey and agents' focus group and identifies areas for service improvement and the actions it is proposed to undertake to seek to achieve these improvements.

The Planning Service Improvement Plan aims to:

- 1) Increase speed and certainty of decision making;
- 2) Improve efficiency of processes in dealing with pre-application and applications, including consultations with agencies and the public;
- 3) Facilitate greater and easier access to information about planning applications and decisions and how these are reached (transparency);
- 4) Improve the quality of decisions in order to ensure a high quality of design in the built environment and protection and enhancement of the natural environment;
- 5) Be more proactive and positive in our relationship with developers and engage as widely as possible in the preparation of a Local Development Plan;
- 6) Improve the commercial awareness of case officers.

The Improvement Plan includes actions to try to meet these aims.

Development Management Survey (December 2009)

Customer satisfaction questionnaires were sent out with all planning decision notices in December 2009. Ninety eight forms were returned. These resulted in the following scores in terms of satisfaction on a scale of 1 to 5, with 5 being very happy:

Satisfaction rating	No. of respondents	Total
5 (very happy)	19 respondents (21 previously reported)	40
4	11 respondents (30 previously reported)	41
3	3 respondents (8 previously reported)	11
2	1 respondents (3 previously reported)	4
1 (very unhappy)	2 respondents (0 previously reported)	2

The level of general satisfaction with the development management service was similarly high.

In addition, comments were made on 10 forms (in addition to the 19 comments already received). Whilst many were positive, others are reflected in the aims in the Service Improvement Plan. Six responses awarded low overall scores of one or two (out of a possible five). Analysis of these reveals that five of the responders' applications were approved, with one having been refused. It is possible to ascertain the source of discontent through comments or responses to the questions. Four of these reveal timescales as a concern, this relates to requests for further information as well as for determining applications. Other reasons given are: a lack of commercial awareness by the case officer (one response), unhelpful pre-application advice (one responder) and difficulties in obtaining information on progress of applications.

The questionnaire asked 7 questions, these are below, together with the responses:

Question	Yes	No	No Response
Did you seek advice from a member of staff before making your application?	17	19	
Was the advice helpful?	16	1	
Was the correct application form easy to obtain?	32	3	1
Was the application form easy to complete?	32	2	2
Was it easy to gain information about the progress of your application?	30	4	2
Were you asked to amend your proposal? Were the reasons for the changes clearly explained?	12 11	24 1	
Are you satisfied with the time it took to deal with the application?	30	5	
Were the planning officers who dealt with your application courteous and helpful?	33	2	1

The majority of responses to individual questions were positive. However, it remains important to examine where improvements may be made in the various areas in question. Significant changes have taken place within Development Management since the questionnaires were received. These changes relate to:

- ◆ the introduction of e-Planning, whereby applications may be submitted and viewed on-line
- ◆ the modernisation of planning, with new legislation fundamentally changing the way applications are made and handled.

4.2 How well do we perform?

Our performance in relation to Statutory Performance Indicators (created by Audit Scotland) can be summarised as follows;

	Performance Range 2007/08 - 2009/10						
	2009/10	2008/09			2007/08		
Statutory Performance Indicators	Target	Value	Target	Ranking	Value	Target	Ranking
Carbon Footprint (Tonnes per capita)	N/A	12.81	12.93	27	12.94	N/A	N/A
The required maintenance cost of operational assets per square metre	N/A	SPI not previously measured					
CM4: Percentage of council buildings in which all public areas are suitable for and accessible to disabled people	80%	80.6%	79%	9	77.6%	63%	7
CM8a: The proportion of operational accommodation that is in a satisfactory condition.	80%	74.6%	70%	21	25.8%	N/A	29
CM8b: The proportion of operational accommodation that is suitable for its current use.	85%	87.8%	85%	5	86.9%	N/A	5
Percentage of householder and non-householder planning applications dealt with within two months	65%	59.8%	80%	21	63.9%	80%	15
Percentage of Pothole repairs carried out within target time (Category 1 and 2)	92%	SPI not previously measured					
RL1: The percentage of road network that should be considered for maintenance treatment	N/A	24.6%	N/A	5	21.8%	N/A	1
RL2: Percentage of all traffic light repairs completed within 48 hours	98%	96.8%	97%	15	98%	98%	8
RL3: Percentage of all street light repairs completed within 7 days	92%	86.3%	92%	26	93%	93%	18
RL4: Percentage of street lighting columns that are over 30 years old	28.7%	27.2%	28.7%	13	28.7%	N/A	N/A
Percentage of council and private bridges assessed that failed to meet the EU standard of 40 tonnes	4.6%	4.1%	4.6%	7	4.6%	N/A	7

Other performance measures for the Directorate are reported on a regular basis to Enterprise Planning and Infrastructure Committee using a balanced scorecard. This is shown in Section 6.

5 Strategic Priorities and Outcomes – Action Plan

All actions fit with National/Regional Concordats, VDFL Strategy, Corporate Business Plan and the following SOA priorities - Outcomes 1, 2, 3, 10, 12, 14 and 15

5.1 PRIORITY 1: Encourage Future Economic and Business Development

Attract visitors, workers and investment			
Action	Performance Measure	Timescale	Lead
Attract private sector investment into new development projects and physical regeneration.	Attract at least £400m of private sector investment into physical development projects	By 31 April 2013	Projects, Partnerships and Funding Team
Attract new commercial investment into Aberdeen.	Attract at least £100m of new investment into City businesses		International Trade and Investment Team
Encourage the growth of local businesses			
Action	Performance Measure	Timescale	Lead
Increase the GVA of Aberdeen businesses	Increase by 1% more than any increase in the Scottish average	By 31 December 2012.	Business Growth Team
Maintain employment in the Oil and Gas sector within Aberdeen City and Shire.	Maintain at current levels (currently 40,000 people)		Business Growth Team
Increase employment in the Renewable Energy sector.	Increase by 100% i.e. to a total of 800 people (currently 400 people)		Business Growth Team
Increase employment in the Life Sciences sector by 31 December 2012.	Increase by 50% i.e. to a total of 2,250 people (currently 1500 people)		Business Growth Team
Increase visitor spend in the city.	Increase by a minimum of 20%		Investor, Visitor and Skills Attraction Team
Bring disadvantaged people into sustainable employment, education or training.	600 people to be brought into sustainable employment, education or training		Employability, Skills and Community Enterprise Team

Facilitate new development projects to improve Aberdeen’s living and working environment

Action	Performance Measure	Timescale	Lead
Work with other Service Areas and Partners to encourage and support initiatives to strengthen the connectivity of the city region nationally and internationally.	% of city with access to broadband services. Increase number of international air services and destinations.	By 31 December 2012.	Projects, Partnerships and Funding Team Transportation Policy Team Implementation Team Planning and Environmental Sustainability Policy Team
Contribute to the economic regeneration of the city.	Amount of derelict and vacant land brought back into commercial/ residential use. Overall amount of land developed. Amount (sq.m.) of new commercial and residential development. Additional spend by Aberdeen BID.		
Provide effective support to key public/private economic development/ regeneration initiatives	Performance and achievements of ACSEF, AREG and Aberdeen BID		

Provide effective marketing and graphic design services, attract major events and maintain international twinning links

Action	Performance Measure	Timescale	Lead
Promote Aberdeen as a highly desirable place in which to live, work, study & invest.	Maintain Aberdeen’s position in the top 40 European Cities and 10 European Small Cities, in terms of attractiveness to Foreign Direct Investment, according to the FDI Magazine Cities and regions of the Future Awards and equal to or higher than its” current position (20th) in Experian’s UK City Centre Vitality Index.	By 31 December 2012	City Promotion Team

Facilitate new development projects to improve Aberdeen's living and working environment

Action	Performance Measure	Timescale	Lead
Provide effective marketing services on a council-wide basis.	Contribute to the generation of more than £2,000,000 of income for other council directorates, whilst maintaining the council's brand reputation.		Marketing Services Team
Attract major city events that project Aberdeen on an local, national and international basis and maintain meaningful Twinning Links with existing twin cities	Attract at least two major city events per annum and maintain meaningful Twinning Links with all existing twin cities		City Promotion Team

5.2 PRIORITY 2: Deliver an up to date development plan for the City

Action	Performance Measure	Timescale	Lead
Prepare Proposed Plan for public consultation	Meet the timescale in the approved Development Plan Scheme	September 2010	Planning and Environmental Policy
Submit Proposed Plan, Action Programme and Statement of Conformity with Participation Statement with Note of Representations and how taken account of to Scottish Ministers	Meet the timescale in the approved Development Plan Scheme	April 2011	Planning and Environmental Policy
Adopt Aberdeen Local Development Plan	Meet the timescale in the approved Development Plan Scheme	April 2012	Planning and Environmental Policy

Action	Performance Measure	Timescale	Lead
Prepare Structure Plan Main Issues Report for public consultation	Meet the timescale in the approved Development Plan Scheme	May 2011	Planning and Sustainable Development with Aberdeenshire Council and Strategic Development Plan Authority

5.3 PRIORITY 3: Protect and enhance our high quality natural and built environment

Action	Performance Measure	Timescale	Lead
Deliver a programme of streetscape works for The Green Townscape Heritage Initiative	Streetscape works completed	July 2010	Transportation Policy
Prepare an Open Space Strategy	Consult with Public, Stakeholders and Internally, Report top EP&I & Policy & Strategy Committees to adopt the Policy then undertake annual progress reporting.	September 2010	Planning and Environmental Policy
Establish a joint masterplanning and communication approach with Aberdeenshire	Report to E, P & I and Aberdeenshire's Infrastructure Services Committees. Establish Local Design Review Panel, joint masterplanning process	December 2010	Implementation
Complete preparation of Aberdeen City Centre Development Framework	Agree, with partners complete and publish.	December 2010	Implementation
Implement the approved Nature Conservation Strategy	Annually publish the Programme of Work to show which tasks have been implemented from NCS Implementation Plan	December 2015	Planning and Environmental Policy
Ensure the Council meets the Marine (Scotland) Act 2010	Developed proposal for the Scottish Marine Region and Marine Planning	December 2010	Planning and Environmental Policy

requirements	partnership.		
Undertake EU projects (Build with Care, Peri-urban parks and sustainable urban rural fringes)	Measures are contained within the project plans for each project.	December 2010	Planning and Environmental Policy
Ensure the Council meets the requirements of the Flood Risk Management (Scotland) Act 2009.	<ul style="list-style-type: none"> a) Maps of Bodies of Water (including SUDS Systems) b) Assessment of Watercourses c) Local Flood Risk Management Plans d) Maintenance, Clearance and Repair work schedules. e) Register of all Flood Protection Schemes f) Annually account for the number of flood risk assessments requested for relevant development proposals that are likely to put buildings at risk of being flooded. 	January 2010 – On-going	Asset Management & Operations
Implement the Council's Carbon Management Programme	Reduce carbon emissions by 23% by 2015. This equates to a 4.6 % reduction in emissions per year.	December 2015	Planning and Environment
Protect our granite heritage			Implementation
Prepare and implement the River Basin Management Plan	Implement, monitor and report the priorities in the North East of Scotland Area Management Plan in order to contribute towards the plan.	December 2010	Planning and Environment

Undertake Internal & External Environmental Awareness Programmes including Internal Waste Campaign, Fair Trade and EcoCity Events	<ul style="list-style-type: none"> a) Undertake 4 community awareness events b) Produce 4 Our Green Times issues which promote and inform the public of the Council's environmental programme c) Complete & implement the Council's Internal Waste Policy d) Report Annually through the Annual Environment Report on progress 	March 2011	Planning & Sustainable Development
Strategic Environmental Assessments	To record, collate and support officers undertaking SEA's and to annually report progress.	March 2011	Planning & Sustainable Development

5.4 PRIORITY 4: Support the delivery of a fully integrated transport network

Action	Performance Measure	Timescale	Lead
Continue to deliver the Local Transport Strategy	See LTS and RTS Monitoring and Progress reports	2008 - 2012	Transportation Policy
Progress the delivery of the following key infrastructure improvements: Third Don Crossing/Access from the North A96 Park and Ride/Dyce Drive Link Road Berryden Corridor Improvements	See LTS and RTS Monitoring and Progress reports	Subject to planning application decisions	Transportation Policy

Action	Performance Measure	Timescale	Lead
Continue to lobby the Scottish Ministers on the delivery of the Council's preferred scheme option for improvements at the Haudagain junction	See LTS and RTS Monitoring and Progress reports	Depends on timing and content of Minister's decision	Transportation Policy
Implement the AWPR	As per monitoring and evaluation criteria set out in STAG report	Final programme to be agreed by project partners following completion of statutory processes	AWPR
Continue to work with Nestrans to deliver the Regional Transport Strategy	See LTS and RTS Monitoring and Progress reports	On-going	Transportation Policy + Asset Management & Operations
Fully implement and monitor the Council Travel Plan	Increased sustainable modes used to get to/from work and on business travel	Implementation required prior to Marischal College occupation	Transportation Policy

5.5 PRIORITY 5: Ensure the Council's physical assets are managed and maintained in a cost effective manner

Action	Performance Measure	Timescale	Lead
Develop Asset Management Plans all the following physical assets Property , Roads Infrastructure, Fleet	SPI returns completed for condition, suitability etc. Backlog estimates of repairs or replacement costs.	Annually	Asset Management & Operations
Roll out development of Capital Prioritisation system including: Whole life costing Option appraisal	Capital prioritisation system in place for 2011/12 capital budget process.	Initially July 2010 and ongoing thereafter	Asset Management & Operations

Action	Performance Measure	Timescale	Lead
Develop Repair, Renewal, Alteration programme based on Condition, Suitability, Energy Saving, DDA etc	Programme developed annually and approved by committee.	June each year	Asset Management & Operations
Review Car Parking Operations to fit with policies and asset management plan	Budget monitoring PCNs issued and valid. Property costs.	Ongoing	Asset Management & Operations
Ensure revenue and capital expenditure programmes are completed within budget	Annual budget setting in February sets available budget which is monitored monthly against target.	Ongoing	Asset Management & Operations
Complete construction and move to Marischal College	Occupation of building with construction costs within budget.	May 2011	Project Director – Marischal College
Complete construction of and move into 10 new 3R's schools	Occupation of all schools with costs within allocated capital budgets and contracted revenue funded unitary charges	31 January 2011	Asset Management & Operations

5.6 PRIORITY 6: Deliver our statutory responsibilities effectively and efficiently

Action	Performance Measure	Timescale	Lead
Review unit costs for activities across the service where applicable to demonstrate Best Value	Complete review of at least one service area per year.	Annually	All services
Seek feedback on service levels from users and act upon areas where improvement required	Each service area to produce annual report on service satisfaction levels.	Annually	All services
Deliver efficiencies from our internal waste through reduction, reuse and recycling	Committee approved targets	Annually	Facilities Management
Ensure delivery of savings and efficiencies as part of the	Targeted saving set and to be delivered.	Annually	All services








Action	Performance Measure	Timescale	Lead
revenue budget setting process			
Deliver our statutory responsibilities in relation to planning, building standards, climate change, nature conservation, outdoor access, core paths, transportation, roads, health and safety, flooding etc.	SPI's where relevant KPI's within balanced scorecard.		All services
Continue to progress the implementation of e-planning	Integration of APP and Infosmart Full implementation of APP – GIS toolkit OAA Connector full functioning to APP and Infosmart E-Payment to be implemented Proposed LDP to be published on line	On-going	Planning & Sustainable Development
Undertake a review of our winter maintenance activities in light of the extreme weather conditions experienced during late 2009/early 2010.	Review complete and review plan approved	September annually	Roads

6 Performance Scorecard

We will monitor our performance, on a continuous basis, across the current wide range of performance indicators listed in the following performance scorecard.

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	April 2009	May 2009	June 2009	July 2009	August 2009	September 2009	October 2009	November 2009	December 2009	January 2010	February 2010	March 2010
					Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value
	EPIP01 Revenue Budget - Spend to Date	March 2010	24,613,127	26,960,397	242,708	3,174,459	6,098,541	6,008,198	7,920,134	7,991,482	11,987,115	15,051,523	15,440,010	16,395,303	18,147,603	24,613,127
	EPIP011 % spend against Revenue Budget (cumulative)	March 2010	91.29%	100%	-1.17%	5.47%	11.59%	13.03%	18.74%	27.88%	42.4%	53.47%	57.15%	60.81%	67.31%	91.29%
	EPIP02 Non Housing Capital Programme - Spend to Date	February 2010	25,809,000	55,590,000							11,543,000	14,648,000	19,258,000	22,596,000	25,809,000	Not yet available
	EPIP021 % spend against Capital Budget (cumulative)	February 2010	46.4%	100%	0%	0%	0%	9.4%	12.1%	12.5%	21%	26.4%	34.6%	40.7%	46.4%	Not yet available
	EPIP03 Overtime - Spend to Date	March 2010	101,756	127,840	10,467	19,376	26,652	36,280	41,556	52,010	60,392	68,789	78,467	85,975	94,402	101,756
	EPIP031 % Overtime spend to date	March 2010	79.6%	100%	8.19%	15.16%	20.85%	28.38%	32.51%	40.68%	47.24%	53.81%	61.38%	67.25%	73.84%	79.6%
	EPIP04 Agency Staff - Spend to Date	March 2010	664,369	65,814	24,613	79,838	131,274	209,489	268,119	306,169	389,985	445,779	490,091	527,334	567,434	664,369
	EPIP041 % Agency Staff Spend to Date	March 2010	1009.46%	100%	35.73%	115.9%	190.57%	304.11%	389.22%	444.46%	566.13%	647.13%	711.45%	765.52%	862.18%	1,009.46
	EPIP05 All Payments to Staff - Direct	March 2010	13,509,056	14,922,459	1,007,986	2,181,449	3,335,846	4,497,199	5,568,015	6,679,939	7,913,200	9,012,304	10,146,768	11,227,775	12,361,956	13,509,056
	EPIP051 % All Payments to Staff - Direct	March 2010	90.53%	100%	6.76%	14.62%	22.36%	30.15%	37.32%	44.78%	53.05%	60.41%	68.02%	75.26%	82.84%	90.53%
	EPIP06 Sickness - Number of Days Lost	March 2010	1,488								2,219	2,182	1,928	1,615	1,425	1,488
	EPIP07 Sickness - % of Days Lost	March 2010	7.23%								7.47%	7.39%	6.29%	7.72%	7.48%	7.23%
	EPIP08 Sickness - % of Days Lost - Rolling 12 Months	March 2010	7.21%								7.12%	7.19%	7.11%	7.43%	7.3%	7.21%
	EPIP113 % of eligible staff appraised in the past year	March 2010	51.7%	100%	49.6%	41.1%	33.3%	31.6%	40.3%	44.1%	49.1%	52.1%	52.3%	53.5%	51.1%	51.7%
	EPIP116 Score for compliance with Health & Safety Matrix	November 2009	70%	100%	66%	66%	66%	66%	69%	70%	70%	70%	Not yet available	Not yet available	Not yet available	Not yet available
	EPIP14 % of Supervisory Meetings that have taken place	February 2010		100%	11%	0%	17%	0%	0%	0%	0%	0%	0%	0%	Not yet available	Not yet available

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	April 2009	May 2009	June 2009	July 2009	August 2009	September 2009	October 2009	November 2009	December 2009	January 2010	February 2010	March 2010
					Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value
?	EPIP17 Number of Accidents and Incidents	January 2010	0		0	0	0	0	0	0	0	0	0	0	Not yet available	Not yet available
?	EPIP18 Agency Staff - FTE's	March 2010	38.8		30.25	33.32	34.61	31	34.74	31.12	1	0	43.3	37.33	39.48	38.8
✓	EPIP207 % of non-householder applications dealt with within two months	March 2010	63.2%	55%						50.7%	38.1%	28.6%	54.4%	42.9%	45.5%	63.2%
✓	EPIP208 % of householder applications dealt with within two months	March 2010	89.2%	88%						86.4%	77.1%	83.3%	88.2%	82.4%	90.7%	89.2%
⬮	EPIP220 % Income Received - Planning Application Fees	March 2010	47.92%	100%	7.86%	11.61%	14.65%	21.08%	24.09%	26.41%	29.06%	32.4%	34.27%	39.42%	41.92%	47.92%
⬮	EPIP221 % Income Received - Building Warrants	March 2010	72.8%	100%	7.66%	19.22%	23.65%	28.14%	34.01%	38.15%	41.16%	53.55%	56.88%	62.86%	66.85%	72.8%
⬮	EPIP302 % of Road Category 1 defects repaired within 2 working days	February 2010	0%	92%	87.5%	68.2%	79.4%	94.7%	79%	100%	96.1%	81.8%	96%	50%	0%	Not yet available
⬮	EPIP302A % of Potholes Category 1 defects repaired within 2 working days	February 2010	0%	92%	97.1%	53.3%	66.7%	100%	96.2%	100%	94.7%	87.5%	95.2%	0%	0%	Not yet available
⬮	EPIP302B % of Gullies Category 1 defects repaired within 2 working days	March 2010	0%	92%	0%	100%	100%	100%	100%	100%	100%	33.3%	100%	50%	100%	100%
⬮	EPIP302C % of Slabs Category 1 defects repaired within 2 working days	March 2010	0%	92%	64%	100%	100%	85.7%	61.3%	100%	96.6%	100%	100%	0%	100%	75%
✓	EPIP302D Number of Potholes Category 1 defects repaired within 2 working days	February 2010	0	0	33	16	14	20	25	24	18	14	20	0	0	Not yet available
✓	EPIP302E Number of Gullies Category 1 defects repaired within 2 working days	March 2010	0	0	0	3	4	4	5	1	3	1	2	1	2	2
✓	EPIP302F Number of Slabs Category 1 defects repaired within 2 working days		0	0	9	11	9	12	19	22	28	3	2	0	1	4
✓	EPIP302T Number of Road Category 1 defects repaired	February 2010	0	0	42	30	27	36	49	47	31	18	24	1	0	Not yet available

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	April 2009	May 2009	June 2009	July 2009	August 2009	September 2009	October 2009	November 2009	December 2009	January 2010	February 2010	March 2010
					Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value	Value
	within 2 working days															
	EPIP303 RL2: Percentage of all traffic light repairs completed within 48 hours	March 2010	92%	98%	95.5%	100%	98.6%	93.7%	98.5%	96.7%	99.1%	97.8%	96.3%	92%	92%	91%
	EPIP303A Number of Traffic Light Repairs completed within 48 hours	March 2010	80	87	66	66	72	63	65	87	113	91	52	92	80	63
	EPIP304 RL3: Percentage of all street light repairs completed within 7 days	March 2010	94.4%	92%	90.7%	87.1%	89.4%	94.8%	95.8%	95.1%	96.6%	89.1%	91%	96.3%	85.7%	94.4%
	EPIP304A Number of Street Light Repairs completed within 7 days	March 2010	1441	1526	960	695	722	793	860	1,172	1,270	1,277	909	1,150	1,081	1,441
	EPIP308 Number of School Meals Provided	February 2010	162,260		102,598	128,691	152,189	39,369	60,396	165,946	145,782	182,729	134,464	180,397	162,260	190,339
	EPIP308A Average Number of School Meals Provided per day - Primary	February 2010	5,860		5,383	5,592	5,029	5,641	5,314	5,378	5,720	5,937	5,588	5,719	5,860	5,816
	EPIP308F Average Number of School Meals Provided per day - Secondary	February 2010	3,684		2,622	1,671	2,674	2,232	2,236	3,356	4,694	3,681	3,375	3,776	3,684	3,701

7 Risk Management

Risk Management is a tool used to facilitate the delivery of service objectives in areas where there is uncertainty of outcome. The risk management process is used to identify the risks that we as an organisation face. We have assessed the likelihood, impact and service criticality, evaluate the measures in place to manage the risks, determine where action is required to manage risks and monitor on a quarterly basis the effectiveness of the overall control process.

Risk Management will assist the decision making process and optimise service delivery by helping to achieve an appropriate balance between service standards, cost effectiveness and regulatory compliance.

Risk Management is an important part of the enterprise, Planning & Infrastructure Directorate, and consideration of risk management principles should underpin all activities undertaken. Consideration of risk has the capacity to make a positive contribution to the success and effective management of Aberdeen City Council and our Services.

Risk Management is everyone's responsibility, and therefore it is essential that Managers convey the message of the importance of risk management as widely as possible.

Risk is emerging as the crucial factor that distinguishes organisations' performance. The ability to master risks by minimising threats and maximising opportunities is a key factor in success.

As part of our regular management and reporting system, senior managers within the Enterprise, Planning and Infrastructure Directorate routinely manage and assess the key risks associated with successfully delivering our Business Plan for 2010 - 2013.

Management and Council Assets and risks of delivering Capital receipts

Failure to promote the economic development of Aberdeen through population growth and skills development

Failing to meet requirements of traffic commissioner in relation to our vehicle operator license that would affect service delivery across the City.

Aspects relating to available budgets and especially income from Car Parking and Planning/Building Standards fees

Addressing the difficulties of recruitment as the service relies on a broad range of professions in its delivery of service.

Current Risk Register is shown in the table at **Appendix 3**.

8 Customer Service

There are a number of core functions that are performed within each service.

Our performance against these Corporate Customer Service Standards will be monitored and subject to scrutiny and public performance reporting. The standards represent a required minimum standard.

Having acknowledged the importance of Corporate Customer Service Standards, the majority of our standard setting is carried out at service level. This is where the delivery of quality services to agreed standards is likely to have the greatest impact on our customers' experience and quality of life.

Our Corporate documents will be:

- Written in Plain English.
- Printed in Arial 12pt font or Arial 14pt font for the visually impaired.
- Translated into community languages if requested.

Our Service Standards in relation to answering correspondence, paying invoices and picking up telephone calls will be as follows;

When someone contacts Enterprise, Planning and Infrastructure Directorate, we will:

- Greet customers politely and clearly stating our Service
- Avoid the use of voicemail during office hours (8.30am – 5.00pm).

When someone makes a comment/enquiry/complaint we will:

- Acknowledge receipt within 5 working days and advise of any future communication actions/timescales.
- Provide a complete and full response within 15 working days.
- Where this is not possible, provide an update of progress and estimate date by when a full response can be issued.
- Provide a quality response, which addresses the issues raised.
- Ensure communications are written in Plain English and avoid the use of jargon.
- Deal with enquiries relating to Data Protection within 40 working days.
- Deal with enquiries relating to Freedom of Information within 20 working days.

When dealing with customer enquiries we will:

- Treat politely and not discriminate against communities of interest groups.
- Not tolerate verbal or physical abuse of our employees.
- Provide induction-hearing loops at reception areas.
- Ensure all our public buildings have disabled access.

When dealing with payments and receipts, we will ensure:

- Creditor payments are made to suppliers within 30 days of receipt.

- Debtor's invoices are raised within 14 days of receipt of data from the providing service.

The ***Building Standards Customer Charter*** has been developed as part of the Balanced Scorecard and provides information relating to:

- ◆ level of service
- ◆ performance standards
- ◆ building warrant approvals
- ◆ site inspections and complaints procedure.

The Charter can be viewed at:

http://www.aberdeencity.gov.uk/web/files/BuildingControl/bstandards_charter.pdf

APPENDIX 1

Non-Housing Capital Expenditure

Project ID & Details	Estimated Budget 2010/11 £000	Estimated Budget 2011/12 £000	Estimated Budget 2012/13 £000
663 Corporate Office Accommodation	34693	8470	1327
217 MTS Associated Road Improvements - Wellington Rd Phase 5	10	0	0
551 Cycling, Walking & Safer Streets (CWSS)	365	0	0
724 Roads Safety ITS Unit Schemes	0	0	0
743 Upgrade of Footpaths at Heatheryfold	0	0	0
88 Traffic Calming & Road Safety	150	150	150
587 Access from the North	1000	3200	4930
647 Newhills Manse T Junction	5	0	0
660 Central Aberdeen Transport Infrastructure	60	60	155
703 Traffic Signal Safety Upgrade	400	400	400
715 MTS - Berryden Road Improvements	125	600	1210
716 A96 Park & Ride/Dyce Drive Link Road	1500	3000	4500
86 Lighting Improvements	300	400	500
296 Roads Maintenance Resurfacing	983	450	550
413 Footway Improvements	532	250	250
470 Road Network - Weak Bridges	78	50	50
471 Road Network - Bridge Major Maintenance Programme	50	50	50
550 Signage	50	50	50
627 Western Peripheral Route	4200	800	200
721 Wellington Bridge - Preservation Works Phase 2-4	161	0	0
757 Union Street Cable Support System for Banners & Festive Lights	12	0	0
New Union Street Cable Support System for Banners & Festive Lights	70	0	0
216 Car Parking: Extend Pay & Display	225	0	0
735 Car Parking: Extend Pay & Display - Zone M Rosemount Area	0	0	0
739 Replacement Programme for Pay & Display Machines	100	0	0
New Golden Square Car Parking - purchase machines, signage & lining	43	0	0
646 Glashieburn Flood Protection	165	20	0
734 Flood Prevention	50	50	50
768 Energising Aberdeen	0	0	0
462 Council Travel Plan	10	0	0
765 Nestrans - Capital Grant	1411	1411	1411
563 Vehicle Replacement	1500	1500	1500
662 Wi-Fi Infrastructure	0	0	0
758 Upgrade of MOT Station	0	0	0
New Biomass Heating – Duthie Park Winter Gardens	125	0	0
New Wi-Fi Infrastructure (Communities)	81	89	0
294 Corp Property Replacement/Renewal Programme	7780	7975	8975
Total Enterprise, Planning and Infrastructure	56234	28975	28258

Projects Funded from the Capital Fund			
CF 3 Roads Investment	258	0	0
CF 9 George Street	107	0	0
CF 14 Investment in Cleaning	250	0	0
Total	615	0	0

APPENDIX 2

Service Efficiencies and Savings

Lead	Title of Service Change	2010/11 £'000
Asset Management and Operations	Street Lighting Electricity Costs	(450)
	Dealing with Public Enquiries/Complaints	(30)
	Taxi card	(10)
	Charges for TRO's for New Developments	(10)
	RTPI System	(80)
	Roads/Transport Structure	(35)
	Road Staff Reductions (1)	(250)
	16-18 Concession	(8)
	Abandon Taxi Card Scheme	(130)
	ITS Maintenance Contract	(20)
	Reduce Park and Ride Operation	(100)
	Reduction In Post Room Staff	(30)
	Reduction in Administration Team	(30)
	Reduction in Facilities Supervisors	(60)
	School Crossing Patrollers - Reduce Manned Points	(90)
	Closure Of Summerhill	(180)
	Facilities Structure	(57)
	Catering Service Review	tbc
	Reduction in term consultancy (Non-Housing and Housing)	(250)
	Removal of Senior Building inspector post	(30)
Removal of Principal Architect post (performance standards)	(55)	
Water savings	30	
Public Notices - Advertising Traffic Orders	(70)	
NESTRANS Funding	(16)	
Lead	Title of Service Change	2010/11
Economic and Business Development	Reduce Visit Scotland Funding	(8)
	Reduce ACSEF Funding	(11)
	Reduce AREG Funding	(50)
	Reduce Convention Bureau Funding	(11)
	Remove Energy Futures Centre Funding	(89)
	Marketing General	(2)
	Graphic Design	(2)
	Graphic Design Unit	(6)
	Hogmanay	(100)
	Summerhill Graphics Unit	(35)
	Waste Marketing	(12)

Lead	Title of Service Change	2010/11
Operational Support	Operational support	(75)
Lead	Title of Service Change	2010/11
Planning and Sustainable Development	E-planning Project Manager	(24)
	E-planning Project Co-ordinator	(23)
	Planner - Development Management	(13)
	Freezing Senior Building Standards Officer for one year	(44)
	Planner - Development Plan and Access	(39)
	Planner - Infrastructure Programmes	(39)
	Planning Trainee - Infrastructure Programmes	(26)
	Freezing Planner Post for one year	(39)
	Freeze Trainee Planner Post Development Management	(26)
	Freeze Trainee Building Standards	(26)
	Freeze Building Standards Officer Post	(39)
Total		(2,700)

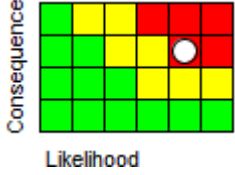
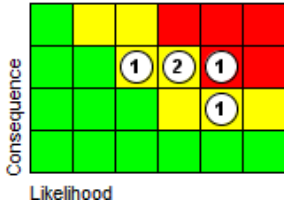
Appendix 3 EPI Risk Quarterly Report

Report Author: Garry Stevens
Generated on: 26 April 2010



No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPCI01	Management of the Council's capital investment programme 1	Lack of an integrated asset management plan	Lack of co-ordination of assets and additional costs incurred Insurance cover implications	Asset management plan group established to ensure completion of asset management plans for the Council		16	Completion of work currently being undertaken by the group	Completion of Asset Management Plans	Hugh Murdoch	08 Mar 2010
EPCI02	Management of the Council's capital investment programme 2	Lack of project specification from clients	Reduced income for the service and failure to remain within budget	Identify key projects and meet clients to ensure relevant information is provided		12	Assess client and develop adequate specifications	Completion of the project and remaining within budget	Hugh Murdoch	08 Mar 2010
EPCI03	Management of the Council's capital investment programme 3	Inability to continue to provide budgeted income surplus to general revenue from reduction in overall available capital budget	Adverse impact to revenue budget (income) requiring budget re-profiling	Monitor budget availability to proactively reduce outsourced design service works to reflect reduction in overall capital budget availability		15	Options considered pending finalisations of the non housing capital plan in 2010.	CH team to update plan	Hugh Murdoch	08 Mar 2010

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No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPCI04	Management of the Council's capital investment programme 4	Market pressures restricting the Council's ability to market/dispose/acquire property assets	Service/ asset management driven rationalisation or amalgamation may be frustrated or delayed	Continue to monitor market movements utilising external property advisors plus professional agencies		15	Continue to monitor market movements utilising external property advisors plus professional agencies and regular reporting through the budgetary process	In Capital Plan Rydens to continue to monitor	Hugh Murdoch	09 Mar 2010
EPIE02	Failure to encourage new business investment in Aberdeen	Possible causes: a) lack of funding and/or staff resources to enable the necessary acquisition of intelligence relating to company investment intentions, attendance at events or exhibitions aimed at new investors, hosting of inward missions from prospective investors and identification of	Poor take up of events and trips Drop in external funding for events and trips	Ensure Relationships with overseas markets and businesses and with SDI and UKTI maintained		9	Develop greater links with ACSEF Partners. Economic Impact Training for ED/ ID Staff	Maintain SOA targets	Gerry Brough; Elaine Robertson	20 May 2009

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
		opportunities for doing business with local companies or organisations b) relatively unattractiveness of Aberdeen as a place to live and work c) unavailability of suitable accommodation and/or development sites e) lack of available skilled labour f) lack of financial incentives								
EPIE05	Failure to promote the economic development of the city centre	Likely to be caused by a failure to; a) establish an Aberdeen BID b) develop and promote a City Master Plan/Development Framework c) develop and implement a city	City Centre loses vibrancy and retailers/service providers relocate outwith city centre to retail parks and other cities	Maintain pace and quality of Council financed initiatives Continue to support and encourage external private partners e.g. Sir Ian Wood, Hammerson etc		12	Develop City Centre Masterplan to integrate work in various services, Approved	Presentation of approved City Centre Masterplan	Maggie Bochel; Gerry Brough	20 May 2009

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
		centre retail strategy d) invest in the public realm (including pedestrianisation) c) secure sufficient financial and staff resources to accomplish the above tasks								
EPIC06	Failure to secure Council Support for policies and programmes designed to promote economic development in the City	The profile and capacity of Economic and Business Development function, within the Council, needs to be raised in order to secure financial resources and political support to enable the effective delivery of economic development services within the City.	Economic Downturn and potential mismatch with partner objectives	Promotion of a clear economic development vision and improved visibility both internal to and external to ACC		12	Create council strategy/action plan that aligns with ACSEF and other development partners Engage fully in Development Plan	Special meeting of ACSEF Board 12/3/10	Gerry Brough	09 Mar 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPIE07	Failure to facilitate workforce growth through population growth and skills development	Lack of sufficient staff and financial resources to provide sufficient support in this area, coupled with lack of cooperation with other Council Services to create suitable conditions for attracting new labour (e.g. provision of affordable housing, English language tuition etc), will make it difficult to attract skilled workers to Aberdeen.	Companies are unable to meet expansion and replacement demands and seek to relocate elsewhere	Ensure the provision of sufficient staffing and knowledge in this area Lobby for increased affordable housing and English language training		12	The human resource function of this activity has been adopted by ACSEF	Collaboration of RGU, UNI, College & OPITO	Gerry Brough; Heather Farquhar	09 Mar 2010
EPIE08	Failure to market Aberdeen as a place to visit, live or work in	Insufficient funds and staff resources will prevent us undertaking effective marketing and promotion activity aimed at these target	Downturn in tourism/housing/education related businesses. Restriction in company expansion and establishment/maintenance of global HQ status	Ensure the provision of sufficient staffing, expertise and financial resources Evaluate the benefits of establishing a DMO		8	Evaluate the benefits of establishing a DMO to promote the City & Shire across all arenas	ACSEF agreement on DMO Implementation of project	Gerry Brough; Belinda Miller; Louise Scott	09 Mar 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
		audiences. Being perceived as a good place to visit. Live and work in is also a key element of keeping existing businesses in Aberdeen. Poor perceptions in this regard can lead to disinvestment.								
EPIE09	Failure to encourage and support business diversification within the city.	Lack of sufficient financial and staff resources, to support business development activity targeted at sectors other than oil and gas, will make it more difficult to encourage diversification within Aberdeen's economy. Development of the low-carbon energy generation and	Over reliance on Oil & Gas Sector in the long term will negatively impact on the local economy	Ensure the provision of sufficient staffing, expertise and financial resources to support new business development.	<p>Consequence</p> <p>Likelihood</p>	12	Re development of ABES scheme and the development of stronger links with Business Gateway/Princes Trust/ACSEF Staff development in relation to Economic Impact Assessment.	Service Plan/ Team Plan	Gerry Brough; Belinda Miller	09 Mar 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
		Life Sciences sectors will be particularly important.								
EPIE10	Failure to appropriately engage with the economically inactive proportion of society	Lack of sufficient financial and staff resources will prevent the provision of sufficient support in this area. This will lead to increasing exclusion of a people from the labour market at a time when the number of workers needs to increase. Appropriate programmes need to be developed and implemented to encourage inclusion and increase access to job opportunities.	An increased proportion of the population become economically inactive	Maintain and develop appropriate communications with neighbourhood services and partners to ensure resources are appropriately targeted		12	Establishment of the LOAN team and targeted external funding applications	Service Plan/ Team Plan	Gerry Brough; Heather Farquhar ; Belinda Miller	09 Mar 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPIF15	Failure to ensure the fleet is kept in a satisfactory condition - routine checks	Drivers fail to carry out routine checks	Increased likelihood of breakdown and accident Prosecution Increased running costs Threat to Operators Licence	No action when vehicle found unserviceable Drivers daily check not dependable		18	Services could penalise drivers Fleet Manager could carry out spot checks	Spot checks carried out	Nigel Buchan; Hugh Murdoch	08 Mar 2010
EPIF21	Failure to deliver a service during or after an emergency event - winter maintenance resources	The Council has insufficient vehicles to meet its winter maintenance demands	Traffic disruption Increased likelihood of accidents involving the public Reputational damage	Long history gives confidence in adequacy of fleet Demountables give spare capacity		4			Hugh Murdoch	09 Mar 2010
EPIF26	The Council is in breach of a statutory requirement or the use of a vehicle is unlawful - unroadworthy vehicle	The Council uses a vehicle which is not roadworthy	Prosecution - Driver and Council at risk. Reputational damage Risk to Operators Licence Severe consequences if failure contributes to serious accident	No effective control once vehicle is in the hands of the user		16			Nigel Buchan	08 Mar 2010
EPIF27	The Council is in breach of a statutory requirement or the use of a vehicle is unlawful -	The Council permits a person to drive who does not hold a valid licence for that vehicle	Prosecution - driver and Council at risk Reputational damage Uninsured losses Severe consequences if failure contributes	Services - but can affect operators licence Fleet does own staff only		16	May be open to fraud and should be rigorously checked		Nigel Buchan	08 Mar 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
	driver not licenced		to serious accident							
EPIF28	The Council is in breach of a statutory requirement or the use of a vehicle is unlawful - driver not medically qualified	The Council permits a person to drive a vehicle which he is not medically qualified to drive	Prosecution - driver and Council at risk Reputational damage Uninsured losses	Services manage this - but can affect Operators Licence Fleet does own staff only HGV licence requires medical exam to acquire, then 5 yearly checks on older drivers		8	Could do medical tests to weed out drivers who are drug or alcohol dependent		Nigel Buchan	08 Mar 2010
EPIF30	The Council is in breach of a statutory requirement or the use of a vehicle is unlawful - managing driver controlled offences	The Council does not take sufficient steps to discourage drivers from committing driver controlled offences	Prosecution - driver and Council Reputational damage Uninsured losses Potential for service disruption	No formal sanctions at present Driver may be disciplined, but this does not necessarily happen		12	Drivers CPC (formal 35 hour training course over 5 years) required from September	CPC Cost to council	Nigel Buchan	08 Mar 2010
EPIG01	Failure to Comply with Legislation	Lack of finance/skill/ resources/clarity	Court Procedure /Injury/fatalities/reputation/cost/lack of expertise	Policies/procedures/service plans resources in place Budgets in place Audits		8	Continue review polices / practices/procedures/audits Performance monitoring through 1:1s		Maggie Bochel	17 Feb 2010

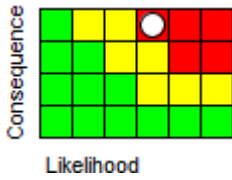
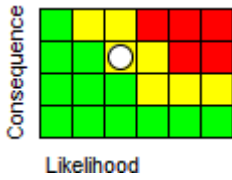
No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPIG02	Compliance with New Legislation	Lack of clarity	Lack of expertise	Policies/procedures/service plans/consultation Int/Ext - appropriate Training		8	Develop and continue review polices / practices/procedures/audits Performance monitoring through 1:1s More involvement in national/professional groups/networks		Maggie Bochel	17 Feb 2010
EPIG03	Base budget does not reflect actual expenditure	Additional budget pressures since budget set/ service demand/ new legislation/ changes to service during current & previous year	Insufficient budget/overspend /reduction of service	Budget Monitoring/monthly monitoring/finance team		20	Review budget lines Detail RA each budget line		Maggie Bochel; Brian Downie; Hugh Murdoch	17 Feb 2010
EPIG04	Failure to achieve saving targets	Insufficient resources being available to deliver savings	Pressure on other budgets Overspending	Monthly monitoring of all budgets with a report to SMT Board meeting Actions taken to vire monies where overspend occurring and by taking steps to reduce spend in other areas		9	Monthly monitoring Risk Register/Savings	Budgets on Track - Covalent Updated	Maggie Bochel; Brian Downie; Hugh Murdoch	08 Mar 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPIG05	Impact of reduced capital budget	Insufficient resources being available	Lack of investment in property and or equipment Possible impact on staffing levels as some staff dedicated to works associated with Capital Difficulties in staffing for other activities if the staff are lost Possible redundancies	Reviewing spend following budget decision Prioritising works which can be done in-house to ensure continuity of workload		24	Awaiting Council decision on plan Review projects impact on resource. Seek External Funding, review existing programme	Long term Capital Plan, Key areas of investment, Health & Safety regarding Roads and Buildings		06 Apr 2010
EPIG06	Failure to prepare for 2011/14 effectively	Insufficient resources being available	Lack of funding to cover all the activities due to take place in 2011/14 Failure to identify efficiencies	Early scrutiny of 2011/14 monthly spend Ensuring costs are robust in order to have opportunity to identify any areas where spend in future years can be adjusted.		8	Start budget review with management and accountants, previously Resources now for Service Review	Balance Budget for 2011/14	Maggie Bochel	06 Apr 2010
EPIG07	Lack of training	Lack of training regime Lack of trainers Lack of budget	Reduction in service. Increase risk to staff and others of accidents. Increase risk of litigation arising from accidents	Match training to appraisal outcome On the job training		12	Review Training needs at high level affordability. Fully implement Appraisal systems	Training Plans and Succession Training in place	Maggie Bochel	06 Apr 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPIG09	Recruitment and retention of staff	Perceived poor pay and conditions Influence of the job market outwith the organisation	High turnover of staff High training costs Service quality costs Failure to deliver service	Successful recruitment	<p>Consequence</p> <p>Likelihood</p>	12	Ensure management trained in Corporate Processes as required. To be transferred to Corporate Risk Register		Gordon McIntosh	06 Apr 2010
EPIG10	Attendance at work	Sickness Other absences Improvement in turn round time of support teams (I.e. HR and Occ Health)	Increased overtime or use of agency. Increased risk of more strain on those left at work	Managing attendance at work in line with approved policy. Using opportunity to send staff with musculo skeletal injuries to physiotherapist to encourage quicker return to work	<p>Consequence</p> <p>Likelihood</p>	12	Ensure all Managers comply with Policy. Make use of physio opportunities. Be accountable for monthly performance		Maggie Bochel; Gordon McIntosh ; Hugh Murdoch	06 Apr 2010
EPIG11	Impact of organisational restructures	New CE Best value audits Internal audits	Downturn and productivity. restructure of new EP&I Management Team - transitional period	Staff unsettled Introduction of new ways of working and time to implement the changes Communication Team Plans	<p>Consequence</p> <p>Likelihood</p>	12	Ensure completion of Team Plans/Services Plans/ Communication. Impact on workforce, Development of Plans	SMT to monitor during transitional period	Maggie Bochel; Gordon McIntosh ; Hugh Murdoch	06 Apr 2010
EPIG12	Impact of various property rationalisation projects e.g. Schools Estate	Organisational review/Property Asset Management plan	Reduction in staff levels Increased number of property disposals Increased risk from empty properties	Clearly define disposal plans for each property	<p>Consequence</p> <p>Likelihood</p>	15	Ensure disposal plan development for each property Clear responsibility to Asset Management Plan.	Complete Service Asset Management Plan	Hugh Murdoch	06 Apr 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
	Strategy, Marischal, Summerhill		awaiting disposal				Identify Service Property			
EPIG13	Recording / reviewing inconsistency	Current policies/procedures have not been fully documented	Knowledge loss when staff leave Difficulties in identifying how to develop efficiencies	Map processes/procedures Knowledge capture on staff leaving Staff handbook		15	Capture info as project/improvement programme rolls out Audit current situation Consolidate knowledge and record audit review	Ensure documented Key Policies in place	Maggie Bochel; Hugh Murdoch	06 Apr 2010
EPIG14	Lack of suitable Business Continuity Plans	Changes to service set up and provision resulting in outdated plans	Loss of some services Lack of staff awareness Pressure on staff, impacts public	Ensure Business Continuity Plan in place		16	Review plans, ensure comprehensive plans in place		Maggie Bochel; Gerry Brough; Hugh Murdoch	06 Apr 2010
EPIG16	Impact of service users demands	Lack of dialogue with users Staff stress Budget impact, lack of objective knowledge	Not providing cost effective service appropriate to customer expectations	Communication with public review - regular contact with Community Councils		12	Structured customer survey EP&I Customer Satisfaction survey	Add to Corporate Risk Register	Maggie Bochel; Gerry Brough; Hugh Murdoch	06 Apr 2010
EPIG17	Risk of unsuitable contracts	Lack of "Contract Managers". Lack of contract review process. Need for Training & Consistency of Appraisal	Contracts not being managed and therefore there is a cost to the Council Works/supplies not meeting specification Possible claims against Council by	Review specification Review & implement processes to ensure contract manager in place Staff training and support. External support to review requirement to better manage contracts.		16	Ensure roles accountability Standard approach benchmarking Best practice communication	Central Management training Programme in place, Ensure each Contract has a Manager	Maggie Bochel; Gerry Brough; Hugh Murdoch	06 Apr 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPIG19	Lack of adequate unit costs	Inadequate finance information Outcomes from best value audits Need to demonstrate unit costs for services are in line with local circumstances Consistency of appraisal Need for training	third parties Unable to demonstrate that Service costs and quality are in line with competitors Requirement to demonstrate that costs and quality are in line with expectations	Adequate resources ensure accountability and robust services Standard approach Benchmarking.		24	Develop costs for individual activities Market Testing. Increase resources, Extra MT costs	Average of unit costs for all services	Maggie Bochel; Gerry Brough; Brian Downie; Hugh Murdoch	06 Apr 2010
EPIG20	Lack of suitable Service Level Agreements	Internal service delivery requires to be managed to have clear expectations and understandings from both parties	Disagreement between services re expectations No measure of performance Escalation of minor issues	Deliver/review SLA's		15	Develop SLAs and review, especially Facilities & Fleet	Facilities SLA in place 31/3/10. Prioritise SLA for Fleet in place in next 12 months	Hugh Murdoch	06 Apr 2010
EPIG21	Lack of clearly defined performance information (i.e. KPI's, SPI's, CII's)	Services have not created/maintained/updated performance information Performance information has not been	Managers not knowing how service performing and therefore not taking corrective action	Balanced Scorecard developed Monthly monitoring 1 to 1 meetings		9	EP&I SMT Board meeting on monthly basis	Fully complete performance reporting - information for 1:1's etc	Maggie Bochel; Gerry Brough; Hugh Murdoch	06 Apr 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
		gathered which provides meaningful information on ongoing performance								
EPIG22	Risk of inadequate internal/external communication systems being in place	Poor communication with staff /partners/public leading to confusion and resistance to any change Media miss reporting Leaking of documents	Delays to implementation of projects for savings Possible industrial action Impact on budget, performance, reputation Staff morale Budget	Agreeing forms of communication with specific groups Communications regarding major plans. Training / Develop relationships		16	Develop communication methods for staffing groups as agreed with staff. New communications process in place.	Better internal/external communications. Staff Questionnaire etc	Maggie Bochel; Gerry Brough; Hugh Murdoch	06 Apr 2010
EPIP01	Failure to finalise key strategic plans	Loss of staff with expertise in this area or failure to recruit and retain. Delays in consultation with or due to third parties.	The framework for delivering sustainable growth does not match current or planned requirements	Workforce planning to ensure resource priorities Specific recruitment approaches for specific skill sets Career development opportunities through organisational structure and budget.		9	Reduce Likelihood Review service plan against agreed budget and council priorities and seek approval where changes. Identify further opportunity training and development through partner agencies.	New service structure implemented. Revised approach to recruitment ongoing Training and Development planning underway	Maggie Bochel	17 Feb 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPIP02	Failure to finalise key strategic plans- Process Risk	Delays in consultation or due to third parties.	Reputational damage to the Council	Workforce planning includes appropriate time risk allowance.		6	Communications Plan developed and shared to manage expectation. Early engagement with external stakeholders to understand and incorporate other processes and timescales	Development Plan Scheme published in draft Structure Plan submitted to Scottish Government	Maggie Bochel	17 Feb 2010
EPIP03	Failure to provide adequate resource to support major development and infrastructure projects	Reduced availability of capital budget. Changes of priority limit resources available for investment in major projects.	Lack of investment reduces the ability of the city to compete as a destination of choice for business, tourism, culture and quality of life.	Prioritised projects and delivery mechanisms identified including opportunities for partner or leverage funding		9	Regularly update resource planning as part of revised service plan. Future Infrastructure Requirements group established to identify infrastructure requirements and how they can be delivered.	Performance monitoring and reporting through Team / Individual workplans available in Covalent	Maggie Bochel	17 Feb 2010
EPIP04	Failure to manage relationships with partners	Lack of clarity on how to fully engage with the Council	Loss of confidence from other partners in all sectors on the role of the council in creating and maintaining sustainable growth opportunities	Well defined organisational and service structure. Clear roles and responsibilities Service Plan defined and agreed aligned to SOA and Corporate Plan		9	Communications Plan to show how key partners and stakeholders are kept aware of the proposed changes in the Council structure. Number of stakeholder	Key Account Managers meetings include information on new structure	Maggie Bochel	17 Feb 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
				Defined routes for engagement.			groups established and meetings held.			
EPIP05	Failure to meet statutory requirements in planned timescales	Lack of available resource with relevant skill and expertise.	Failure to meet or implement statutory requirements leading to revenue impacts and reputational issues	Continued workforce planning to ensure resources are prioritised		4	Implement revised workflow process as part of E-Planning and monitor impact. Continue work with ACSEF PMG to improve efficiency of the planning process. Use of customer satisfaction survey and agents' forum.	Performance defined through Statutory Indicators Relevant milestones from statutory or legislative requirements	Maggie Bochel	17 Feb 2010
EPIP06	Failure to ensure that objectives and benefits of planning decisions are clearly expressed and widely understood	Failure of stakeholder engagement through the development process	Reputational damage including adverse media. Delays to process of project development or determination of applications	Define, publish and review engagement processes. Ensure adequate resource and time is included in planned approach. Communication plans and strategies to be developed and implemented		6	Engagement process for new planning act as an opportunity for stakeholders to understand the process and how decisions are made. Reports of handling for planning application detail reasons for decisions.	Percentage of decisions appealed Percentage of appeals successful	Maggie Bochel	17 Feb 2010

No.	Risk Description	Causes/Scope	Potential Consequences of Risk	Risk Control Measures	Risk Matrix	Risk Score	Action Now Proposed	Critical Success Factors	Assigned To	Date of Last Review
EPIP07	Failure to manage health and safety issues regarding dangerous buildings	Lack of suitable experience and expertise Lack of defined process and procedure to respond to incidents	Significant reputational impact from Health and Safety incidents	24 Hour call out in place Procedures in place Training and development with partners including Fire Brigade carried out		4	Review and update procedures in line with any new requirements. Increase in number of professionally qualified staff to deal with incidents.	Building Standards	Maggie Bochel	17 Feb 2010

ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Planning & Infrastructure
DATE:	31 st May 2010
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	Enterprise, Planning & Infrastructure Senior Management Restructure proposals
REPORT NUMBER:	EPI/10/154

1. PURPOSE OF REPORT

The purpose of this report is to detail the recommendations for the achievement of the agreed 2010/11 revenue budget savings through:

- i. The creation of a revised structure for Enterprise, Planning & Infrastructure and the proposed responsibilities for senior management posts
- ii. The continued restructure of the Enterprise, Planning & Infrastructure Directorate.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- i. Agrees to the proposals to establish the new structure for Senior Managers within Enterprise, Planning & Infrastructure as shown in Appendix One;
- ii. Agrees to the disestablishment of the posts within Enterprise, Planning & Infrastructure as shown in Appendix One;
- iii. Acknowledges the arrangements to use the Councils Job Matching process to fill the posts outlined in the proposals and where vacancies remain to use the appropriate selection process and the redeployment and redundancy process if required;
- iv. Agrees to provide delegated authority to the Director of Enterprise, Planning & Infrastructure to continue with the remaining restructure of the Directorate in accordance with Council policies for Organisational Restructuring – job matching process; proper consultation with Trade Unions & staff to enable the Directorate to deliver agreed 2010/11 budget savings
- v. Acknowledges that the Director for Enterprise, Planning & Infrastructure will report back to the Committee with the complete final structure and savings on 9 November 2010

3. FINANCIAL IMPLICATIONS

There will be no increase in costs as part of the proposed restructuring for Enterprise, Planning & Infrastructure. It is anticipated that the implementation of the full structure allied to a zero based approach will result in the reduction of costs following completion of the process.

The new Job Descriptions are currently being finalised, and will then go through the Council's job evaluation process. An outline of the remit and responsibilities of the proposed managers posts are also attached in Appendix One.

Based on the current salary scales of existing Service Managers within Enterprise, Planning & Infrastructure, it is expected that these proposals will result in the majority of new posts being graded at G16, with the exception of the two new General Manager posts in Asset Management & Operations which are expected to achieve G17.

There may be limited one-off costs associated with potential redundancy of existing post holders. These costs can not yet be specified until job matching is complete. The costs will also vary depending on the age, length of service and salary of those affected. However, such costs will be kept to a minimum by making use of the Council's redeployment policy.

4. SERVICE & COMMUNITY IMPACT

Enterprise, Planning & Infrastructure aims to deliver Best Value and is restructuring its service in order to achieve this. This proposal will strengthen the overall management of the Directorate and its ongoing ability to deliver its commitments as set out in the Single Outcome Agreement, *Vibrant, Dynamic and Forward Looking* and the Enterprise, Planning & Infrastructure Service Plan.

5. OTHER IMPLICATIONS

The revised management arrangements will impact beneficially on the work undertaken by Aberdeen City Council, and specifically the role that Enterprise, Planning & Infrastructure plays, through the achievement of greater efficiency, clarity and accountability.

The current proposals have been developed through consultation with Enterprise, Planning & Infrastructure staff and Trades Unions. The proposals have also been considered in the context of equalities and human rights impact.

The posts within the new structure proposed in this report will be filled through the Council's Organisation Restructure Job Matching Process.

The job matching process ensures that individuals are given a reasonable amount of time to apply for a post they feel they have significant links to. The job matching process for the senior management posts aims to be complete by September 2010.

6. REPORT

During the development process the new Senior Management Team has been meeting with staff groups to discuss the roles, responsibilities and working relationships. The feedback received has been reflected in the proposals before Committee today. Staff will continue to be kept informed of the process and developments moving forward. The Trade Unions have also been kept informed. Briefings and Q&A documents relating to comments or questions raised throughout the process have also been made available via the Enterprise, Planning and Infrastructure web pages on The Zone

Although currently reporting to the Director of Enterprise, Planning and Infrastructure, the post of Marischal College Programme Director is excluded from this process, and will remain unchanged.

The proposed structure for Asset Management & Operations differs slightly to that of Economic and Business Development, Planning and Sustainable Development and Support Services due to the volume of staff and the range of the service.

In order to further implement the necessary changes needed to achieve the budget savings for 2010/11 this report also seeks the delegated authority for the Director of Enterprise, Planning & Infrastructure in relation to the continued restructuring of the Directorate. This will allow the Director to implement the changes needed in a timely and efficient manner.

The Director of Enterprise, Planning & Infrastructure will report back to Committee later in the year following completion of the appointment process with the final structure and resulting savings.

7. REPORT AUTHOR DETAILS

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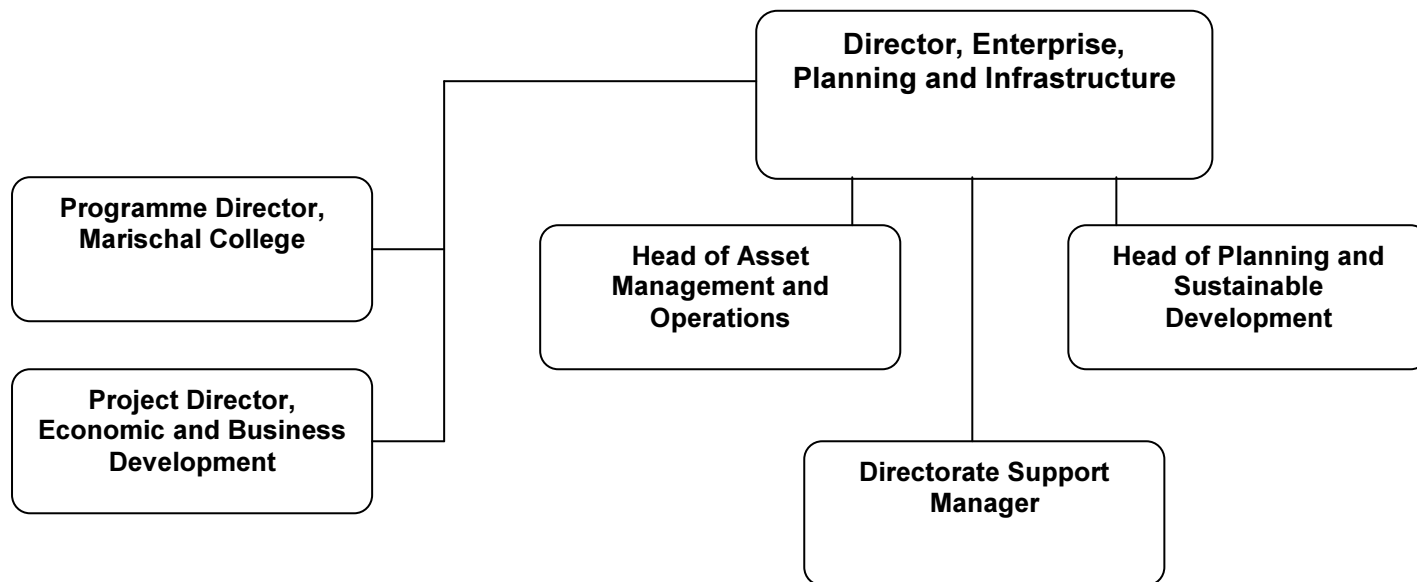
8. BACKGROUND PAPERS

Report Number OCE/09/12 - Chief Officers Second Tier Restructuring
Report Number ECS/10/044 – Education, Culture and Sport Senior Management Restructuring

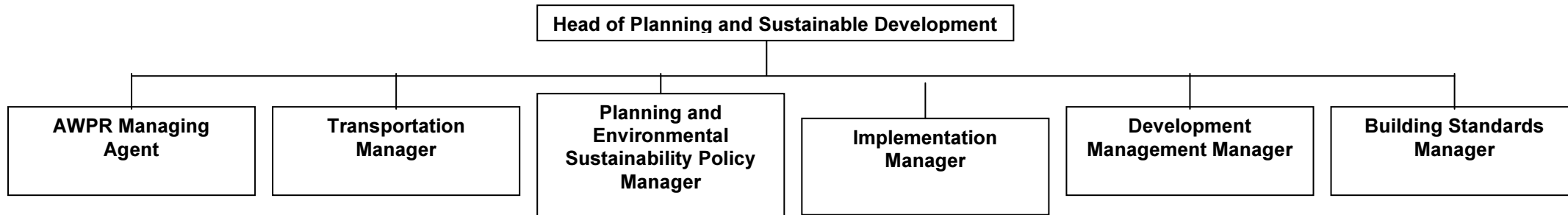
Appendix One – Proposed Structure Charts, Posts to be disestablished and outline of remit/responsibilities for new Service Manager posts

**Enterprise, Planning and Infrastructure Senior Management Restructure Proposals
Appendix One**

Proposed Structure for Enterprise, Planning and Infrastructure



Planning and Sustainable Development Proposed Structure

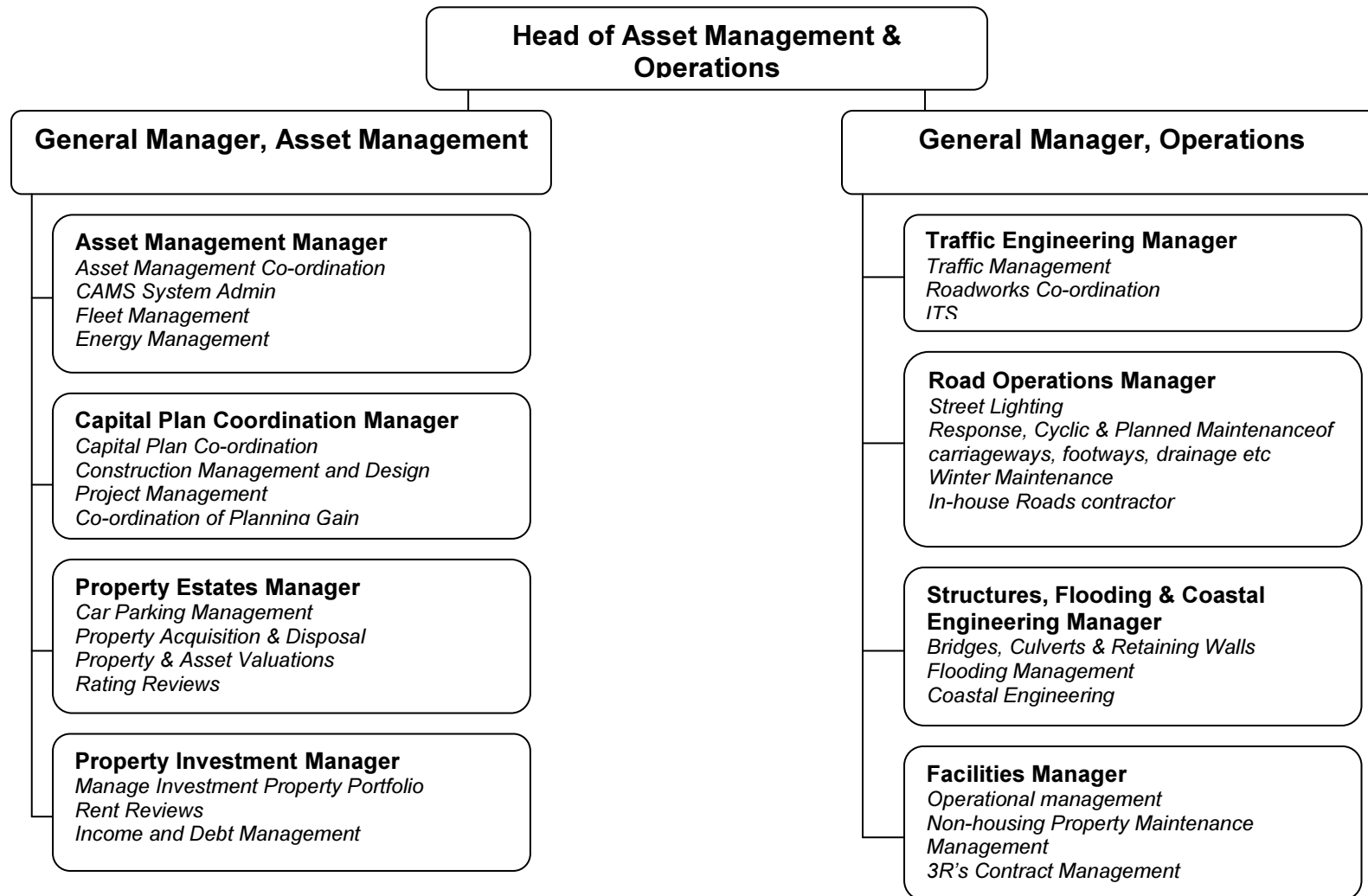


Remit and responsibilities of manager posts

- **AWPR Managing Agent** - Management and co-ordination of the obligations of Transport Scotland, Aberdeen City and Aberdeenshire Councils (the funding partners) for the delivery of the AWPR in accordance with the Management Agent Agreement and Memorandum of Understanding. Management of all necessary procedures and contracts for the construction of the AWPR (design procurement, consultation, planning and road order procedures, Public Local Inquiry, land and property acquisition, works procurement, implementation). Monitoring of progress and expenditure on the AWPR.
- **Transportation Manager** - Preparation, implementation and monitoring of the Local Transport Strategy and other related strategies (cycling, walking etc), including project development. Inputting to the preparation and delivery of the Regional Transport Strategy and other work of Nestrans. Carrying out of traffic modelling to inform strategy and project development. Determining project feasibility and assessment. Management of roads design. Management of the Public Transport Unit. Promotion and implementation of green travel planning. Project management of Council and Nestrans transport schemes. Site supervision of Council roads projects. Management of roads development management and construction consent functions.

- **Planning and Environmental Sustainability Policy Manager** - Preparation, implementation and monitoring of the Local Development Plan and related supplementary planning guidance. Input to the preparation and implementation of the Strategic Development Plan. Preparation, implementation and monitoring of the Council's carbon management plan, Core Paths Plan, openspace strategy, nature conservation strategy and other environmental plans and policies. Management of Strategic Environmental Assessment responsibilities of the Council. Development and implementation of EU demonstration and learning projects.
- **Implementation Manager** - Management of the strategic development of major Council projects. Development and implementation of innovative mechanisms to support the delivery of Council plans and strategies and major projects. Development and implementation of a clearing house for all major projects. Preparation and co-ordination of masterplans and development briefs and their implementation. Management of the joint Aberdeen City and Aberdeenshire Design Review Panel. Implementation of the Council's design campaign. Management of the Council's development management tree functions. Management of the Council's conservation responsibilities, including the City Heritage Trust and Townscape Heritage Initiative. Provision of support to the Local Review Body. Ensuring appropriate links to regeneration functions.
- **Development Management Manager** - Management of the processing and determination of planning and other related applications. Management of planning appeals. Management of systems, including the development and implementation of e-planning. Carrying out of enforcement procedures relating to breaches of planning consent. Management of the Application Support Team for planning applications and building warrants. Preparation and implementation of non-statutory development management policy. Provision of support to the Local Review Body.
- **Building Standards Manager** - Development and implementation of building standards regulations and associated procedures within the City. Carrying out of enforcement procedures within the Building (Scotland) Act. Management of the operation of systems in support of building warrant compliance applications, notices and orders. Provision of advice and guidance on the operation of building regulations. Advising on and promoting issues in relation to disabled access. Management of the building standards input to the licensing of buildings or land within the City. Management of the Property Enquiries Unit.

Asset Management and Operations Proposed Structure



Remit and Responsibilities of Manager Posts

General Manager Asset Management – Effectively manage the service areas of asset management, property management, fleet management, construction management and design; Ensure the development and management of Asset Management Plans and strategies for the Council's properties, roads and transport infrastructure, fleet and plant; provide direction and support where necessary to other services in the development of service asset management plans; Capital prioritisation for the Non-Housing Capital plan through ensuring option appraisal, whole life costing and consistent evaluation procedures and policies; strategy, policy and procedures relating to asset management; budget monitoring; performance monitoring and development of key performance information for service areas.

Asset Management Manager – To ensure that direction and support is provide to other managers and teams within Enterprise, Planning and Infrastructure to develop and maintain asset management plans for Properties, Road and Transport infrastructure and Fleet and Plant; To oversee the administration and management of the Corporate Asset Management System (Confirm); Fleet Management; Energy Management; Performance monitoring

Capital Plan Co-ordination – Co-ordination of the prioritisation of the projects for the Council's Non-Housing Capital Plan; Whole life costing; option appraisal; Co-ordination of Planning Gain secured through Legal Agreements; Promoting Gateway Reviews are part of sound project management; Leading the Construction Management and Design Team; Performance Monitoring; Project Management

Property Estates Manager – Property Acquisitions and Disposals; Property Valuations; Overview of Car Parking Management with contributions from other teams as necessary; Rating Review of Council properties; Project Management; Performance Management.

Property Investment Manager – Manage the Council's investment portfolio of properties; undertake rent reviews; arrange and agree leases for the Council and third parties; manage rental income including debt management; Performance Monitoring

General Manager Operations – Develop strategies, policies, procedures and plans to deliver best value services which are affordable and sustainable in light of the outputs from the asset management plans in the areas of roads and facilities management whether through in house resources or through external providers; ensure that the Council meets its statutory requirements in relation to legislation relating to roads, street lighting, flooding, property maintenance, health and safety, best value; Budget Monitoring; Contract management (3Rs, ITS, Building management and maintenance) and to review and take forward opportunities for collaborative procurement and shared services where appropriate; Market testing. Develop, manage and review the Council’s Winter Response Plan.

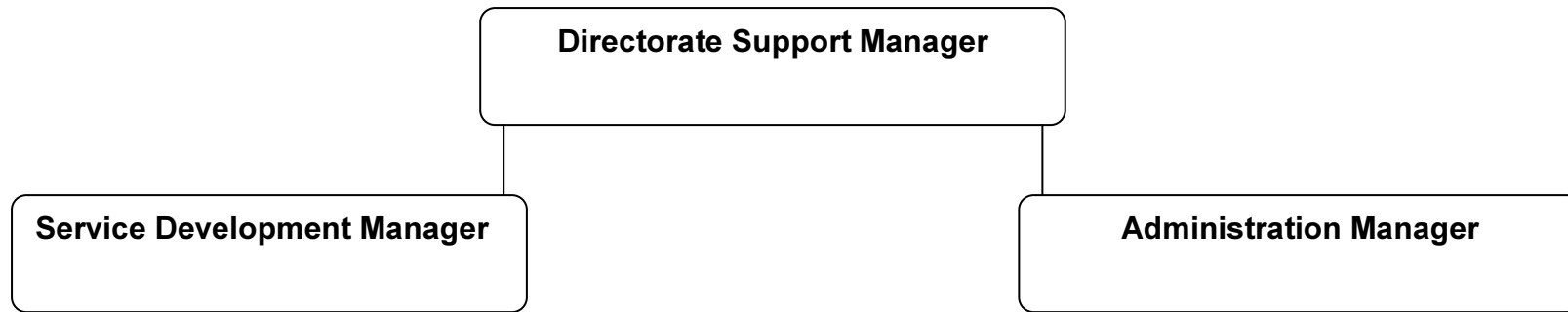
Traffic Engineering Manager – Traffic Management and Road Safety Engineering (policies, plans, traffic regulation orders, project development and design); Co-ordination of roadwork and road occupations throughout the city in accordance with national policies, procedures and legislation; Intelligent Transport System Management (Urban Traffic Control, Variable Message Signs, Dynamic Traffic Management and information systems) strategies, policies and procedures; Contract Management, Performance Management

Road Operations Manager – Manage the professional, technical and operations resources for the maintenance of the City’s roads assets (carriageways, footways, street lighting, drainage, etc); Winter and Emergency Response in accordance with the approved plans; Policies and plans; Contract Management; Performance Management

Structures, Flooding and Coastal Engineering Manager – Develop policies and practices for the management and maintenance of bridges, culverts, retaining walls and road related structures; develop policies, plans and maintenance regimes to ensure the Council meets its statutory requirements in regard to Flooding in conjunction where necessary with other public sector bodies e.g. SEPA; Manage the engineering related activities associated with management of the coast line within Aberdeen including specifically our sea defences; Contract Management; Performance Management

Facilities Manager – Operational management of Catering, Cleaning, Janitorial and School Crossing Patrol services; Management of the Non-housing Property maintenance service including all contracts in place with service providers; 3Rs Contract Management; Implementing the Council’s Internal Waste Management policies and practices; space management within Council buildings; Contract Management; Performance Management

Support Services Proposed Structure



Remit and Responsibilities

Directorate Support Manager

- Assist and support the Director in meeting the strategic and corporate management objectives of the service
- Responsible for the management and direction of all aspects of the Directorate Support Team within the service
- Responsible for the efficient and effective operation of support services within the EP&I service
- Responsible for the provision to SMT of performance information and reports for all aspects of the service, including the identification of areas for improvement and the development of improvement programmes

Service Development Manager

- Assist and support the Directorate Support Manager in meeting the strategic and corporate management objectives of the service
- Responsible for developing new ways of working, e-working initiatives, project management and service planning
- Development of service KPI's, performance analysis, identification of areas for improvement and collation of performance data

Administration Manager

- Assist and support the Directorate Support Manager in meeting the strategic and corporate management objectives of the service
- Responsible for the provision of corporate and service administrative support
- Responsible for the provision of a service wide staffing service

Economic and Business Development Proposed Structure



Economic and Business Development Proposed Structure

Team Actions/Responsibilities are as follows

Main Function	Sub-Function	Actions/Responsibilities
Projects, Partnerships and Funding (PPF)	City Development Projects (CDP)	- Attract property and infrastructure investment and work closely with Asset Management Services to implement projects through arms length property initiatives; e.g. City Development Company; Energetica; South Deeside/Torry Regeneration; AECC and surrounding development sites; and, future residential and commercial development opportunities linked to the Local Development Plan
	Partnerships, Strategy and Performance (PSP)	- Provide leadership to City and City Region Economic Development partnerships aimed at encouraging local and international connectivity, business engagement, new sector initiatives, skills development and the creation of new employment opportunities (e.g. ACSEF, AREG, BID, WECP etc.). Develop and monitor key economic performance indicators and initiating appropriate economic and sector research. Modify and develop the strategic direction of E&BD Services
	External Funding (EF)	- Identify external funding sources to part-fund future, planned activities. Prepare applications and supporting documentation for funding bodies. Identifying possible new areas of activity that might benefit from external funding. Identify possible external sources of funding for activities undertaken by other teams within E&BD. Flag up possible sources of funding for other council services and help them to access these.
Business Growth (BG)	Enterprise and Sector Development (ESD)	<ul style="list-style-type: none"> - Co-ordinate business support (business development advice and investment) to local businesses alongside input from SE, Business Gateway, Chamber of Commerce and other business development advisory agencies. - Provide aftercare for inward investors; networking and support for local businesses; and engage with universities. - Lead and implement initiatives aimed at the establishment and future expansion of local business in key growth sectors (Energy, Life Sciences, and Tourism). - Develop and support supplier development initiatives to help local companies gain access to new tender opportunities and potential buyers for their products. - Create and maintain a company database that can be used by all E&BD teams to gather information, record details of assistance provided, report on business improvement outputs and influence future E&BD activities.

	International Trade and Investment (ITI)	<ul style="list-style-type: none"> - Develop and deliver trade development programmes in partnership with others (SDI, Aberdeen Chamber of Commerce etc.), which makes use of existing international connections (e.g. WECP, Twinning links, MOU's, Global Scots etc), to facilitate the internationalization of Aberdeen companies in key sectors (primarily Oil and Gas and Renewable Energy). - Work closely with IVSA to develop a prospectus for new investors into Aberdeen; co-ordinate national and international visits, international events hosted in Aberdeen, investor dinners, investor pitches and demonstrator projects; manage an international visit schedule for potential influencers (e.g. business organizations, press and magazines). - Manage Memorandum of Understandings and Economic Partnerships Agreements with cities in other Global Energy Regions.
	Employability, Skills and Community Enterprise (ESCE)	<ul style="list-style-type: none"> - Produce and support the delivery of employability and skill training programmes in disadvantaged neighbourhoods and other local communities, in order to bring the most disadvantaged people into employment, enterprise or training and tap into anti-poverty programmes and other local, and national, Social Enterprise Initiatives. - Work with the ESD and LOAN team to deliver supplier development programmes to neighbourhood businesses and to help third sector businesses gain access to, and take advantage of, new business opportunities.
City Promotion (CP)	Investor, Visitor and Skills Attraction (IVSA)	<ul style="list-style-type: none"> - Develop a robust external place marketing/promotional strategy, incorporating a strong value proposition under the Aberdeen City and Shire brand, which is designed to attract skilled workers, investors, students and visitors (the 4 key target groups) to Aberdeen. Determine key messages and identify the best way to communicate these to each target group (e.g. exhibitions, conferences, media, direct marketing, web-based marketing, PR events, lobbying activities etc). Implement the promotional strategy in a consistent and dynamic manner.
	City Events & City Twinning. (CECT)	<ul style="list-style-type: none"> - Develop an events programme that supports local cultural and social events that; <ul style="list-style-type: none"> a) create a positive self-image among existing citizens, and b) can be used by our IVSA team to promote the City to key external target groups. - Manage existing Twin City agreements, in an effort to secure economic and social benefits for Aberdeen.
Marketing Services (MS)	Council Marketing (CM)	<ul style="list-style-type: none"> - Provision of marketing services to other E&BD teams and to other council departments, on a service contract basis
	Graphic Design (GD)	<ul style="list-style-type: none"> - Provision of graphic design services (including advertising and photography) to other E&BD teams and to other council departments, on a service contract basis

Posts proposed for disestablishment

Planning and Sustainable Development:

- None at this level

Asset Management and Operations:

- 3R's Project Manager post
- Construction Consultancy Managers post
- A number of posts at Principle Officer level will be reviewed following appointments to the new managers posts listed below

Support Services:

- Operational Support Manager post
- Team Manager Communication & Administration post
- Team Manager Performance and Resource Management post
- Team Manager Service Support and Development post

Economic and Business Development

- Strategist for International & External Funding post

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure Committee
DATE	31 st May 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Achieving Our Potential – Tackling Poverty and Income Inequality in Aberdeen City 2009- 2012
REPORT NUMBER:	EPI/10/133

1. PURPOSE OF REPORT

To provide an update on the practical measures being adopted by the Enterprise, Planning and Infrastructure Service in supporting the Council's Anti-Poverty Strategy – "Achieving our Potential, Tackling Poverty and Income Inequality in Aberdeen City.

2. RECOMMENDATION(S)

It is recommended that the Committee

- (i) to agree that the actions detailed in the report are Enterprise, Planning and Infrastructure contribution to Achieving our Potential, Tackling Poverty and Income Inequality in Aberdeen City.

3. FINANCIAL IMPLICATIONS

None arising from this report.

4. SERVICE & COMMUNITY IMPACT

This report relates to the Scottish Government's priority 'Wealthier and Fairer'. It also contributes to Outcomes 2 and 7 in the City's Single Outcome Agreement; to Community Planning challenge 'Jobs and Prosperity' and to the Council's strategic priority for the City 'to improve the quality of life in our most deprived areas.'

5. OTHER IMPLICATIONS

Legal: None arising from this report.

Personnel: None arising from this report.

Property: None arising from this report.

Equipment: None arising from this report

6. REPORT

6.1 Background

The Corporate Policy & Performance Committee of 10 September 2009 agreed to remit the draft 'Anti-Poverty Strategy, Achieving Our Potential: Tackling Poverty and Income Inequality in Aberdeen City 2009-2012', to the other Committees of the Council for consideration and comment, along with each Service Director's advice on action taken or planned by that particular Service to address issues relating to tackling poverty.

Recent research commissioned by the Joseph Rowntree Foundation ("Devolution's impact on low income people and places", January 2010), recognises that trends in social and economic disadvantage are affected by policy developments in four key areas – improvements in these areas can make a significant difference to people affected by poverty:

- Employment;
- Housing and Homelessness;
- Neighbourhood regeneration, and
- Long term care for older people.

Improvements in these areas can make a significant difference to people affected by poverty. The Enterprise, Planning and Infrastructure Service makes a significant contribution to the draft Anti-Poverty Strategy within the following strategic objective areas:-

6.2 Reducing Income Inequality

Employment

Background

There are currently 16,299 people on unemployment related benefits in the city.

This breaks down as follows:-

Jobseekers Allowance	3,529 (March 2010)
Employment Support Allowance	10,185 (August 2009)
Lone Parents	1,760 (August 2009)
Carers	825 (August 2009)

The distribution of people on benefits throughout the City can be seen at Appendix 1. The areas of the City with the highest concentrations (over 600 people) are:-

Auchmill	794
Cummings Park	751
Mastrick	606
Seaton	713
Springhill	617
St Machar	636
Torry	619
Tullos Hill	941
Woodside	822

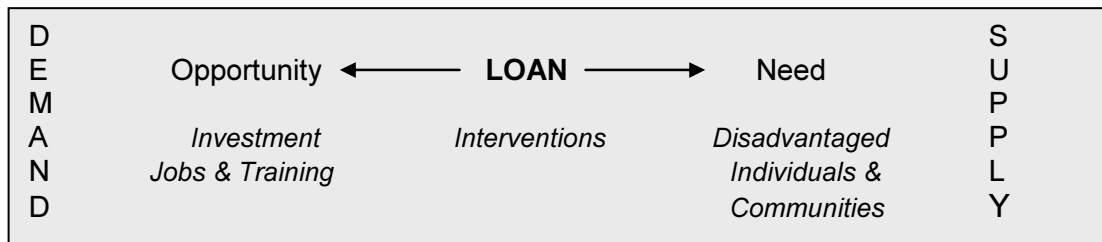
Current activity

- Aberdeen Works

In August 2008, The Aberdeen City Alliance established Aberdeen Works – an employability forum focusing on the employability issues, skills gaps and development opportunities within Aberdeen. Partners include Aberdeen City Council, Job Centre Plus, Skills Development Scotland, NHS Grampian, Third sector and Higher/Further Education providers. The impetus to pull partners together formally to address the employability issue stems from a report commissioned by Communities Scotland to examine the economic impact of the City’s economic success on the poorest areas. The report, titled Connecting Communities, detailed the need to ‘Link Opportunity And Need (LOAN)’ in the City by establishing a framework for co-ordinated service development and delivery, to make best use of the resources available. Aberdeen Works is responsible for monitoring the employability elements in the Single Outcome Agreement – specifically Outcome 2 and 7 which includes the national target ‘To reduce the number of those on unemployment related benefit’ (a reduction of one third over 5 years).

- **Linking Opportunity and Need (LOAN) Team:**
The establishment of the LOAN Team, funded by the Fairer Scotland Fund, is a major step forward to focusing on the areas with the highest levels of unemployment and those furthest from the labour market. The main task of the LOAN Team is to ensure that the right services are in place to get people back to work. Working with employers and new businesses coming to the city, the Team is addressing the needs of employers now and in the future in terms of their workforce planning and development so that the right training/skills development opportunities are available to potential employees. It is also the Team’s intention to support those on low pay to improve their employment opportunities.

Figure 2: Linking Opportunity and Need Concept¹



The LOAN Team is initially focusing on the following sectors:

- Retail
- Hospitality
- Care
- Public sector hard to fill vacancies

- **The Employability Pipeline:**

The purpose of the pipeline is to support individuals from their current situation into sustainable employment.

A four stage pipeline has been developed:

- Stage 1 - Initial engagement, assessment and personal development planning
- Stage 2 - Pre-vocational personal development activity
- Stage 3 - Vocational skills training and entering employment
- Stage 4 - Employment aftercare

Employability access centres have been established in each of the regeneration areas, and act as a recognisable point of engagement for people. A range of service providers have been identified to support individual need within the pipeline stages, and promote progress to work.

- The Future Jobs Fund

The Future Jobs Fund (FJF) was created to address the growing number of under 25s on benefits. The Fund (administered by the Dept of Work and Pensions (DWP)) aims to provide all under 25s who have been on Job Seekers Allowance (JSA) for 10 months or more, with a job. 'Extra' jobs are created in the public and Third sectors for 6 months (25hours per week at minimum wage). These jobs must have community and/or environmental benefit. Each job attracts £6,500 funding from DWP. The LOAN team operates the Future jobs Fund on behalf of Aberdeen Works with support from Aberdeen City Council's Finance section. To date:-

20 people are in FJF jobs

18 jobs are available to be filled

30 jobs are awaiting approval from DWP

36 jobs to be subject of an application to DWP at the end of April.

- Union Square

A Charter for Employment and Training was developed with key partners including Aberdeen City Council which identified potential employees, provided training and liaised with the developer and retail outlets to secure job interviews. The Union Square development has created (to date) 1248 jobs. There are:-

- 903 confirmed job entries
- 345 jobs awaiting confirmation
- 414 (of 903 jobs) filled by unemployed people
- 162 unemployed people completed the retail training (Retail Passport – an industry recognized entry level qualification).

The development of LOAN has demonstrated the value of the additional investment the Fairer Scotland Fund has targeted to those furthest from the jobs market with over 600 job outcomes in the first year.

6.3 Tackling the drivers of poverty and low income Regenerating Disadvantaged Communities

- Retail Rocks! Aberdeen Property Acquisitions

Retail Rocks! is a highly innovative concept for the regeneration of town centres by focusing on the creation of successful, local retail businesses.

Retail Rocks! concept is support for the new businesses in the form of the running costs which will include water rates, business rates and energy cost, etc.

of the retail units for one year. The business mentoring will be provided by retail organisations for 18 months free of charge.

The project directly supports the rejuvenation of Torry and evidence shows that communities like Torry rely on small, independent business for a healthy and vibrant local economy.

The retention of small businesses in the community and the need to make safe, attractive and sustainable places for people to shop locally are key elements of Aberdeen City's Neighbourhood Community Action Plans 2009/2010.

Retail Rocks! is designed to revitalise town centres and communities by encouraging, enabling and supporting sustainable retail entrepreneurship. It also aims to break down existing socio-economic and demographic barriers, re-educate and create a positive mind-set and provide a catalyst for widespread regeneration, creating the confidence for further investments.

It is proposed to bring vacant retail units in Torry into use. This will involve acquisition (either through purchase or lease) and will support a transformation into vibrant retail businesses providing much needed and evidenced amenity shopping, as well as specialist retailing, to enhance the existing customer base in the community, and develop a new customer base for Torry.

This retail-led regeneration project will provide initial support to aspiring entrepreneurs wishing to start up a retail business in Torry. This initial support will take the form of a rent-free retail unit for a year, plus mentoring support on both entrepreneurship and expert retail skills and techniques. This support will be provided by major high street retailers who have agreed to support the project of Retail Rocks! Aberdeen.

Retail Rocks! engages with the local community by giving aspiring entrepreneurs from within the community the chance to open retail businesses in Torry.

Applicants with a retail business idea will be asked to compete for the opportunity to receive the proposed support package from Retail Rocks! Aberdeen.

- Town Centre Regeneration Fund

Safer Places, Improved Spaces

An application was submitted in August 2009 to the Scottish Government's Town Centre Regeneration Fund grant scheme to support extension and improvement of facilities for the purpose of encouraging a wider use of local amenities. The district centres that will benefit from this grant money have been identified, either on the basis of being 'at risk' (Mastrick) and/or being in need of rejuvenation in order to realise their full potential (Rosemount, Cults and Peterculter).

The project has been titled 'Safer Places, Improved Spaces' and seeks to provide better access, environmental surroundings and safety within these town centres.

The Town Centre Regeneration Fund grant has been awarded to improve safety in areas where the threat of crime and violence persist as a barrier to social interaction and movement throughout district centres. While Mastrick is identified as an "at-risk" neighbourhood and the corresponding improvements have been tailored to take account of this, the other eligible town centres of Rosemount, Cults and Peterculter could also benefit from an increased footfall to the areas. By encouraging more people to consider using their local amenities and business

and improving the safety and accessibility of their surroundings, it is anticipated that this increased footfall will improve the long-term future and economic security of local businesses.

Access to local amenities in Mastrick, currently hampered by a number of issues will be improved through the support of this grant. Currently there is insufficient lighting in the pedestrianised centre which acts as a barrier to those wishing to use the shops out of day light hours; new energy efficient lighting will be installed. The condition of some of the access points to the pedestrianised centre need to be addressed; new hand rails and resurfacing of stairs and ramps will allow residents of all abilities to access their local amenities.

These initiatives will make the local shopping facilities much more accessible to people of all ages and ability and also create a safer less threatening environment which should encourage a greater number of local people to engage with these local retail outlets. Greater usage of these local facilities will ensure long term sustainability and assist local people access goods and services on a local basis and remove the need for costly and often inaccessible transport to goods and services further afield. If these shops become more sustainable there is also a potential for local job creation and employment opportunities.

- Investing in Ideas

Enterprise Planning and Infrastructure has recently been awarded a Big Lottery “Investing in Ideas” grant to carry out a feasibility study on the establishment and future sustainability of a Community Digital Channel, which will promote information, services and support to those hardest to reach that will assist them to lead healthier, happier and more enriched and sustainable lifestyles. This channel will promote access to services supporting healthy lifestyles, employability, employment opportunities, cultural activities, access to benefits and other support mechanisms, and provide a guide to local events and activities.

This project aims to bring together a diverse range of public and private sector organisations based in the city to promote their services which support inclusion and positive lifestyles. (Child Care services, Social Work services, Jobcentre plus, Skills Development Scotland, Education, Culture and Sport services, Healthy Living Network, Community Councils, Equality Office, Grampian Racial Equality Council, Grampian Police, Aberdeen College, University of Aberdeen, Robert Gordon University, Aberdeen Council for Voluntary Organisations, community and private arts organisations etc). The project would aim to deliver a wide range of programming generated from community activity, art projects, voluntary activities and the wider support agencies. It is anticipated that the local colleges and universities media study units would become involved in the content generation and management which would bring additionality in the form of work experience and the development of practical and employability skills to their courses. This channel would offer “air” time to all community groups across the city. The addition of “Red Button” interactive services will introduce the opportunity for access to detailed information and support mechanisms

This project aims to target those hardest to reach within the community, whom through lack of money, confidence and awareness may struggle to participate in or access the full range of services and activities freely available within the City. Through the emergence of digital media, opportunities are being created to deliver information and services directly into homes.

People on low incomes would benefit from viewing programmes on employability, skill development, healthy eating and access to benefits. This type of project will assist in the creation of media related employment and volunteering opportunities developing the local skill base and potentially the creation of further media related enterprises.

All community groups across the city will be given the opportunity to participate and increase awareness of their activities and attract wider participation

- Living and Working In Aberdeen

Enterprise, Planning and Infrastructure has produced a range of leaflets especially aimed at economic migrants. The leaflets which are available in hard copy and distributed widely across the city by a number of partner agencies, are also available to download from Aberdeen City Council's website. The leaflet which is available in Lithuanian, German, Polish, Czech and English ensures that those most likely to be economically disadvantaged have access to information in relation to minimum wage, health & safety and working hours directive etc. Also provided is information to ensure access to all available support services including Healthcare, Police and Health & Safety Executive.

- Supplier Development Programme

Given the current economic situation, the importance of the public sector procurement spend for our business and third sector communities is becoming even more important to aid economic recovery. Undoubtedly the public sector spend will be a major driver to revive much of our small and medium sized businesses. Projects including the 2014 Commonwealth Games; Western Peripheral Route, planned expansion at Robert Gordon University, NHS Grampian developments and other ongoing public sector funded projects will all present a significant opportunity for our businesses but only if they are fit to tender.

The Supplier Development Programme assists Local Authority, Economic Development units across Scotland to help support local business and Social Enterprise access public sector procurement opportunities by delivering a tender ready support programme. This seeks to improve the competitiveness of our Small and Medium Enterprise (SME) base in the area of public sector procurement.

By developing these skills within SMEs, the Voluntary and Social Enterprise sectors, their ability to successfully tender for public sector work will be improved, which will hopefully result in the creation of additional employment, voluntary and trainee opportunities often the first step to engagement for those who find it difficult to access work opportunities.

- North Territory Hub

Assistance is being provided by the LOAN Team to the North Territory Hub to develop Community Benefit clauses within the Hub's procurement processes. The Hub has the potential to deliver major investment in capital programmes across the North of Scotland.

Emphasis is being placed on:-

- targeted recruitment and training
- access to the supply chain for Small and Medium Enterprises and Social Enterprises
- facilities and practices that support partners in meeting their requirements in respect of such business areas as community engagement and environmental and economic sustainability.

7. REPORT AUTHOR DETAILS

Ailsa Duncan

LOAN Project Manager

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Phone 07788 712570

8. BACKGROUND PAPERS

- Draft Anti-Poverty Strategy: Achieving Our Potential –Tackling Poverty and Income inequality in Aberdeen City 2009-2012

- Connecting Communities Report

http://www.communityplanningaberdeen.org.uk/web/FILES/Misc/Sharing_the_Benefits_of_Growth_Linking_Opportunity_and_Need_in_the_NorthEastFULLREPORT.pdf

- Town Centre Regeneration Fund – Committee report February 2010

- Retail Rocks! – Committee report January 2010

Ward	JSA Total March 10		statistical group - ESA and incapacity benefits AUG 09		statistical group - lone parents		statistical group - carers		Total
	number	rate	number	rate	number	rate	number	rate	
01C34 : Ashley	65	1.8	135	3.7	10	0.3	5	0.1	215
01C09 : Auchmill	174	5.5	410	13.1	170	5.4	40	1.3	794
01C02 : Bankhead/Stoneywood	59	2.0	170	5.6	25	0.8	35	1.2	289
01C21 : Berryden	102	2.7	345	9.3	40	1.1	15	0.4	502
01C06 : Bridge of Don	43	1.4	120	3.9	10	0.3	20	0.6	193
01C35 : Broomhill	25	0.8	60	1.9	5	0.2	5	0.2	95
01C28 : Castlehill	129	3.1	295	7.1	40	1.0	10	0.2	474
01C32 : Cults	20	0.7	55	1.8	5	0.2	15	0.5	95
01C10 : Cummings Park	146	4.5	420	13.0	120	3.7	65	2.0	751
01C03 : Danestone	38	1.0	95	2.5	15	0.4	15	0.4	163
01C07 : Donmouth	26	1.1	75	3.1	10	0.4	10	0.4	121
01C38 : Duthie	60	1.6	120	3.3	15	0.4	5	0.1	200
01C37 : Gairn	45	1.4	165	5.2	15	0.5	5	0.2	230
01C36 : Garthdee	96	3.2	310	10.3	65	2.2	30	1.0	501
01C26 : Gilcomston	88	2.7	235	7.2	10	0.3	10	0.3	343
01C29 : Hazlehead	44	1.7	150	5.8	15	0.6	10	0.4	219
01C15 : Hilton	103	3.3	365	11.9	50	1.6	20	0.7	538
01C04 : Jesmond	43	1.2	110	3.0	5	0.1	15	0.4	173
01C41 : Kincorth West	78	2.8	310	11.3	30	1.1	20	0.7	438
01C19 : Kittybrewster	73	2.6	280	10.2	35	1.3	10	0.4	398
01C27 : Langstane	164	3.7	310	7.1	30	0.7	10	0.2	514
01C43 : Loirston	46	1.1	105	2.6	10	0.2	15	0.4	176
01C12 : Mastrick	101	3.3	380	12.6	90	3.0	35	1.2	606

01C24 : Midsocket	30	0.9	115	3.4	5	0.1	15	0.4	165
01C31 : Murtle	16	0.5	95	2.8	0	0.0	10	0.3	121
01C08 : Newhills	35	0.9	160	4.1	15	0.4	30	0.8	240
01C42 : Nigg	74	2.5	230	7.7	40	1.3	30	1.0	374
01C05 : Oldmachar	30	0.8	90	2.3	5	0.1	10	0.3	135
01C30 : Peterculter	35	1.1	150	4.7	15	0.5	15	0.5	215
01C01 : Pitmedden	51	1.6	175	5.5	15	0.5	15	0.5	256
01C23 : Pittodrie	87	2.7	310	9.7	20	0.6	10	0.3	427
01C25 : Queens Cross	42	1.3	45	1.3	0	0.0	5	0.1	92
01C33 : Seafield	22	0.9	80	3.1	0	0.0	10	0.4	112
01C18 : Seaton	143	5.1	465	16.5	80	2.8	25	0.9	713
01C13 : Sheddocksley	91	3.1	330	11.4	50	1.7	45	1.6	516
01C11 : Springhill	102	3.4	415	13.9	70	2.3	30	1.0	617
01C17 : St. Machar	161	5.0	355	11.0	95	2.9	25	0.8	636
01C20 : Stockethill	81	3.0	285	10.7	60	2.2	20	0.7	446
01C14 : Summerhill	79	3.1	285	11.0	95	3.7	15	0.6	474
01C22 : Sunnybank	105	2.7	210	5.4	25	0.6	10	0.3	350
01C39 : Torry	159	4.9	390	12.0	50	1.5	20	0.6	619
01C40 : Tullos Hill	211	6.6	520	16.2	175	5.4	35	1.1	941
01C16 : Woodside	207	6.1	460	13.6	125	3.7	30	0.9	822
Column Total	3,529	2.5	10,185	7.3	1,760	1.3	825	0.6	16,299

Agenda Item 6.1

Dear Council Member

At the AGCC AGM to be held on June 24th 2010 there are vacancies for up to 5 new Board members.

One member of the Board is due for re-election on rotation for a second term, and a further two Board members co-opted during the year will be standing for their first three year term. This leaves a minimum of two vacancies for new Board members.

We would like to encourage all members of the Council to consider putting themselves forward to serve on the Board.

There is no need to respond to this e mail unless you would like to discuss the work of the Board with me, as we will ensure that you are automatically sent proposal forms when available.

Kind regards

Bob

Samantha Sim
PA to Chief Executive, Robert Collier
Aberdeen and Grampian Chamber of Commerce
Greenhole Place
Bridge of Don
Aberdeen
AB23 8EU

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure Committee
DATE	31 May 2010
CORPORATE DIRECTOR	Gordon McIntosh Enterprise, Planning and Infrastructure
TITLE OF REPORT	Applications for Funding from the International Twinning Budget 2010/2011
REPORT NUMBER:	EPI/10/035

1. PURPOSE OF REPORT

The purpose of the report is to bring before the Committee applications for financial assistance from the 2010/2011 International Twinning Budget and to make recommendations.

2. RECOMMENDATION

It is recommended that the Committee:

- 1 Approve a grant of £1,600 to enable a small music group of up to 4 people to travel to Regensburg, to accept Regensburg's invitation to participate in the cultural programme marking the 55th anniversary of the twin city partnership.
- 2 Approve a grant of £1150 for the invitation to 3 musicians from Stavanger to participate in Aberdeen's Highland Games festivities in June 2010 to mark the 20th anniversary of twinning link.

3. FINANCIAL IMPLICATIONS

The Finance and Resources Committee approved the International Twinning Budget for 2010/2011 at its meeting of 11 March 2010. The approved budget, which is from the Common Good Fund, earmarked £72,000 in grants available for financial year 2010/2011. £10,000 of this budget has already been committed to supporting Aberdeen's presence at the festival that accompanies the Offshore Northern Seas exhibition in Stavanger in August 2010, since 2010 is the 20th anniversary of the twinning link between Aberdeen and Stavanger.

4. SERVICE & COMMUNITY IMPACT

The use of the International Twinning Budget to support international activity links closely to several of the Community Plan Challenges, for example, Learning; Arts, Heritage and Sport; Aberdeen's Image; Getting Involved; Being Informed and Leading the City. In the policy statement "Vibrant, Dynamic and Forward

Looking”, the Council sets out how it aims to make Aberdeen an even better place to live and work. Promoting and supporting international exchanges, involving various communities of interest, contributes to this aim and to the actions of the Single Outcome Agreement. Aberdeen’s twin city partnership initiatives:

- foster international understanding and friendship and an appreciation of cultural diversity,
- provide Aberdeen’s citizens with an awareness of, and insight into, international issues and perspectives and their impact on Aberdeen and Scotland,
- promote the image and raise the profile of the City overseas; and
- provide a forum for the exchange of knowledge, expertise, skills, ideas and best practice in any given field.

Opportunities for City groups and organisations to access twin city projects and possible funding are advertised through the Council’s website, press releases, school circulars where appropriate and the ACVO e-bulletin.

5. OTHER IMPLICATIONS

Health and Safety: The health and safety implications of all visits are taken into account during planning, with any exceptional implications to be addressed at the time of application. Officers regularly review the travel advice provided by the Foreign and Commonwealth Office and are in close contact with counterpart officers in the twin cities to ensure information provided to participants is accurate and up-to-date. Participants are offered comprehensive pre-visit briefings by the International Strategist and have the opportunity to ask questions and request support. When participating in overseas visits, Council employees are covered by the Council’s insurance policy while non-Council employees are advised to obtain comprehensive travel insurance. The International Strategist carries out a risk assessment process for officer and Elected Member travel on twin city initiatives.

Risk Management: Long-established community links will not be maintained without support from the international budget and people in Aberdeen would lose a wide range of opportunities to engage effectively with the international community. In addition, incoming visitors to the city on twin city projects support the local economy through their use of the hospitality and retail sectors in particular, and it is important to maintain and build on this added value.

Human Rights, Equalities and Diversity: Aberdeen City Council has in place a range of statutory and discretionary plans, schemes and policies to promote equality. Officers endeavour to target groups and communities which have not previously had experience of international visits or exchanges, or which have been under-represented in twin city activities. Applicants complete an equal opportunities monitoring form as part of the application process.

6. REPORT

6.1- Applications

Ref	Balance of Budget available 2010/2011	£25,269
6.1.	Travel to Regensburg of a music group to participate in the cultural programme for the 55 th anniversary of twinning	£1,600
6.2.	Invitation to 3 musicians from Stavanger to participate in Aberdeen's Highland Games festivities in June 2010	£1150
	Amount remaining in budget if awards approved	£22,519

6.1. Travel to Regensburg of a music group to participate in the cultural programme for the 55th anniversary of twinning

The Lord Provost has been invited to visit Regensburg in September 2010 to mark the 55th anniversary of the twin city partnership between Aberdeen and Regensburg. A delegation from Aberdeen of up to 6 people, including the Lord Provost and an international officer, is planned to attend the anniversary celebration in Regensburg from 23-26 September (as approved by the Committee on 20/04). This delegation will also include representatives from the Regensburg-Aberdeen photo project from Aberdeen City Council's Arts Team and from Aberdeen College, as the visit will coincide with the opening of an exhibit of photos of Aberdeen taken by citizens of Regensburg on a previous exchange.

The Mayor (Oberbürgermeister) of Regensburg, Hans Schaidinger, has also expressed his wish to invite a Scottish music group from Aberdeen to participate in the cultural programme of the jubilee celebrations alongside Bavarian music and dance groups. The Regensburger city council has therefore already booked accommodation for a total of 10 people for the civic delegation and a small music group.

For the 50th anniversary in 2005, Aberdeen hosted a delegation of 9 people from Regensburg, including the Oberbürgermeister.

To respond to Oberbürgermeister Schaidinger's invitation a group of 4 traditional Scottish musicians will be sought out by the International Partnerships Officer in liaison with the Arts team to participate in the cultural programme for the jubilee in Regensburg. Costs are estimated at £400 per person. Regensburg will cover the cost of accommodation and meals.

Recommendation: It is recommended that the Committee approve a grant of £1,600 to enable a small music group of up to 4 people to travel to Regensburg, to accept Regensburg's invitation to participate in the cultural programme marking the 55th anniversary of the twin city partnership.

6.2. Invitation to 3 musicians from Stavanger to participate in Aberdeen's Highland Games in June 2010

The Events team wish to invite 3 musicians from Stavanger to participate in the cultural programme of Aberdeen's Highland Games in June 2010, thus also marking the 20th anniversary of the twinning link between Stavanger and Aberdeen. The musicians would be in Aberdeen from 18-21 June, and perform on 20 June alongside Scottish performers during the games. The total cost of the visit is of £2180, the Highland Games organisers' in kind contribution of £430 and the travel costs are to be covered by the musicians. The balance applied for is of £1150, slightly over 50% of the total cost.

		£
1	Flights for 3 people @£200	600
2	Accommodation and food*	600
3	Taxis from and to airport*	50
4	Performance fees*	500
5	Venue and production costs would be in kind	300
6	Production costs in kind	100
7	Event transport costs	30
	Total Cost	2180
	Balance applied for	1150

*Costs applied for

Recommendation: It is recommended that the Committee approve a grant of £1150 for the invitation to 3 musicians from Stavanger to participate in Aberdeen's Highland Games festivities in June 2010 to mark the 20th anniversary of twinning link.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

None

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	31 st May 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	VisitScotland Funding 2010/11
REPORT NUMBER:	EPI/10/102

1. PURPOSE OF REPORT

The report provides an overview of the services provided by VisitScotland during 2009/10 and outlines the proposed split of funding and services for 2010/11. The report also outlines proposals for relocation of the Visitor Information Centre to Marischal College and seeks ongoing support for the establishment of a destination promotion unit to further drive the promotion of the city for tourism, inward investment and as a place to live, work and study.

2. RECOMMENDATION(S)

1. That members note the activity undertaken during 2009/10
2. That members approve overall funding to Visit Scotland of £380,000, a reduction of 5%. This funding to be split as follows:

Aberdeen Convention Bureau	£213,750
VisitScotland Information Centre	£100,000
Publications	£10,000
Website	£5,000
Direct Marketing Activity	£51,250 *

*funds for direct marketing activity will only be paid where suitable projects are identified. Projects may be undertaken directly by the council.

3. That members instruct officers to progress with the relocation of the Visitor Information Centre to Marischal College
4. That members instruct officers to bring forward a report in 2010 on the establishment of a destination promotion unit for the city

3. FINANCIAL IMPLICATIONS

The council has reserved within its 2010/11 budget £166,250 for leisure tourism services and £213,750 for business tourism services. This represents a 5% decrease in funding. This report confirms the activities undertaken during the 09/10 budget period for which funding was provided. The report requests

ongoing funding totaling £380,000 to VisitScotland for leisure and business tourism services broken down as follows:

Aberdeen Convention Bureau	£213,750
VisitScotland Information Centre	£100,000
Publications	£10,000
Website	£5,000
Direct Marketing Activity	£51,250 *

*funds for direct marketing activity will only be paid where suitable projects are identified. Projects may be undertaken directly by the council.

4. SERVICE & COMMUNITY IMPACT

This report contributes to the delivery of three of the fourteen challenges outlined in the *aberdeen futures* as follows: -

Culture

“To ensure that Aberdeen is recognised as a culturally vibrant city” and to support activities which have a positive impact on the social, economic and cultural development of the city.”

Aberdeen’s Image

“To promote Aberdeen as a competitive, dynamic and vibrant place to work”

It also contributes to the council’s policy statement in the following areas

1. Recognise the contribution of Sport, Culture and Arts to promoting the area as a tourist destination.
2. Promote the City as tourist destination.
3. Ensure the sustainability of the successful economy of Aberdeen City and Shire

The report also contributes to the Single Outcome Agreement item 13
We take pride in a strong, fair and inclusive national identity.

5. OTHER IMPLICATIONS

People: Existing resources from within Enterprise, Planning & Infrastructure will manage the relationship with VisitScotland to ensure delivery of the planned activities.

Risk Management: Regular reports are received from VisitScotland and the Convention Bureau in relation to services they deliver allowing officers to monitor activity throughout the year

Economic: The tourism industry is of vital importance to the ongoing strength of the local economy in Aberdeen City and Shire. The industry provides a

significant number of jobs in the region and contributes substantially to the local economy.

6. REPORT

6.1 This report contains a number of appendices providing information on the services provided by Visit Scotland in 09/10 and the proposed activity for 10/11

- At appendix 1 an overview of leisure tourism services provided during 09/10
- At appendix 2 an outline of leisure tourism activity for 10/11
- At appendix 3 an overview of the business tourism services provided during 09/10
- At appendix 4 an outline of the business plan for the Convention Bureau for 10/11

6.2 Leisure Tourism Summary

The funding relationship with VisitScotland continues to evolve with further refinement of the Minute of Agreement (MoA) and its content. Improved clarity on core and project spend is allowing a more targeted and partnership approach to be taken, which engages both industry and consumers. Higher regional profile in national campaigns and bespoke international marketing and PR projects have provided positive results and a good platform for future activity.

In terms of information provision, following unsuccessful discussions with the leasing agents for Union Square about potential relocation of the VisitScotland Information Centre (VIC), discussions have begun about the potential of relocation of the VIC to Marischal College (the existing lease on the current location on Union Street expires in July 2012). It should be noted some fundamental changes in the service provision may result from this relocation, all of which will be explored before final decisions are taken. VisitScotland continue to cover the deficit of the VIC operation in Aberdeen.

Other core funding includes contributions to the Aberdeen City and Shire Where to Stay (formerly Accommodation Guide) and What to See and Do (formerly Visitor Guide) Guides, involving print volumes of 100,000 and 40,000 respectively. Research specifically on the Accommodation Guide for 2009 showed that:

- 95% of respondents found the guide to be very useful/very useful.
- To make their holiday choices, 40% used a combination of guides with internet usage whilst **47% still used print alone.**
- 54% retained their brochures for future reference.

The 'staycation' trend is a factor in this and as such underlines the important role print still plays in inspiring a visit to the region.

The focus for direct marketing activity has been on two seasonal campaigns, one in spring and one in autumn, both involving themed direct mail packs with rich regional content, competitions and calls to action to visit the regional website and request brochures. Both of these activities were also in partnership with Aberdeenshire Council and generated an independently assessed value of £580k in additional income for the region.

International activity focused on Norway due to the strong links with Stavanger and Bergen in particular and involved on and offline marketing and PR work. A PR campaign was also undertaken in Germany, chosen because Germans are the biggest inbound international visitor of any nationality to the region. To date five journalists have visited and a further six have been rescheduled following the volcanic ash problem in April. Media titles and levels of circulation are shown in Appendix 1

The City was the sole focus of a radio campaign as part of the national Winter White campaign, encouraging visitors to come to Aberdeen, leading with a retail message.

Whilst these activities were the ones directly funded, the city is also represented in range of other marketing including the European Touring campaign, golf campaigns and local marketing activity including a current radio campaign on Northsound encouraging locals as well as visitors to use their Information Centre to plan their Perfect Day out.

6.3 Business Tourism Summary

The Convention Bureau continues to promote the area as a conference destination. They have been successful in securing £9.5million of confirmed business, over 52 conferences for the region, 20 ambassador led bids and over £31,000 of income from the private sector. Full details are listed at appendix 3.

Whilst this represents a slight decrease on the previous year this was to be expected due to the current economic climate.

The Convention Bureau has a full business plan for 2010/11, a summary of which is included at appendix 4

The Convention Bureau Manager is due to retire in 2011 and presently there are staff shortages due to maternity leave and staff moving on to other roles. A plan is in place to manage the staffing situation to ensure the Bureau continues to deliver business to the city. This is of particular importance to the AECC and to the local hotel industry.

A full review of destination promotion services will be undertaken in the next 6 months. This is with the intention of presenting committee with proposals for a new unit to be created to effectively promote Aberdeen City as a destination for business tourism, inward investment, events and as a place to live, work and study.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

None

Appendix 1

VisitScotland Leisure Tourism Activity Overview 2009/10

1. Publications

Where to Stay guides x 100,000 printed and distributed
What to See and Do Guides x 40,000 printed and distributed
Aberdeen City Guide is still in circulation

2. Website

The regional website www.aberdeen-grampian.com continues to be the main landing point for regional print and is linked to campaign activity. The site now visually reflects the seasonal campaigns and offers and is therefore more aligned to the consumer. Web statistics for the year 09/10 indicate that during the period 1 April 2009 to 31 March 2010 there were 112,619 visits, of which 96,176 were unique and a total of 635,757 page views. Further development of the website will take place during 2010/11. It should be noted that during the course of seasonal campaigns there are two layers of regional information, firstly at the campaign site and then a click through to the regional site. These campaign web visits are not included here.

3. Visitor Information Centre, Union Street

	2008/09	2009/10	% difference
Footfall	66,575	49,021	-26.3%
Retail income	£79,755	£	
Room bookings	823	781	-5.1%
Value of bookings	£84,774	£83,319	-1.7%

Reflected in these figures is the effect of the economic recession and particularly in the last quarter of the year, the impact of the severe winter weather, particularly on footfall.

This reflects national trends and a two-tiered response is being undertaken. Firstly, we are increasingly involved in out-reach activity where the VIC staff are present at events, or locations of high footfall to provide information and offers to visitors. In Aberdeen this included a presence with the VisitScotland bus (effectively a mobile information centre) at the International Street market tied in with the Capture an Autumn Moment campaign and in January at Union Square as part of the Winter White campaign.

Secondly there are media campaigns being undertaken to drive footfall to the VICs, encouraging people to view them as a resource you don't have to be a visitor to engage with.

Face to face information provision is still our most significant visitor reach with the ability to add value to the visitor stay, translating into incremental spend in the local area.

4. Regional campaign work

Spring 2009

As part of the national Spring Celebrate campaign in 2009, a dedicated Aberdeen City and Shire direct mail piece was sent to over 40,000 consumer contacts who are warm to or have an interest in visiting Scotland and this region in particular. Jointly funded by Aberdeen City Council and Aberdeenshire Council, the mailer covered four key themes – The Granite City, The Great Outdoors, Coast and Spring Wildlife.

23 businesses across the region bought into the direct mail pack, providing consumer offers and the Aberdeen City and Shire Hotels Association bought a feature offer. Consumers receiving the information were directed to the regional website www.aberdeen-grampian.com and the campaign website for more information and were invited to request accommodation and coastal guides for the region. Headline results showed:

- The regional campaign doubled the number of visits to the region than would otherwise have visited.
- The average trip spend in Aberdeen City and Shire was £391;
- 36% of visitors who recalled the Aberdeen City and Shire mailer and who had not definitely decided to visit Aberdeen City and Shire prior to being exposed to the campaign messages made the decision to visit.
- A typical stay in Aberdeen City and Shire was 4.5 nights (very similar to the national average – 4.6 nights).
- The Aberdeen City and Shire Celebrate direct mail activity generated £419,000 additional revenue for the regional economy.

Summer 2009

As part of the national Perfect Day campaign and with support from the Aberdeen City and Shire Regional Identity team, media activity in the shape of targeted e-mails to Guardian and Daily Mail readers was undertaken to encourage a visit to the area. In addition, on pack promotion with Scarlett's Honey throughout Tesco stores in Scotland was delivered offering consumers the chance to win a perfect break in Aberdeen. Additionality on this activity was £100,369 and as the activity was focused on acquisition rather than retention, data acquisition was another important outcome.

Autumn 2009

Direct Mail

- The Direct Mail Packs distributed to 52,018 households contained an introductory letter accompanied by offers, and a full colour fold out insert covering the themes of History and Heritage, Walking and Aberdeen City, in addition to content on Food and Drink
- The pack also contained a full colour print which was designed to be a keepsake, and encourage consumers to enter a competition to win a break in Deeside

Media

- Solus emails to a selected readership with interest in food and drink (The Times 100,000 impressions based in the North of England and 50,000 impressions for The Guardian based in the North of England and Scotland) drove consumers to the Aberdeen City and Shire competition page on visitscotland.com/autumn.
- Consumers were encouraged to enter a prize draw to win a luxury foodie break in Royal Deeside, to include luxury accommodation at 4* Glen Tanar Estate, a gourmet meal prepared by the estate housekeeper; a deluxe distillery tour at Royal Lochnagar and lunch at Deeside Activity Park who have their own herd of Aberdeen Angus beef. Over 4,600 entries were generated.

Direct Mail results

- The DM pack received a response rate of 5.2%
- The average number of trips taken to the Aberdeen region was 1.4 in the Autumn period
- The average trip spend in the Aberdeen region was £347, similar to spring.
- 20% of visitors who recalled the Aberdeen City and Shire Autumn mailer had not definitely decided to visit the region prior to being exposed to the campaign messages.

From this information the additional revenue created by the direct mail campaign was £161,674. (Note the duration of the campaign is shorter than spring and does not include those visits taken after the end of the campaign).

Winter 2009

Aberdeen City was the focus for a media campaign as part of the Winter White national campaign, with specific Aberdeen messages aired on radio stations across the north of England. The campaign content reflected the winter festival and the new retail offering in the city.

Spring/summer 2010

The creative for Perfect Day this year is based on the idea of a visitor's travel journal, covering three key themes highlighting the best of the region in spring and summer. The journal is accompanied by an introductory letter containing prize draw information and offers. This season we have over 20 accommodation and visitor attraction offers, showing great support from industry and really strengthening the consumer offering. The pack also encourages consumers to request the new 2010 Where to Stay Guide to find out more and ultimately book a trip here.

The themes chosen to appeal to our target markets are:

- The Granite City - highlighting the three main free visitor attractions; events and festivals in the city - including AIYF, Word, and reference to Aberdeen Country Fair/International Street Market/food and drink; and finally a 'shopping and showtime' feature highlighting retail and entertainment.
- Walk, Golf and Fish - to cover walks and wildlife (keeping activity in line with our sales promotion activity running under Perfect Day); fishing (given the prominence of spring Atlantic salmon, the Dee and the Don at this time of year) and golf - again to keep in line with the new print and media activity
- Celebrate Spring and Summer in Aberdeenshire - highlighting our 'coastal charm', including Scottish Traditional Boat Festival, Coast, and days out at RSPB reserves and Museum of Scottish Lighthouses. Additionally a feature highlighting food and drink festivals and finally a feature on Highland Games across Aberdeenshire.

5. Press and PR

There has been considerable coverage locally, nationally and internationally. In local terms, the Press and Journal and BBC radio Aberdeen are particularly supportive of tourism messages. A proactive PR push around the VisitScotland Growth Fund was picked up by the media, generated considerable industry interest and has recently produced our first successful applicant from this region.

- Other press and PR highlights include a hosted visit in April 2009 of eight golf magazine titles. The journalists stayed in the city and played around various city and shire courses producing excellent coverage.
- There was a swathe of coverage across Homecoming events including Tartan Day and the Gordon Highlanders International Beating Retreat. Another example was the Homecoming music sessions, including venues in Aberdeen.
- Internationally, the Drive it Home golf campaign in Homecoming year has been replicated in 2010 and features a range of local courses.
- Gary Forbes, head professional at Murcar Links was chosen as one of the faces fronting the 2010 European Touring campaign entitled 'Meet the Scots...'. We also feature in the 'I am a Scot' campaign for long haul markets including USA and Australia, again building on the success of Homecoming and the establishments of connections with diaspora organisations around the world.
- US based Virtuoso Life magazine (circulation to 300,000 households) featured the Marcliffe Hotel, Aberdeen's wonderful architecture and two castles in Aberdeenshire as part of its January edition.
- Gatwick airport magazine carried a four page spread on Aberdeen City and Shire, leading with the 'Granite City' and highlighting key elements of the Winter Festival.
- Every month, VisitScotland sends e-newsletters in nine languages to 700,000 Scotland aficionados world-wide who have opted in to receive information from us. As an example, a previous e-newsletter featured a travel deal with Flybe offering visitors the chance to explore areas of Scotland, specifically Aberdeen City and Shire with connections from Aberdeen airport.
- The September edition of Scottish Field featured a dedicated section on Autumn Breaks in Scotland, within this feature, Aberdeen City and Shire had a dedicated 4 page spread highlighting the region's history and

heritage; autumn events and activities; nature and wildlife and food and drink.

- Following on from the Perfect Day campaign, VisitScotland, Loganair/Flybe and Cardiff Airport jointly promoted Aberdeen as a destination for a short break departing from Cardiff Airport. This partnership created the opportunity to expose the endless reasons to visit Aberdeen, adding another reason to make the “Perfect Trip”. Additional partnership with Aberdeen Airport extended the poster campaign in Cardiff.
- Six Japanese journalists visited in October 2009, titles represented included Amex magazine, probably following success of coverage in Visa magazine earlier last year, a high end women’s lifestyle magazine aimed at the over 50s and Yamaha music and travel publication with circulations from 70,000 to 230,000 copies title dependant.
- The German PR activity has secured the following, with an equivalent PR value of £309,000:
 - Jolie, women’s glossy magazine, 4-5 page spread on Aberdeen City, circulation 263,000
 - Suddeutsche Zeitung, national newspaper, three features, circulation 461,409
 - Two regional newspapers, total circulation 256,000
 - Regional press for Frankfurt, Berlin and Cologne, regional features, total circulation 710,387
 - Holsteinischer Zeitungsverlag, a group of 15 regional titles, total circulation 540,000 daily readers
 - Westdeutsche Allgemeine Zeitung , major regional newspaper, circulation 922,186
 - Thüringer Allgemeine, regional newspaper, circulation 337,159

Another six titles are scheduled to visit in May, their trip having being rescheduled due to the volcanic ash issue.

- The Norwegian PR activity
 - 24,050 rich content information inserts into targeted Norwegian publications with a reach of 50,000
 - Titles includes Norsk Golf, Bonytt and Vagabond
 - Traffic was directed to a Norwegian webpage to enter a competition and access further information

- A dedicated Aberdeen City and Shire content newsletter was sent to 82,500 warm Norwegian contacts on VisitBritain's database
- PR activity also included a Norwegian visitor writing a blog following a visit to the City which appears on the VisitBritain website.

Whilst this is not an exhaustive list of PR coverage it is designed to provide an indication of the range of coverage that has been achieved. Note the activity in Germany and Norway had direct funding support through the MoA from Aberdeen City Council, everything else was generated through VisitScotland's continued activity.

6. Inclusion in Seasonal and National Campaigns

In 2009, the seasonal campaigns included Spring Celebrate, Perfect Day, Capture and Autumn Moment and Winter White. Each of these national campaigns include elements of cinema, TV, radio and national publication exposure. Consumers are directed to the campaign websites for further information and offers. Relevant content on Aberdeen City and Shire is provided for each campaign, ultimately linked back to the regional website.

Depending on themes and content the region may lead on elements of some campaigns e.g. in the autumn campaign, a prize for a gourmet break at Glen Tanar estate was the most popular on the entire site, attracting over 4,600 entries.

The benefit therefore of upweighting regional content to targeted warm consumers is that they may well have already been exposed to the national messages and this gives them the local flavour and content in a way we've never been able to achieve before as a region.

The European touring Campaign includes Aberdeen City as does the National golf guide and related promotion, the national walking guide, the adventure guide and many others.

7. Partnership Working

The joint approach taken to the regional marketing activity is indicative of adopting as joined up an approach as possible in presenting the city and region to potential leisure visitors. In order that a wider understanding of this activity is secured and the strategic importance of tourism as an industry in terms of economic recovery and growth, VisitScotland has local representation on the following:

Aberdeen Airport Business Development Forum; Aberdeen City and Shire Economic Forum; Aberdeen City Centre Association; Aberdeen City and Shire Hotels Association; Aberdeen and Grampian Chamber of Commerce Policy Council; Aberdeen City and Shire Regional Identity Team; SCDI North East Committee; Nestour.

Presentations to various local groups during the year included:

Banffshire Coast Tourism Partnership; Turriff Tourism Action Group; Huntly and District Tourism Action Group; Peterhead and District Tourism Group; Royal Northern and University Club; Homecoming events organisers; RGU second year International Tourism students; Royal Deeside and Cairngorms DMO; The Institute of Hospitality; Aberdeen and Grampian Chamber of Commerce networking lunch ; Aberdeen Business Women's Network; Aberdeen International Youth Festival; East Grampian Coastal Partnership.

Nestour

NESTOUR, as the ATP originally established for Aberdeen City, Aberdeenshire and Moray successfully developed a local strategy and action plan, although general consensus is that the complexity of the action plan, lack of direct funding and a large and disparate membership grouping made the actual delivery attributable to NESTOUR difficult to ascertain. As part of the review of the Government's Tourism Framework for Change, the Scottish Tourism Forum was tasked with investigating the activity and success of the Area Tourism Partnership network across Scotland and the level of connectivity with the national tourism growth agenda.

Following the outcomes of that review, a workshop was held in March 2010, facilitated by Dr Ian Heywood and funded by Scottish Enterprise, entitled Nestour - A new future. Pre-workshop activity include a review of other models (including ETAG) and a web survey, capturing the current opinion of Nestour. The workshop itself aimed to establish what the new Nestour would look like; what it would do; and how it would be structured. Post workshop elements including awareness raising; online networking tools and KPIs are currently being developed. Participants were unanimous that there was an important future role for the Area Tourism Partnership in the region. There is a renewed sense of purpose for the ATP and an ambition and vision for the future. This was summarised in the following four points:

- A group which is forward looking and one which will act as a for stimulating partners to raise their game and deliver an enhanced tourism experience.
- A group which is not afraid to challenge the status quo, learn from others and seek to encourage new thinking and remove barriers.
- A group which is respected as the voice of the tourism industry across Aberdeen City and Shire interfacing with local and national bodies and stakeholders.
- The group is the driving force behind the delivery of the tourism strand of the economic development strategy for the region, absolutely aligned with ACSEF.

8. Events

Phillip Riddle, VisitScotland Chief Executive hosted an informal networking event for local businesses at the Aberdeen VIC.

Worthy of note is that VisitExpo returns to Aberdeen in April 2011. This year's event in Glasgow attracted a record number of buyers and included, amongst others, a familiarisation visit to the region by a number of Indian tour operators.

Appendix 2

Planned Leisure Tourism Activity for 10/11

Visitor Information Centre (VIC)

The centre in Aberdeen has been identified as a Category 1 VIC. This means it is an all year round, high profile and high volume facility. Its role is to promote Scotland and its regions, cities and towns. Visitors to the centre are identified as being both from the UK and overseas.

The centre has seen a reduction in visitors and spend in the last year which is being attributed somewhat to the downturn in the economy. The staffing of the centre has been revised and training has been undertaken to improve the services on offer.

Discussions will commence with a view to relocating the centre to Marishal College.

Publications

Aberdeen City and Shire Where to Stay Guide

This is the main guide used to attract visitors to the area and to provide local accommodation providers with a platform to target both prospects and visitors. It has a print run of 100,000 and will be distributed by direct mail in response to requests generated through the VisitScotland website, support marketing campaigns and exhibitions. It will also be bulk distributed to local and national Visitor Information Centres and at events/exhibitions

Aberdeen City and Shire What to See and Do Guide

This complements the accommodation guide and offers visitors information on things to see and do in the area. It has a print run of 40,000 and is distributed alongside the accommodation guide and via the Visitor Information Centres.

Website

The website www.aberdeen-grampian.com has been completely refreshed and offers an attractive window to area. It will be further developed in 10/11 with regular updates to the content and ongoing maintenance. The website links directly to the VisitScotland site to allow the booking of accommodation by visitors. Traffic to the site will be generated from the publications, the VisitScotland website, the national direct mail campaign, regional activity and local print.

Direct Marketing Opportunities

A variety of options are available to the local authority for consideration including:

UK& Ireland

- National direct marketing campaign
- Seasonal campaigns

This includes the following activities:

Keep Discovering Direct Mail

This is a relationship marketing programme of dedicated regional mailings to approx 30,000 warm contacts. Local businesses can participate with special offers and these are carried out in spring and autumn. It is proposed that Aberdeen participate in a Spring and Autumn Campaign for 2010

Seasonal Marketing Campaigns

This campaign nurtures relationships with consumers to convert them from occasional to regular visitors to Scotland. These are national campaigns which local areas can buy into and be included as an insert with information on the local area. These happen four times a year and reach around 30,000 customers. They are supported by TV campaigns, press and radio activity. Participation costs £10,000. City and Shire participated in the Perfect Day and Winter White campaigns receiving national exposure. It is proposed the Aberdeen participate in at least 1 campaign to be confirmed.

International

- Online direct mail
- Direct mail
- Online campaigns

VisitScotland's international advertising activity is focused on USA, Canada, Germany, France, Spain, Italy, Sweden and the Netherlands. These countries offer good prospects nationally. The marketing campaigns aim to build understanding of Scotland as a destination and encourage people to visit. The online direct mail is sent to those customers who have expressed an interest in receiving information. Up to 200,000 can be targeted from the global database of 600,000. They are written in the language of the person they are sent to. They offer a bespoke opportunity to promote the area to overseas visitors. The cost of this is approx £20,000. It is proposed that we continue with activity in Norway and Germany to build on the work already completed.

Press & PR Activity

- Regional features
- Events
- PR & Familiarisation trips

VisitScotland receive regular requests to provide information to magazines and brochures about Scotland and what there is to see and do. Opportunities will be made available for Aberdeen to feature in these activities and receive press visits and familiarisation trips. If the city wished to promote a specific feature, VisitScotland could provide support to deliver this through PR activity.

In partnership with Aberdeenshire Council the options will be considered and decisions made on the best fit for the budget available. Most marketing activity will be done jointly to ensure best value.

Appendix 3

Aberdeen Convention Bureau Summary of Activity 2009-2010

Topline KPI'S

Actual Outcomes

£12million confirmed business	£9.5 million achieved
50 UK/Int Conferences confirmed	52 achieved
15 Ambassador-led bids secured	20 achieved
£55k Private Sector Income secured	£31k + £1,500 in-kind support
Aberdeen City Council Return on Investment	42:1

Activity Undertaken

Exhibitions

- Attendance at major Business Tourism Trade Exhibitions IMEX/Frankfurt, EIBTM/Barcelona, and in addition with Energy Cities Alliance at GIBTM/Abu Dhabi

Outcome - Awareness created, Aberdeen profile raised as a business tourism destination and new contacts made.

Sales Promotions

- Sales Promotions - Participated in mission to Washington with European Cities Marketing undertaking sales calls and networking event promoting to International Association buyers.
- Participated in 2 Energy Cities Breakfasts during IMEX and EIBTM
- Joint sales promotion with AECC to Stavanger and Bergen
- 6 Buyers workshops/networking events attended (UK/Europe & USA)

Outcome - Greater awareness of Aberdeen as a conference city created and around 150 new contacts gained

- 9 Site visits and 2 familiarisation visits organised for buyers to visit area
-

Outcome - 7 Conferences confirmed and 1 pending awaiting outcome

Conference Support Services

Pre-Marketing

- Bureau promoted Aberdeen City & Shire at 3 Conferences that are booked to come to Aberdeen in 2010 i.e. Federation of Small Businesses/British Association of Teachers of Dance/ British Association of Early Childhood Education to encourage increased attendance and extended stays

Outcome - Feedback from organisers and delegates extremely positive

- Room allocations secured and accommodation booking services provided for confirmed conferences
- Marketing Opportunities Packages reviewed and offered to local venues

Outcome - 23 partners signed up, £31k Private Sector income secured plus £1,500 in-kind support

Ambassador Programme

- 4 Newsletters produced and circulated to ambassadors
- One to one meetings/presentations with potential ambassadors undertaken
- Ambassador Awards Dinner organised and took place at Townhouse

Outcome - 20 Ambassador-led bids confirmed, 350 ambassadors on database

PR Campaign

Promotion of Aberdeen City and Shire as a business tourism destination in UK & International trade publications and local media

Outcome - Tricker PR/Big Partnership generated £34,156.00 advertising equivalence and £119,138.00 PR equivalence

Bureau Re-Branding Project

- Brand visuals and Business Tourism key statements established incorporating elements of the Aberdeen City and Shire Brand theme and based around Aberdeen being a Global Energy Hub and a thriving destination.e.g. Topline statement “Aberdeen City and Shire - Conferences and Events with Energy”
- Promotional slim line conference brochure produced (hard copy)
- Promotional panels incorporating the Brand produced
- New user friendly website with destination information for conference organisers, meeting planners, delegates, press, local trade partners and ambassadors now operational
- Downloadable conference e-brochure in final stages of production

Outcome - Aberdeen Convention Bureau re-branding now in line with Aberdeen City and Shire Regional Brand providing a strengthened “ destination approach” to attract new business.

Appendix 4

Aberdeen Convention Bureau Summary of proposed activity 2010-11

Topline KPI's

£12million Confirmed business
50 Conferences confirmed
16 Ambassador-led bids secured
£50k Private Sector Income

Proposed Activity

- Attendance at 2 major Business Tourism Exhibitions
- Various Sales Promotions targeting UK and International Associations
- Participation in industry networking events and workshops
- To generate and organise Site Inspections and Familiarisation Visits for key buyers to come to the area
- Key role in Energy Cities Alliance and participation in joint marketing activity
- Launch and promotion of the new brand "Aberdeen City and Shire - Conference and Events with Energy"
- PR Campaign to raise awareness and profile of Aberdeen City and Shire as a business tourism destination
- On-going development of the Ambassador Programme to full potential- through research, one to one meetings, presentations and working with local private sector to increase support for programme
- Provision of Conference Support Services-accommodation booking service, pre-marketing and assisting conferences organisers in the planning and delivery of their events
- Work with venues and industry partners providing Marketing Opportunities and joint promotions to help attract and increase business

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	31 st May 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Offshore Europe (OE) 2009 & 2011
REPORT NUMBER:	EPI/10/102

1. PURPOSE OF REPORT

The report will outline feedback from the 2009 event and detail the proposed direction for Aberdeen City Council's involvement in OE11. It will outline the cost implications of participating in the exhibition and the activities to be undertaken in support of the event. Part funding has been budgeted for within the overall Economic Promotion budget for 2010-11. A commitment to ongoing funding for 2011-12 will be required from Committee subject to the budget process.

2. RECOMMENDATION(S)

That members

- note the content of the report.
- support the Council's involvement in the exhibition in 2011 and as such commit to the necessary funding being maintained in the budget for 2010-2011 and 2011-2012 subject to the budget process.
- support the proposed direction for the promotion of Aberdeen City and Shire at Offshore Europe 2011.

3. FINANCIAL IMPLICATIONS

Total cost for participation is £300,000.00 however previous experience demonstrates that following partner contributions, company income and sponsorship contributions that the Council's costs will be £110,000 spread over two years. The costs for Offshore Europe are budgeted for on an annual basis with half the funding in the 2010-2011 budget and the remaining half to be included in the 2011-2012 budget.

4. SERVICE & COMMUNITY IMPACT

This report supports the vision of ACSEF for Aberdeen City and Shire to be recognised by 2025 as one of the most robust and resilient economies in Europe with a reputation for opportunity, enterprise and inventiveness that would attract and retain world class talent of all ages.

To this end Aberdeen City Council will work in partnership to:

1. Anchor the oil and gas industry
2. Attract and develop skilled people
3. Maximise our intellectual capital—people and expertise
4. Make Aberdeen City and Shire the location of choice for company headquarters

In addition participation in this event assist us to deliver on a number of the indicators within the single outcome agreement.

5. OTHER IMPLICATIONS

People: Existing resources from within Enterprise, Planning & Infrastructure undertake the activities associated with the delivery of Aberdeen City Council's presence at the exhibition.

Finance: Total cost for the council's presence at OE as identified within the existing Enterprise Service budget is £300,000.

Health & Safety: There will inevitably be some risks associated with attendance at an exhibition and organisation of a promotional event. All measures relevant to the destination / venue are taken to reduce any risks and professional contractors are employed to build and dress the exhibition stand in line with current building standards, raised structure and Health & Safety practices.

Risk Management: A high profile presence at OE11 facilitates the optimisation of opportunities arising from the Council's existing international links and trade development activities. Failure to do so may result in the Council failing to identify and capitalise on new market opportunities for businesses in Aberdeen City and Shire.

Financial risks associated with the exhibition are shared with stand partners and exhibiting SME'S.

The Economic Promotion Team apply standard project management processes and monitor the project for the 18 months prior to the event to ensure the critical path of activity is strictly adhered to.

Social: The exhibition provides the city with a unique promotional and educational resource on industry trends, energy issues and development of the careers and technology which are intrinsically linked to the region now and in the future.

Economic: This project is critical in asserting and building upon Aberdeen's status as a Global Energy Hub, and is therefore critical to the future health of the local economy. Trade development activities and promotion of the city ensure economic growth and increased employment opportunities, consequently improving the economic sustainability of the city and a strengthening of the industry sectors associated with this event.

6. REPORT

OE (Offshore Europe) is the largest oil and gas conference and exhibition outside North America. It will be held in Aberdeen at the Exhibition and Conference Centre from 6th-8th September 2011.

It is staged biennially in Aberdeen, the centre of the European Oil Industry and is the most prestigious business conference and exhibition held in the city.

The type of businesses attending the exhibition includes offshore oil and gas exploration and production companies, major drilling contractors, major engineering contractors, supply and service companies, government and academia.

The exhibition showcases the advances being made in offshore technology, management, production and services.

In 2009 the event broke all attendance records attracting an attendance of 49,000, up 20% on 2007 figures.

The exhibition grew by 11% with an entire new hall and 13 international pavilions. 1500 exhibiting companies represented countries from around the world including 330 companies exhibiting for the first time.

The 4 day event generates an estimated £27 million for the local economy.

Taking a stand at Offshore Europe presents the Council with an excellent opportunity to:

- demonstrate its commitment to the energy industry
- showcase Aberdeen City and Shire business capabilities
- showcase the area as a world class business location and a desirable place to invest, work and live
- make business to business introductions
- signpost visitors to local companies throughout the exhibition
- host VIPs & international delegations
- showcase Council services to local, national and international business

Internationalisation and product and market diversification are key elements of the city's diversification strategy and the event plays an important role in developing this strategy.

In 2009, as at previous shows, Aberdeen City Council partnered with

Aberdeenshire Council to exhibit. The stand provided a high profile promotion of Aberdeen city, Aberdeenshire and their respective local authorities. In addition, 19 companies, 2 partners and 1 sponsor exhibited from the stand.

Feedback from exhibitors on the Aberdeen City and Shire stand reported that a significant number of genuine business opportunities were identified and all said that the event rated very good or excellent in meeting their participation objectives. It was also highlighted that the level and quality of business contacts met across the course of the week were better than in recent similar exhibitions.

Exhibitors reported that the provision of the council's service associated with the exhibition, the quality of the stand and related facilities and overall value for money in relation to OE were also rated as excellent.

Comments received included:

“Well run and well organised.”

“Aberdeen City and Shire exhibition stand is an excellent facility to promote our company to the worldwide attendance.”

“A huge thank-you to those who made Aberdeen City and Shire’s presence so successful. A hugely prosperous show set in a terrific environment.”

In addition to the exhibition presence and working with our ACSEF partners, a range of region wide initiatives were implemented before and during OE to ensure that the city and its visitors got the most out of the event.

Four key project groups were established to assist in the development and delivery of the event and its supporting activities. These groups were responsible for Transportation & Infrastructure, Accommodation, City Welcome and VIP’s & International Trade Delegations.

Initiatives included:

A civic reception for local, national and international energy representatives and a business breakfast, hosted by Aberdeen & Grampian Chamber of Commerce and held at AECC.

Promotional banners across Union Street displaying key industry sector messages relating to the city supported by business sponsor logos. Lamppost banners promoting Offshore Europe were also erected throughout the city.

Taxi companies having an “Ambassadors” briefing which detailed the importance of the event and as they are often the face of the city for visiting delegates, the importance of providing a warm welcome. Visitors’ maps (Z-cards) were also made available in all city taxis and other key city outlets including hotels and restaurants. Each visitor also received an official welcome to the city from the Lord Provost, with letters being left in every city hotel room, along with relevant tourist information.

Transportation and infrastructure across the city was a priority and additional parking facilities were made available away from the exhibition site in an attempt to minimise the volume of cars travelling to the event arena. Unfortunately the contingency parking arrangements established for OE fell victim to the adverse weather presenting parking problems in and around the event site, in Aberdeen Science and Technology Park and in surrounding residential and commercial property areas.

The exhibition organisers significantly increasing their provision of buses to shuttle delegates from strategic locations across the city to the exhibition, again in an attempt to reduce the amount of vehicular traffic in and around Bridge of Don.

A number of areas for review arose following OE09 including car parking, park and ride and city welcome. It is intended that we address and develop these for OE11 and for the benefit of the exhibition in the long term.

With Committee approval we propose to continue managing the workload with the 4 well established work groups each with its own core responsibilities but will increase the level of cross group communications and partnership working.

Initial group meetings in relation to OE11 have commenced, specifically in relation to transportation and infrastructure to allow good time to plan and action issues previously identified.

Joint branding and sharing the financial burden of Aberdeen City and Shire's presence at the exhibition with several partners continues to receive positive feedback and ongoing support. The Aberdeen City and Shire brand is widely recognised amongst the local business community and receives positive associations through private company adoption and promotion.

Aberdeenshire Council will again be invited to contribute to the cost of staging the joint presence at the exhibition. Income from sponsors and companies who lease space on the stand will also offset the overall cost.

The cost of the same prime position at Offshore Europe 2011 is £119,000. The exhibition organisers have indicated their desire to revisit the layout of the exhibition and maximise the floor space available on the site. Should exhibition halls change then Aberdeen City Council and Aberdeenshire Council will be advised in due course and offered the opportunity to review the stands position.

The cost of the design and construction of a similar exhibition stand to that previously used is estimated at current market costs to total £130,000. The use of technology solutions and innovative use of lighting will be considered to enhance the stands position.

In addition, costs will be incurred in providing utilities on the stand, promotional material, and graphics and in implementing a programme of promotions/events for inward visitors. Based on costs incurred at Offshore Europe 2009, these are

estimated to be in the region of £7,000. Again these monies have been identified within the existing Economic Promotion budget.

As such, the total cost for Offshore Europe will be in the region of £300,000.

These costs will be offset by an estimated income of £110,000. This income is dependent on whether cost to partners and stand companies are increased. This will be determined by space, construction and ancillary costs in the current economic climate. The overall cost to Aberdeen City Council cannot be determined until the final stand design is approved, however from past experience it can be estimated that it will be in the region of £110,000 spread over two years.

Committee should also note that the City of Aberdeen has been awarded the Walker Cup in 2011 to be staged at Royal Aberdeen from 9th-11th September 2011. Aberdeen City Council welcomes the decision by the OE Partnership and exhibition organisers to reduce the number of operating days of OE11 to allow the city to accommodate both events successfully.

Opportunities for joint working and cost sharing/saving between both events will be sought and a working group has been established to support the Walker Cup. Reed Exhibitions have kindly agreed to participate on the group to ensure open communication and site management within the Bridge of Don area.

Again this group has already met in advance of a visit by the Royal & Ancient at the end of 2009 and will now meet on a regular basis to ensure the successful staging of such a prestigious sporting event.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

COMMITTEE Enterprise, Planning and Infrastructure

DATE 31st May 2010

DIRECTOR Stewart Carruth

TITLE OF REPORT Procurement from Social Enterprises and Community Benefit Provisions

REPORT NUMBER: CG/10/110

1. PURPOSE OF REPORT

This Report provides Members with general background information and explores options available to the Council in relation to procurement of goods and services from Social Enterprises. It also looks at the securing of community benefits via the procurement process

2. RECOMMENDATION(S)

2.1 That members note the legal and Standing Orders position regarding the procurement of goods, works and services from social enterprises;

2.2 That Members note the legal and policy issues surrounding the implementation of community benefit clauses within the Council's procurements; and

2.3 That Members instruct officers within Corporate Governance to continue work on the development of a robust corporate policy on the use of community benefit clauses within the Council's procurements, and that the policy is submitted to a future meeting of the Committee for approval.

3. FINANCIAL IMPLICATIONS

There are no financial implications arising from this Report, however the on-going work may impact upon the benefits derived from the Council's procurement processes. Further, compliance with the Council's Standing Orders and the legislation outlined in this Report will in turn ensure compliance with the Council's Procurement and State Aid obligations.

4. SERVICE & COMMUNITY IMPACT

The on-going work outlined in this Report will positively contribute towards the Council's objectives in terms of tackling poverty, deprivation, inequality and other forms of social exclusion. The final policy dealing with procurement from social enterprises and community benefit clauses will be subject to an Equalities & Human Rights Impact Assessment prior to being submitted to Members for approval. The outcome of that assessment will form part of the Report to Members.

5. OTHER IMPLICATIONS

None

6. REPORT

Following a meeting of the Housing and Environment Committee, officers were asked to submit a report on the overall amendment of the Council's procurement procedures to take account of social enterprises. This report outlines the legal and other issues which affect this. It also examines the use of community benefit clauses as a means of securing social benefits from the Council's procurement activity.

Social Enterprises

The Council's procurement procedures are governed by the Standing Orders relating to Contracts and Procurements, the Financial Regulations, and the Corporate Procurement policy. It is important to point out that none of these documents preclude procurement from Social Enterprises. However, the law relating to procurement does not provide the Council with an unfettered discretion in terms of its procurement activity.

The key internal document governing procurement is the Council's Standing Orders relating to Contracts and Procurements ("the Standing Orders"), which were approved by the Council in November 2009 and came into force on 1st April 2010. They were drafted to take account of many developments in the field of procurement law and practice over the last few years. An extensive programme of officer training, which was organised and delivered by the Policy and Advice Team, accompanied the introduction of the new Standing Orders. Briefing sessions are now being run for Elected Members.

In recent years, EU procurement rules have been amended and developed significantly. The EC Consolidated Directive on Public Procurement of 2004 was implemented into domestic law by way of the Public Contracts (Scotland) Regulations 2006 ("the Regulations"), which came into force on 31st January 2006. Furthermore, the EC Remedies Directive, which introduced clear and effective procedures for seeking redress in cases where bidders consider contracts have been unfairly awarded, was implemented into Scots Law as of 20th December 2009 and resulted in the amendment of the Regulations.

The Standing Orders are up-to-date, comply with all relevant legislation, take account of the Council's internal structures and policies, and are fit for purpose and easy to follow. Most importantly, they are compliant with the Regulations. Where the Regulations must apply to a Contract entered into by the Council, the Standing Orders are explicit on this. The Standing Orders also give real flexibility where a Contract is under the European threshold and do not prescribe how Services must procure, so long as that process is fair and transparent.

The Regulations govern regulated procurement within Scotland. They set out the financial thresholds, procedures and timescales which must be adhered to by public bodies when tendering. They aim to ensure that public bodies enter into contracts in a transparent and fair manner, that all potential tenderers are treated fairly and consistently and one organisation is not favoured over any

other. The transferring or purchasing of services by the Council must be done in compliance with the Regulations and with the Council's Standing Orders.

Regulation 7 of the Regulations covers procurements involving "supported businesses", "supported employment programmes" and "supported factories".

- A "supported business" is a service where greater than 50% of the workforce are disabled persons who are unable to take up work in the open labour market.
- A "supported employment programme" means a scheme which provides work for disabled workers and where more than 50% of the workers supported by the scheme are disabled persons and unable to take up work in the open labour market.
- "A supported factory" means an establishment where more than 50% of the workers are disabled persons who are unable to take up work in the open labour market.

Regulation 7 permits the Council to restrict participation in a specific procurement which is covered by the main provisions of the Regulations (in terms of the nature of what is being procured and the values) to supported businesses, supported employment programmes and supported factories. Only organisations of this type would be entitled to bid for that particular contract. It does not allow the Council to directly award a contract to a specific organisation. Instead, the procurement must follow the requirements of the Regulations in terms of advertising and timescales etc

Contracts cannot therefore be reserved for a specific organisation and all bids from supported businesses, supported employment programmes and supported factories submitted under the reserved contacts arrangements must be assessed in accordance with the Regulations. In terms of the Regulations, a contracting authority shall award a public contract on the basis of the offer that either (a) is the most economically advantageous tender from the point of view of the contracting authority, or (b) offers the lowest price (Regulation 30).

If a contract is to be a reserved contract, the advertisement in OJEU must state this. Otherwise, the tender documents will be in the same format as for any non-reserved procurement and the procurement processes will be the same. The only difference is that Regulation 7 allows the Council to restrict the nature of the organisations that can bid.

In deciding whether to reserve a contract, the Council must balance the obvious social benefits of doing so against the statutory obligation to achieve best value. The Council must have regard to the nature of its procurement need and the available market, in order to establish whether supported businesses etc. would be able to meet the Council's requirements, and at the same time deliver best value. In some circumstances, it may be that the social benefits outweigh any additional cost of reserving a contract, or may reduce the demand upon a different budget line. All of these factors must be assessed prior to commencing the procurement process.

Where a contract is below the EU procurement threshold or is for what the Regulations define as Part B Services, then the Council has a greater degree of flexibility. These procurements are not subject to the full requirements of the Regulations. Regulation 8 (21) requires the Council to “*ensure a degree of advertising and follow a procedure leading to the award of the contract which is sufficient to enable open competition and meet the requirements of the principles of equal treatment, non-discrimination and transparency.*” This requirement is restated within the Standing Orders. It means that there still needs to be a degree of advertising and process to ensure fairness and transparency. Once again, it does not enable the Council to directly award a contract to a specific organisation.

The Power to Advance Well-Being

Part 3 of the Local Government in Scotland Act 2003 gives the Council a discretionary power to do anything it considers is likely to promote or improve the well-being of its area and/or persons in it. Before the 2003 Act came into force, the Council could only do such things as it was specifically empowered to do, by specific statutory powers, duties and functions. However, the power to advance well-being is wide-ranging and now enables the Council to do anything that it considers is likely to promote or improve the well-being of the area and/or persons in it without the need for specific legislation empowering it to do so.

However, this power is not without restriction. The Council must exercise it having regard the law more generally and cannot do anything which breaches a specific law/other legislation applying to the Council in the name of the power to advance well-being. This includes compliance with relevant EU treaty obligations, directives and regulations applicable to procurement and state aided activity. It does not empower the Council to disregard the provisions of the Regulations. Furthermore, the power to advance well-being is also subject to the statutory duty on the Council to achieve Best Value.

Community Benefit Clauses

Something which may enable the Council to achieve wider benefits from its procurements is the use of community benefits clauses. Community Benefits in this context are contractual requirements which deliver a wider social benefit in addition to the core purpose of a contract. In particular, they may focus on requirements in relation to targeted training and employment outcomes. They can be secured either through the procurement itself or through contractual conditions flowing from the procurement.

There is potential for public procurement projects to impact on training, employment and investment in a local community and its longer-term regeneration. Social and environmental requirements can be included in public contracts if they comply with the requirements of the EU procurement rules and general EU law. In particular, they must comply with the EU Treaty Principles of equal treatment and proportionality.

The Regulations at Regulation 39 provide that:

“(1) A contracting authority may stipulate conditions relating to the performance of a public contract, provided that those conditions are compatible with Community Law and are indicated in –
(a) the contract notice and the contract documents; or
(b) the contract documents.
(2) The conditions referred to in paragraph (1) may, in particular, include social and environmental considerations.”

The Council would need a legal and policy basis for incorporating community benefit clauses into its procurement processes. The power to advance well-being outlined above may provide scope for the Council to pursue targeted recruitment and training requirements in a way that meets its sustainable development responsibilities, however this must be compliant with the obligation to achieve best value. Members will be aware that best value does not mean lowest price. It is a combination of cost and quality and suitability to meet the needs of the end-user. As stated above, community benefit clauses must also comply with EU procurement rules and the general EU Treaty Principles. The clauses must not result in either direct or indirect discrimination.

The policy rationale may come from the Council's regeneration aspirations, along with commitments within the Single Outcome Agreement and other policies aimed at tackling deprivation, inequality and other forms of social exclusion. This must be clearly evidenced and linked back to EU policies. The appropriateness or otherwise of the use of community benefit clauses must be assessed on a case-by-case basis.

In developing community benefit clauses it is important to involve all relevant officers including legal, procurement and community planning. This ensures that the clauses are robust, safe from challenge, enforceable and require providers to seriously consider how they will implement and report on the requirements. The community benefit clauses should be developed in such a way as to enable tender responses to be compared in a standardised format and community benefit clauses judged solely on objective and measurable outcomes. Once in place, the monitoring of deliverables secured by the community benefits clauses needs to be robust with clearly defined detail.

Scottish Government guidance in relation to community benefit clauses states that these should flow from a general policy. In that regard, Members are advised that officers within Corporate Governance are currently examining how best to incorporate community benefit clauses within the Council's procurement processes. Officers are also examining how best to ensure that procurement processes are not excluding the involvement of small, medium enterprises e.g. by carefully considering the impact that minimum requirements may have on the ability of an SME to participate in a tender process. An officer from Corporate Governance is due to attend the Scottish Government Community Benefits Champion Network on behalf of the Council. Officers are also engaging with other Councils, where the use of community benefit clauses is more developed.

It is envisaged that the outcome of the work outlined above, along with guidance in relation to the use of reserved contracts and contracting with social enterprises generally, will be brought to Members for approval as a stand-alone community benefits in procurement policy or as an addition to the Corporate Procurement Policy. This would be a more appropriate means of addressing these matters, as opposed to amending the Standing Orders. The Policy will cover all applicable procurement activity across the Council. Consequently, it will require input from all Services involved in procurement.

7. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 May 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Aberdeen Local Development Plan – Main Issues Report Consultation Responses
REPORT NUMBER:	EPI/10/150

1. PURPOSE OF REPORT

- 1.1 This report outlines the comments received during the public consultation exercise carried out for the Main Issues Report of the new Aberdeen Local Development Plan and the response of the development plan team to the issues raised. These responses and ongoing work on site boundaries and policy direction will inform the preparation of the Proposed Aberdeen Local Development Plan which will come before Council for approval later in the year.

2. RECOMMENDATION(S)

It is recommended that Members:-

- (a) Note the officer responses to the Aberdeen Local Development Plan Main Issues Report; and
- (b) Agree to the publication of these responses in order to provide feedback to people who attended our consultation events or submitted written comments as part of the Main Issues Report public consultation.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no immediate financial implications arising from this report as the cost of preparing the Local Development Plan can be met from existing budgets. However, the costs related to any potential Examination in Public are at this stage unknown and may impact on the budget for 2011/ 2012.

4. SERVICE & COMMUNITY IMPACT

- 4.1 The Local Development Plan will support the vision of Aberdeen becoming an even more attractive place to live and in which to do business and will

ensure that high quality employment opportunities exist. This process aspires to improve the access that the people of Aberdeen have to high quality services that meet their needs.

- 4.2 By agreeing to release these responses, we can publish them on the Council website and provide feedback to all the members of the community who took time to respond to the consultation on our views in advance of publishing the Proposed Aberdeen Local Development Plan.
- 4.3 An extensive Equality and Human Rights Impact Assessment was carried out for the Main Issues Report and an update will be provided for the Proposed Aberdeen Local Development Plan.

5. OTHER IMPLICATIONS

- 5.1 There are no other implications arising from this report.

6. REPORT

- 6.1 Consultation on the Main Issues Report for the emerging Aberdeen Local Development Plan took place over an eight week period from 16th October to 11th December 2009. We received just under 1,000 written submissions about the content of this document, more than half of which related to development proposals in the Kingswells area. Over 16,000 separate comments were made. During the consultation period, we held ten evening community consultation events in different neighbourhoods of the city and over 600 people attended and participated in workshop sessions. The lowest turnout was 25 and the highest was over 100. The format of the events allowed most of these people to actively discuss matters directly with staff. Notes were taken of the main issues raised. We also made presentations to the Youth Council, the Land Use Forum, the Civic Forum and Bridge of Don Community Partnership. We also held a staffed exhibition at an Equalities Network meeting. Regular media releases were distributed to publicise events. Copies of the Main Issues Report, information about how to respond and the supporting documents were made available in public libraries and published on the Council's website.
- 6.2 The feedback from these meetings and the written responses we received during the consultation period has been reviewed by the team and draft responses prepared for agreement to publish by the committee.
- 6.3 Changes to Proposed Sites and Policies
The following section summarises the main changes we are considering as a result of the consultation on the Main Issues Report. The full consultation summaries and our responses to these issues are attached as appendices to this report. It is important for Members to note that this list of changes is not exhaustive and other changes may emerge as we carry out work to finalise the Proposed Local Development Plan. These will be highlighted when that report is presented to the Council.

Area A - Bridge of Don (Appendix 1)

No change is proposed to the land allocations suggested in the Main Issues Report. A site at Denmore Road, which is currently used as playing fields and car parking, was promoted by developers as a potential retail site. Part of this site is, however, now being considered as a possible location for a local recycling centre to replace the one in Scotstown Road. The playing fields would be retained and improved car parking provided. Another site, currently zoned for business and industry at the north end of Denmore Road, has established use rights for retail use. A planning application for a food superstore on this site is expected prior to the publication of the Proposed Plan.

Area B - North Danestone and Middleton Park (Appendix 1)

The recent consultation on a future masterplan for the Grandholm/Whitestripes area will give us more detailed information on the capacity and form of development on this site.

Area C - Dyce and Bucksburn (Appendix 2)

The phasing of the employment land at the Rowett has been moved forward into the 2007-2016 allocation to reflect the fact that the existing zoning would potentially allow for the site to be redeveloped in the near future. We also allow for an expansion of the nursing home at Brimmondhill as part of the wider development in this area and highlight the need to review the boundaries of Greenferns Landward to the south and west, whilst maintaining the gap between any new development and Kingswells.

Area D – Clinterty (Appendix 2)

No changes proposed.

Area E - Kingswells and Greenferns (Appendix 3)

The Council approved new pupil capacity figures for schools in February 2010 (Appendix 10). This has meant that capacity at Kingswells Primary School has been reduced and would no longer accommodate the level of development we initially outlined in the Main Issues Report. The revised figures would only accommodate an additional 183 homes and as such the 170 (120 at Kingswells D and 50 at Kingswells C) homes at the south of Kingswells are proposed to remain but the 400 homes at Gillahill would be removed and the phasing moved at Countesswells to meet the structure plan requirements.

Area F – Countesswells (Appendix 4)

As discussed above we would move 250 units from the Housing 2017 – 2023 phase to the Housing 2007-2016 phase to meet the removal of this number at Gillahill, Kingswells. The overall level of development would not change and we still anticipate the site to deliver the 3,000 homes anticipated in the Main Issues Report.

Area G – Deeside (Appendix 5)

As at Kingswells, a reduction in the capacity at Cults Primary School has affected the preferred option for development in the Main Issues Report. There is no longer capacity for pupils from 185 homes at Friarsfield North in the Housing 2017 – 2023 phase and this will be reduced to 50 homes and the site boundaries redrawn to the western edge. This will be compensated by an increase in the allocation at Loirston/Cove (see below).

The recent planning permission for a new care home on green belt north of Airyhall House has caused us to reconsider the orientation of development at 9/31 Craigton Road. We would still wish to retain the 20 house allocation there but feel it should now be located in the infill site that has been created between the care home and Airyhall, rather than along a line north of Airyhall Road as shown in the Main Issues Report. A more defensible green belt boundary could be created along the western tree-lined edge of the care home. This would better maintain the separate identity between Cults and Airyhall, preventing their coalescence, and would bring the development closer to public transport routes on Airyhall Road.

Area H - Loirston and Cove (Appendix 6)

Work undertaken by the developer to prepare a masterplan for this site has suggested that a higher number than 1,500 homes can be accommodated on this site. As we are keen to ensure the most efficient use of land and encourage a critical mass of development to develop local facilities on this site, we envisage increasing the Housing 2017 – 2023 phase from 250 homes to 400 homes. This also ensures that we meet the structure plan requirements in this second phase.

We have also supported a small change at the northern boundary of the existing Aberdeen Gateway to provide additional employment land (1.95ha) which would allow a compensatory green buffer to be provided at 13/04 Charlestown and provide a landscaped edge to the residential parts of Cove.

Brownfield Sites (Appendix 7)

The Bush, Peterculter has been removed due to concerns about the loss of the roads depot and the fact that there is no pressure to redevelop the site for housing.

Scottish Water submit that Cults Pumping Station should be converted to housing. This would make good use of a redundant building close to the facilities in Cults village centre and will be added to the list of brownfield sites.

Policy Topics (Appendix 8)

Appendix 8 contains our responses to the comments we received on the policy topics in the Main Issues Report and the other issues raised. There are a number of emerging issues which are covered, and a few are highlighted below, but as work progresses to prepare the Proposed Plan other changes may be necessary.

City Centre and Retailing

The need for a clear plan and development framework which set out a vision for the City Centre and demonstrates the policies and principles for delivering improvements has been strongly emphasised during consultation. The Local Development Plan will respond to this by setting out, in tandem with a City Centre Development Framework, policies and guidelines which recognise the key role the City Centre plays in the commercial, economic, social, civic and cultural life of Aberdeen and the wider north east. Subject to the decision of Full Council on 19th May, the Framework will be presented as Supplementary Guidance along with the Proposed Plan. Retailing policies will continue to support the City Centre as the first choice location for major new developments. The role of local centres will also be protected. Other retail proposals will be assessed using a sequential approach to site selection as promoted by national policies. This favours existing centres ahead of out-of-town locations. Masterplans for new housing areas will include local shopping provision. No strategic need has been identified for new out-of-town centres.

Waste

We would intend identifying sites for recycling centres at Grove Nursery (in line with the decision of the Housing and Environment Committee of 13 April 2010) and maintain a site in the Greenferns Masterplan. We would also suggest identifying a site on Denmore Road to replace the facility at Scotstown Road. Altens East and Doonies remains a favoured site for waste facilities, including the Materials Recycling Facility which is essential for the implementation of the Aberdeen Waste Strategy.

Economic Development

Savills have requested that policy BI68 of the Aberdeen Local Plan relating to Business and Industrial Land is amended to allow hotel use. They have two sites on allocated land at Dyce Drive. This would help to support businesses in the area and in this instance, the airport. A change in the policy would allow such a use where it can be shown to support business uses. It would also make policy BI68 consistent with Policy SE69 Specialist Employment Areas which already makes this provision.

6.4 Proposed New Sites

As part of the responses to the Main Issues Report a number of new sites were proposed for development. These sites had not been identified during the Development Options process and have not had the same level of public engagement. We have assessed these sites using the criteria we used for sites submitted as part of the Development Options process.

These assessments are attached as Appendix 9. As stated above, we have considered Cults Pumping Station (housing) as suitable for inclusion for brownfield development and the extension of Aberdeen Gateway (employment land) as a greenfield site.

6.5 Next Steps

Subject to Committee approval we will publish these responses on the Council's website and write to everyone who submitted comments informing them of this. We will place hard copies in all Council libraries.

- 6.6 The next step will be the approval of the Proposed Aberdeen Local Development Plan by the Council. At this point in time it is our intention to take the plan to the Council meeting on 18 August 2010. The plan will then be published and put out for consultation. The minimum period for consultation is six weeks but one of the changes to the planning system is the removal of the automatic right for objectors to provide additional information as part of the independent examination process – the Reporter may ask for additional information to be submitted but this is not guaranteed. This means people who object to anything in the Proposed Local Development Plan must ensure that their objection covers all the points they wish to be considered by the Reporter. Given this change we have decided to allow a longer period of time for objections to be made. We will also provide additional information on how to object to the plan given the changes to the arrangements for independent examination of development plans and arrange to meet with community councils to explain the new procedures.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

The appendices and background papers to this report are listed below.

- Appendix 1 Areas A and B Bridge of Don Responses
- Appendix 2 Areas C & D Dyce to Clinterty Responses
- Appendix 3 Area E Kingswells Greenferns Responses
- Appendix 4 Area F Countesswells Responses
- Appendix 5 Area G Deeside Responses
- Appendix 6 Area H Loirston & Cove Responses
- Appendix 7 Brownfield Responses
- Appendix 8 Policy Topic Responses
- Appendix 9 Site Assessments for New Development Options
- Appendix 10 Primary School Capacities – as approved 18 February 2010

Aberdeen Local Development Plan Main Issues Report

http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_main_issues_report.asp

Aberdeen City and Shire Strategic Development Planning Authority: Aberdeen City and Shire Structure Plan

<http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=423&sID=149>

Planning etc. (Scotland) Act 2006

http://www.opsi.gov.uk/legislation/scotland/acts2006/asp_20060017_en_1

Scottish Planning Series: Planning Circular 1/2009: Development Planning

<http://www.scotland.gov.uk/Resource/Doc/261030/0077887.pdf>

The Town and Country Planning (Development Planning) (Scotland) Regulations 2008

http://www.opsi.gov.uk/legislation/scotland/ssi2008/ssi_20080426_en_1

Development Plan Scheme 2: Aberdeen Local Development Plan

http://www.aberdeencity.gov.uk/web/files/local_develop_frame/local_development_plan_scheme2.pdf

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ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **31 May 2010**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Central Torry Parking Management Measures**

REPORT NUMBER **EPI/10/155**

1. PURPOSE OF REPORT

This report is to advise Committee of the potential to alter the existing parking provision in the main commercial area of Torry to address the current problems and to encourage a regular turnover of parking to aid access to the businesses located along Victoria Road and surrounding streets. A study was commissioned by the Retail Rocks! steering group to assess parking issues in the main commercial area of Torry and this report details the results of the findings of the parking surveys and also makes recommendations as to how parking provision can be improved in the area.

2. RECOMMENDATION(S)

That the Committee:

1. Approve the proposed measures to facilitate additional areas of short stay parking in the Torry area and instruct the appropriate officials to commence the necessary legal procedures of preliminary statutory consultation for the Traffic Regulation Order required to affect the alteration in parking provision.

3. FINANCIAL IMPLICATIONS

The funding for the proposals outlined in this report is to be sourced from an existing budget overseen by the Retail Rocks! Steering Group. If all options are taken forward the estimated cost for the signing and lining works associated with the Traffic Regulation Order is £13,000.

Further improvements to the Crombie Road Car Park relating to safety which are not detailed within this report are to be funded from a separate source as a result of a successful grant application to the Fairer Scotland Fund to include these particular measures.

4. SERVICE & COMMUNITY IMPACT

This report is in accordance with the Council document “Vibrant, Dynamic and Forward Looking”. In this document there is explicit reference under the category “Transport” (point 7) to introducing parking controls where there is community support.

It also meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

The proposals are in line with the Councils Transportation Strategy which recognises the importance of providing an adequate supply of short stay parking to support the needs of businesses, shoppers and visitors.

5. OTHER IMPLICATIONS

There is a risk that any approved traffic regulation orders may have to re-enter the legislative process if they are not implemented within the statutory implementation time of 2 years from the start of public consultation.

6. REPORT

6.1 Background

6.1.1 Problems have been highlighted by the Retail Rocks! Steering Group in the Torry area with regard to parking with specific reference to difficulties in generating the turnover of parking required by the shops and businesses on Victoria Road and surrounding streets. The difficulties currently being experienced can be attributed to the lack of short-stay parking bays in the area and also the lack of regular enforcement of those restrictions which are currently in place. As a result a study was commissioned to determine the possibility of altering the existing parking restrictions in the area to provide additional short-term waiting areas and to prevent all-day commuter parking in the area.

6.2 Parking Surveys

6.2.1 Observational surveys were undertaken of the existing parking layout on the following streets:

- Victoria Road;
- Crombie Road;
- Grampian Road;
- Walker Road;
- Walker Lane;
- Sinclair Road;
- Menzies Road;
- Crombie Road Car Park.

These surveys identified the available parking space which currently exists and the limited restrictions placed upon the kerbside parking. Within the study area, the available parking is as shown in the table below:

Street	No of Spaces		
	Unrestricted	45 Min Waiting (Mon-Sat, 8am-6pm, Unrestricted at other times)	Only Available Overnight and Sundays
Crombie Road	9	0	26
Crombie Road Car Park	47	0	0
Grampian Road	23	0	0
Menzies Road	7	0	3
Sinclair Road	29	0	6
Victoria Road	46	16	10
Walker Lane	9	0	0
Walker Road	23	0	0
TOTAL	193	16	47

Table 1: Existing Available Parking in Study Area

- 6.2.2 Hourly beat surveys were carried out between 0600 hrs and 2000 hrs on Tuesday 20th April 2010. The purpose of these surveys was to determine the number of commuter vehicles parking in the area throughout the day and also to determine the demand for short stay parking in the area. The surveys took in the streets referred to above and the car park on Crombie Road.
- 6.2.3 It became apparent over the course of the survey period that the existing short stay parking areas were not being enforced. There were instances of vehicles parked in bays subject to a 45min max stay for more than 2 hours. One vehicle was seen to be parked in one of these bays for over 10 hours. Additionally, a number of vehicles were parked on single yellow lined restrictions throughout the day on both Crombie Road and South Esplanade East.
- 6.2.4 Over the course of the day of the survey, 815 vehicles were noted as having parked on streets in the study area. Of these vehicles 351 were parked for a duration of less than 1 hour and 139 vehicles were parked for a duration in excess of 7 hours. This reinforces the value in having short term parking available close to the services and shops on Victoria Road with unrestricted parking for residents.
- 6.2.5 On the western side streets leading off of Victoria Road, it became evident that there appeared to be spare capacity for one or two vehicles at all times of the day, however these were often quite remote from the shops and services.
- 6.2.6 In the Crombie Road Car Park, a total of 106 vehicles were observed over the course of the day. A total of 11 vehicles were present and static throughout the entire survey period. The car park tended to be at or near capacity between the hours of 10am and 3pm with demand tailing off significantly after this time. In the car park, 25% of all vehicles were parked for less than 1 hour and 30% of all vehicles observed were parked in excess of 7 hours. The proposal to alter the operation of the car park to restrict 23 spaces to a maximum stay of 2 hours

would allow for additional turnover parking and cater for the existing demand for short stay parking in the vicinity.

6.3 Proposals

- 6.3.1 There is potential for the alteration of kerbside restrictions in specific areas in the streets listed above to provide additional short-term waiting (a mix of 45 min max stay, no return within 15 mins and 2 hr max stay, no return within 1 hr) to cater for short visits to local services. This type of restriction would also remove the issue of all day commuter parking. As part of these alterations, dedicated loading bays could be created on Victoria Road to serve the various commercial properties in the area. The plan in Appendix 1 indicates the areas where additional short term parking could be considered. Below is a summary of the locations and number of spaces which could feasibly be created in the area:

Option 1: Sinclair Road, North Side

Alteration of the existing parking restrictions outside Nos. 3 to 11 to create an additional 6 parking bays during the daytime period which would be subject to a 2hr max stay restriction.

Option 2: Victoria Road, East Side

Alteration of existing parking restrictions outside Nos. 55 to 63 to create a 12m long dedicated loading bay and one additional parking bay subject to a 45min max stay restriction.

Option 3: Menzies Road, South Side

Alteration of existing parking restrictions outside No. 7 to create an additional 3 parking bays during the daytime period which would be subject to a 45min max stay restriction.

Option 4: Victoria Road, West Side

Alteration of existing parking restrictions outside Nos. 58 to 66 to create an additional 2 parking bays during the daytime period which would be subject to a 45min max stay restriction.

Option 4a: Victoria Road, West Side

Alteration of existing parking restrictions outside Nos. 74 to 78 to provide a dedicated loading bay.

Option 5: Victoria Road, East Side

Alteration of existing waiting restrictions outside Nos. 85 to 91 to create an additional 2 parking bays during the daytime period which would be subject to a 45min max stay restriction.

Option 6: Walker Road, South Side

Alteration of existing unrestricted kerbside outside Nos. 1 to 7 to create an additional 6 parking bays during the daytime period to create an additional 6 parking bays which would be subject to a 45min max stay restriction.

Option 7: Crombie Road, South Side

Alteration of existing waiting restrictions outside Victoria Hall to create an additional 4 parking bays during the daytime period which would be subject to a 45min max stay restriction.

Option 8: Grampian Road, North Side

Alteration of existing unrestricted kerbside outside Nos. 2 to 6 to create an additional 3 parking bays which would be subject to a 2hr max stay restriction.

Option 9: Grampian Road, South Side

Alteration to existing unrestricted kerbside outside Torry Library to create an additional 3 parking bays during the daytime period which would be subject to a 45min max stay restriction.

Option 10, Victoria Road, South-west Side

Alteration to existing unrestricted kerbside outside Nos. 130 to 136 to create an additional 4 parking bays during the daytime period which would be subject to a 45min max stay restriction.

Taking forward all ten options would result in an additional 32 parking bays which would be subject to short stay waiting restrictions during the daytime period when demand for turnover parking is at its highest.

- 6.3.2 Consultation was undertaken with representatives of Torry Community Council and Grampian Police in the Torry area on 29 April 2010 where these options were presented for discussion. Both groups were in favour of the proposals and as a result all options are to be promoted at this time. Further consultation will be carried out with community and business groups as the statutory process to promote the Traffic Regulation Order is undertaken.
- 6.3.3 The existing car park on Crombie Road is unrestricted and contains 47 spaces. The car park is not currently signed from Victoria Road. The car park is provided with height restriction barriers at its entrance and exit. Of benefit to the area would be some aesthetic improvements to the car park such as trimming of foliage and clearing of litter. At the present time as many as four spaces are unavailable for use due to overgrown shrubbery. For security purposes, the repair / replacement of the existing fencing and additional lighting for the car park form part of a bid for funding from the Fairer Scotland Fund and will be implemented if the bid is successful. Further measures included within the bid will be implemented on Crombie Road and Victoria Road with the provision of tactile paving at crossing points.
- 6.3.4 In order to draw attention to the car park it is proposed to provide signage from Victoria Road and there is an option to split the use of the car park to provide further short term parking opportunities. It is proposed to retain half of the car park as an unrestricted parking area and to apply a timed restriction (2 hr max stay, no return within 1 hr) to the other half (23 spaces) with the boundary being delineated by an internal fence and signage. This will facilitate some all day parking and allow the car park to be used by shoppers using the facilities in Victoria Road (shown on the plan in Appendix 1 as Option 11). This option was discussed at the consultation meeting of 29 April 2010 with relevant Community Groups who were in favour of the promotion of these measures.

- 6.3.5 In conclusion, it is the opinion of officers that the parking surveys confirm the requirement for the provision of additional short-stay parking in the Torry area.

6.4 Further Consultee Comments

Enterprise Planning & Infrastructure Committee

Convener: Councillor Kate Dean has been consulted;

Vice Convener: Councillor Callum McCaig has been consulted;

Other Elected Members

Councillor Yvonne Allan has been consulted;

Councillor Irene Cormack has been consulted;

Councillor Alan Donnelly has been consulted;

Councillor James Kiddie has been consulted;

Key Responsibility – Transport & Environment

Lead Councillor: Councillor Ron Clark has been consulted;

Other Consultees

Susan Cooper, City Chamberlain, has been consulted and has no additional comments on the basis that there is a budget to meet the costs;

Jane MacEachran, City Solicitor, has been consulted;

Gordon McIntosh, Director of Enterprise, Planning & Infrastructure, has been consulted;

Ciaran Monaghan, Head of Service – Office of Chief Executive has been consulted;

Hugh Murdoch, Head of Service – Shelter & Environment, has been consulted;

Mike Cheyne, Roads Manager, has been consulted;

Margaret Bochel, Head of Planning and Infrastructure, has been consulted and is in agreement with the content of the report;

Louise Scott, Marketing and Events Manager, has been consulted;

Colin Walker, Community Safety Manager, has been consulted;

Elaine Hourston, Account Manager, has been consulted;

Henrietta Pallos, Project Manager, Economic & Business Development, has been consulted and is in agreement with the content of the report;

David Fryer, Regeneration Manager (South), has been consulted

7. REPORT AUTHOR DETAILS

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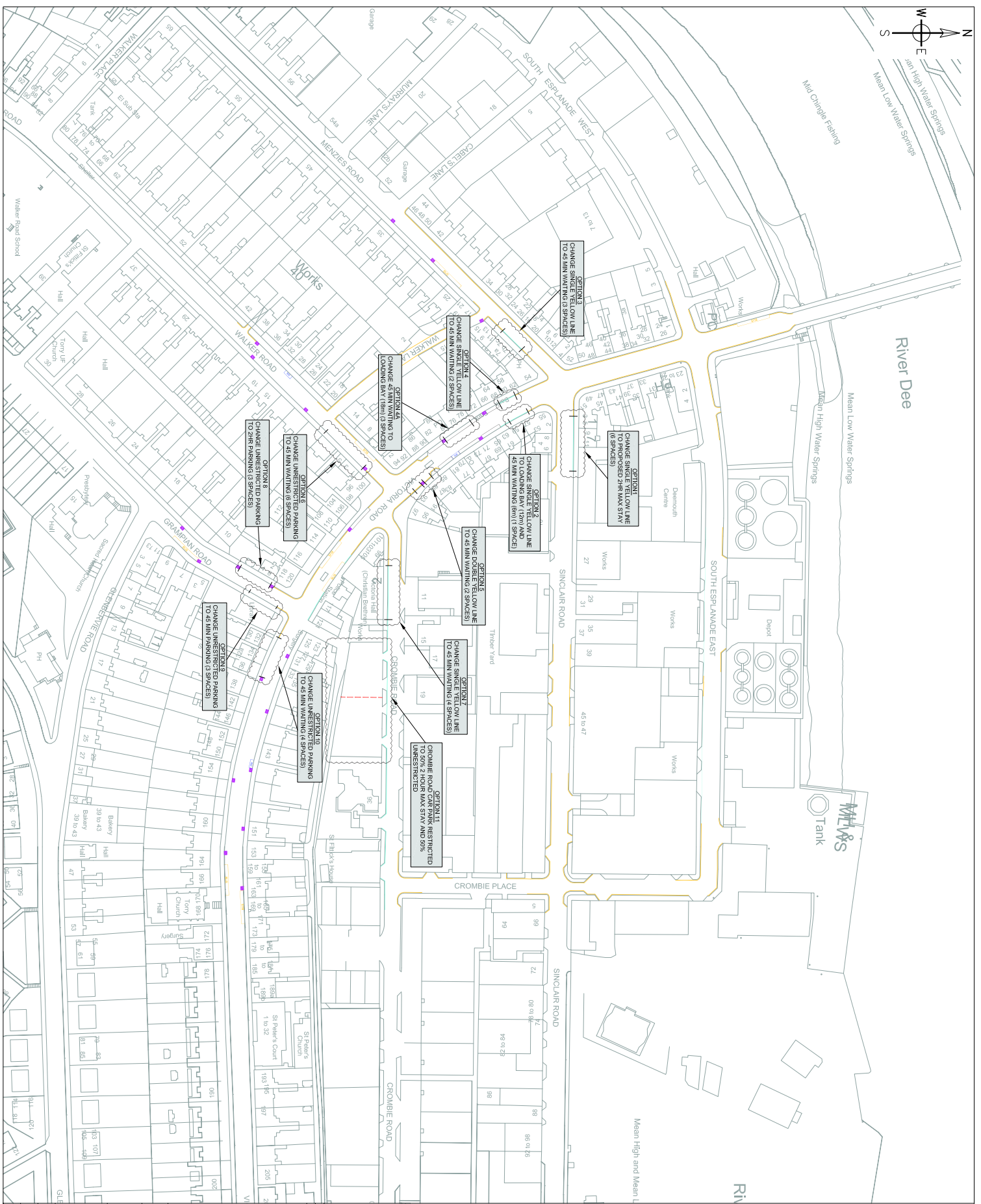
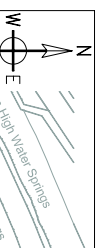
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8. BACKGROUND PAPERS

N/A

Appendix 1

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River Dee

Mean Low Water Springs
Mean High and Mean T

Mean Low Water Springs
Mean High Water Springs

Waters Tank

- NOTES:
- KEY:
 - SINGLE YELLOW LINE
 - DOUBLE YELLOW LINES
 - 45 MIN PARKING
 - DISABLED BAY
 - BUS BAY
 - STREET BIN

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ABERDEEN CITY COUNCIL



Project: CENTRAL TORRY PARKING REVISIONS
 Title: PROPOSED CHANGES
 Client: RETAIL ROCKSI STEERING GROUP

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ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **31st May 2010**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Various, Small Scale Traffic Management and Development Associated Proposals (New Works)**

REPORT NUMBER **EPI/10/112**

1. PURPOSE OF REPORT

This report is to advise Committee of the need for various small scale traffic management measures identified by officers, residents, Local members, emergency services etc and verified as necessary through surveys by officials. It also brings forward proposal associated with new development as part of the development management process.

2. RECOMMENDATION(S)

That the Committee:

1. Approve the proposals in principle
2. Instruct the appropriate officials to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in this report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.

3. FINANCIAL IMPLICATIONS

Currently there is a rolling programme for the Non-housing Road Safety and Traffic Calming capital budget and, due to the length of time taken for the legal process required for the Traffic Regulation Order, funding for these schemes will come from the 2011/2012 "Non-housing Road Safety and Traffic Calming" capital budget or some other future budget.

Developer associated traffic management proposals are only included in this report once the developer or their agent has agreed in writing to fund the costs of the legislative process. When the legislative process is completed, and the appropriate Committee has approved the Traffic Regulation Order, it is the developer who implements and funds the scheme.

4. SERVICE & COMMUNITY IMPACT

This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 7.

It also meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

The proposals are in line with the Councils Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

5. OTHER IMPLICATIONS

There is a risk that any approved traffic regulation orders may have to re-enter the legislative process if they are unable to be implemented within the statutory implementation time of 2 years from the start of public consultation if funding is insufficient.

6. REPORT

There are traffic management proposals for thirteen locations brought forward during the course of routine examination of road safety, traffic flows and one proposal resulting from a planning application:

Key:
<ul style="list-style-type: none">• Funded from the Non-housing Road Safety and Traffic Calming 2011/2012 capital budget❖ Funded by the developer

- **Fonthill Road** – Proposed “At any time” waiting restrictions

There have been requests from local residents to have restrictions at the access to the flats at No 60/62 in order to improve visibility. Site visits confirm that these proposed restrictions would be of benefit at this location as vehicles should not be parking too close to the access as is the current situation.

The Traffic signals at the Whinhill Road/Fonthill Road junction are soon to be upgraded and advance Stop lines included in the new junction layout. In order to accommodate these, the “At any time” waiting restrictions require to be extended by a short length (less than 5m) on both legs.

The restrictions round the bus build-outs were not implemented at the time the Zone was implemented and should now be included.

The proposals are indicated on the plan below.

Ward – Torry/Ferryhill

Elected members – Cormack, Donnelly, Allan, Kiddie

- **Greenburn Drive (Service Road)** – Proposed “At any time” waiting restrictions

These waiting restrictions are proposed at the northern end of the Greenburn Drive Service Road due to parked vehicles blocking the turning head and preventing vehicles from turning in a safe manner. Observational surveys have been undertaken in the evening period and determined that there is sufficient capacity on other sections of Greenburn Drive Service Road to accommodate the displaced vehicles.

The proposals are indicated on the plan below.

Ward – Dyce / Bucksburn / Danestone

Elected members –Clark, Crockett, Mark McDonald, George Penny

- **Greenfern Road** – Proposed “At any time” waiting restrictions

Changes are being made to the side street layout at Greenfern Road adjacent to the Mastrick Shopping Centre as part of the Mastrick District Centre Regeneration - An Aberdeen City Council Neighbourhood Planning initiative funded by the Scottish Government's Town Centre Regeneration Fund and supported by Aberdeen Greenspace and the Fairer Scotland Fund.

The changes include the widening of the existing side road carriageway and the provision of 2 disabled parking spaces in a lay-by. The widening will provide some protection to the buildings alongside the road which are currently subject to damage by large vehicles as they pass by. The existing one way system will be maintained.

Officers are concerned that the widening of the lane may encourage some obstructive parking and therefore seek to extend the existing “At Any Time” waiting restrictions from the junction at Greenfern Road to the new lay-by, with similar provision on the other side of the road.

The proposals are indicated on the plan below.

Ward – Kingswells/Sheddocksley
Elected members – Ironside, Stephen, Stuart

- **Hareness Circle** – Proposed “At any time” waiting restrictions and a one way system (clockwise)

There have been a number of complaints received from businesses within Hareness Circle and surrounding roads regarding the number of vehicles parking on street. This has the effect of restricting access for the large number of HGVs operating within the area.

Previously, there were proposals put forward, as part of the Area 11 scheme, to cover a significant part of Altens and the East/West Tullos areas. There were “At any time” restrictions covering the majority of this street with small sections left for on-street parking and these restrictions were to be implemented on a rolling basis as and when the parking became obstructive. These proposals are now out of date and have to be advertised again in order to implement them legally.

However, there has been a further proposal put forward by officers as an addition/alternative to the above widespread waiting restrictions. The geometry of Hareness Circle lends itself to the introduction of a one-way system, in a clockwise direction, although some additional waiting restrictions would still be required at junctions. This combined proposal has the advantage of maintaining a greater parking provision on-street while maintaining a greater degree of access.

The proposals are indicated on the plan below.

Ward – Kincorth/Loirston
Elected members – Cooney, Dean, McCaig

- **Malcolm Road/Crombie Circle/Johnston Gardens** – Proposed “At any time” waiting restrictions.

Officers have received correspondence from residents indicating that vehicles are parking on the grass verge areas on Malcolm Road to the north and south of the junction with Crombie Circle. These vehicles are parked in the visibility splay of the junction, thus obscuring clear visibility along Malcolm Road for vehicles exiting Crombie Circle.

In order to prevent vehicles from parking in the visibility splay and also to prevent further damage to the grass verge and kerbs, it is proposed to implement “At Any Time” waiting restrictions over the lengths of road specified below. Restrictions are also proposed around the Malcolm Road / Johnston Gardens junction in order to prevent obstructive parking at this location.

The vehicles currently parking there could be accommodated within private driveways, on Crombie Circle and Johnston Gardens.

The proposals are indicated on the plan below.

Ward – Torry/Ferryhill
Elected members – Cormack, Donnelly, Allan, Kiddie

- **Margaret Street** - Replace single yellow line with Mon – Sat , 8:00am to 6:00pm Pay and Display bays

Complaints have been received regarding the lack of parking in Zone A but in particular the small number of bays marked on Margaret Street. The south side of Margaret Street currently has a single yellow line which allows parking overnight but the restrictions comes into force at 8:00am Mon – Sat. This proposal would replace the single yellow line with parking bays and permit holders would be permitted to park there at any time with a valid permit increasing the daytime parking by around 8 spaces.

Surveys have been carried out and this change can be made without any detriment to the current traffic movements.

Ward – Midstocket/Rosemount

Elected members: Councillors Cormie, Corral, Laing

- **Market Street** – Proposed ban on U-turns at bus station junction

Requests have been received from Stagecoach bus company, to address a problem occurring on Market Street at the new junction with the bus station access road. Drivers, travelling southbound on Market Street, drive to the signal controlled junction at the bus station then carry out a U-turn manoeuvre onto the northbound carriageway to access car-parking at properties on the west side of Market Street. A yellow box is in place at this junction but this is routinely ignored

In road safety terms, this practice is not one that should continue on a busy distributor road on a main commuter route in to and from Aberdeen City Centre.

A further problem resulting from this manoeuvre is the delay that it creates for buses trying to enter and emerge from the station.

The proposals are indicated on the plan below.

Wards – Torry/Ferryhill and George Street/Harbour

Elected members – Cormack, Donnelly, Allan, Kiddie and May, Hunter, John Stewart

- **New Pier Road** – Proposed waiting restrictions, Mon – Fri; 8am to 5pm

Officers have received correspondence from the our Waste Collection Team indicating that refuse vehicles are encountering difficulties accessing residential wheelie bins at the northern end of New Pier Road in Footdee due to parked vehicles. The Waste Collection Team requested that some form of parking restriction be implemented for a very short length in this section to allow safe uplift of refuse.

In order to facilitate the above it is proposed to provide a short section of waiting restrictions which will be operational between the hours of 8am and 5pm, Monday to Friday. This will result in a loss of available parking on New Pier Road during these hours to the tune of 1 space. There will be no reduction in parking capacity during the evening period or at weekends.

The proposals are indicated on the plan below.

Ward – Torry/Ferryhill

Elected members – Cormack, Donnelly, Allan, Kiddie

- **Quarry Road/Cairnlee Crescent North, Cults** – Proposed “At any time” waiting restrictions

In conjunction with the construction of the new Cults Academy waiting restrictions were implemented around the school site. However, there has been a small number of drivers (mainly older school pupils) parking in adjacent streets too close to the junction and restricting visibility.

With this in mind, it is proposed to put “At any time” waiting restrictions around this junction to keep it clear of parked vehicles. As there is only a small number of vehicles parking at this location these changes shouldn’t impact on the nearby residents.

The proposals are indicated on the plan below.

Ward – Lower Deeside

Elected members – Boulton, Malone, Milne

- **Schoolhill** – Proposed loading bay outside the Academy Shopping centre; Mon – Fri, 3pm to 4pm

The loading lay-by, created for use by delivery vehicles to this centre, is now being used by parents waiting for students to finish school over a relatively short period of time. Consequently, when delivery vehicles require access for deliveries they then have to double park causing an obstruction to the traffic flow in this busy area of the City Centre.

The proposals are indicated on the plan below

Ward – George Street/Harbour

Elected members – May, Hunter, John Stewart

- **Upperkirkgate** – Consolidation of existing waiting restrictions – “At any time” and “Mon – Sun, 8-6”

Ongoing reviews of current restrictions indicates that the on street marking do not accurately reflect the restrictions in the current traffic order schedules. It is proposed to bring the schedule into line with the road marking thereby having no changes to the restrictions on the carriageway.

The restrictions are indicated on the plan below.

Ward – George Street/Harbour

Elected members – May, Hunter, John Stewart

- **Willowpark Crescent** – Proposed “At any time” and Mon – Fri; 8am – 5pm waiting restrictions

Officers have received correspondence from the Waste Collection Team indicating that refuse vehicles are encountering difficulties accessing residential wheelie bins on Willowpark Crescent to the rear of Nos. 2 to 24 Lang Stracht and Nos. 35 to 57 North Anderson Drive due to parked vehicles. The Waste Collection Team requested that some form of parking restriction be implemented on Willowpark Crescent to allow safe uplift of /of refuse and a safe passage of refuse vehicles along the one-way section of Willowpark Crescent

In order to facilitate the above it is proposed to provide a section of waiting restrictions which will be operational between the hours of 8am and 5pm, Monday to Friday on the east side of the one-way section of Willowpark Crescent. This will result in a loss of available parking on Willowpark Crescent during these hours to the tune of 13 spaces. Additionally, “At Any Time” waiting restrictions are proposed for the west side of the carriageway. Visual parking surveys undertaken have indicated that there is low demand in this area during daytime hours and displaced parking can easily be accommodated elsewhere on Willowpark Crescent. There will be no reduction in parking capacity during the evening period or at weekends.

The proposals are indicated on the plan below.

Ward – Torry/Ferryhill

Elected members – Cormack, Donnelly, Allan, Kiddie

- **Windmill Brae** – Proposed “POLICE” bays and alteration to “At any time” waiting restrictions and “Pay and Display” parking bays.

A request has been received from Grampian Police for two dedicated bays for Police use only at the new City Centre Unit on Windmill Brae. These premises do currently have two parking spaces (off-street) allocated to them, however the access these spaces requires the vehicles to be driven under the building through an archway.

The gate on this archway is locked 24 hours a day and is therefore not suitable for the type of immediate response work that is to be carried out from these offices. In any case the archway is too low to allow access to this parking for the Police van.

This proposal seeks to convert two of the existing on-street “Pay and Display” spaces to “Police Only” bays and create one additional “Pay and Display” bay for daytime parking for the public. The double yellow lines are also proposed to be reduced at the Crown Street end of Windmill Brae by one space, and this will allow the number of evening parking for the public to remain the same.

These proposals will result in an overall loss of one parking space for public use during the day.

The proposals are indicated on the plan below.

Ward – Torry/Ferryhill

Elected members – Cormack, Donnelly, Allan, Kiddie

- **Woodend Crescent** – Proposed “School Keep Clear” zig-zags restrictions, Mon – Fri; 8am – 5pm.

There have been a number of complaints about parking from residents living close to the school exit on Woodend Crescent. The Crescent is a relatively narrow street and the school exit is on a sharp bend. The road is not wide enough to allow a line of parked cars and still allow two-way traffic to flow.

Surveys were carried out and it was confirmed that the parked cars were related to the school and that they were parking there as their preferred place and not necessarily as a result of the car park being full. However, it was noted that the car park was also at capacity.

The proposals are indicated on the plan below.

Ward – Hazlehead/Ashley/Queen’s Cross

Elected members – Farquharson, Greig, Jennifer Stewart, John West

- ❖ **Whinhill Road** – Proposed “At any time” waiting restrictions, “Pay and Display” parking, “Residents Only” and “Police Vehicle” parking

As part of the planning application for the redevelopment of the old Health Centre buildings, a new access is to be formed within the site and the parking layout on the north side of Whinhill Road is to be altered. This alteration is to include two parking bays for POLICE vehicles only with a small number of parking spaces being lost.

The proposals are indicated on the plan below.

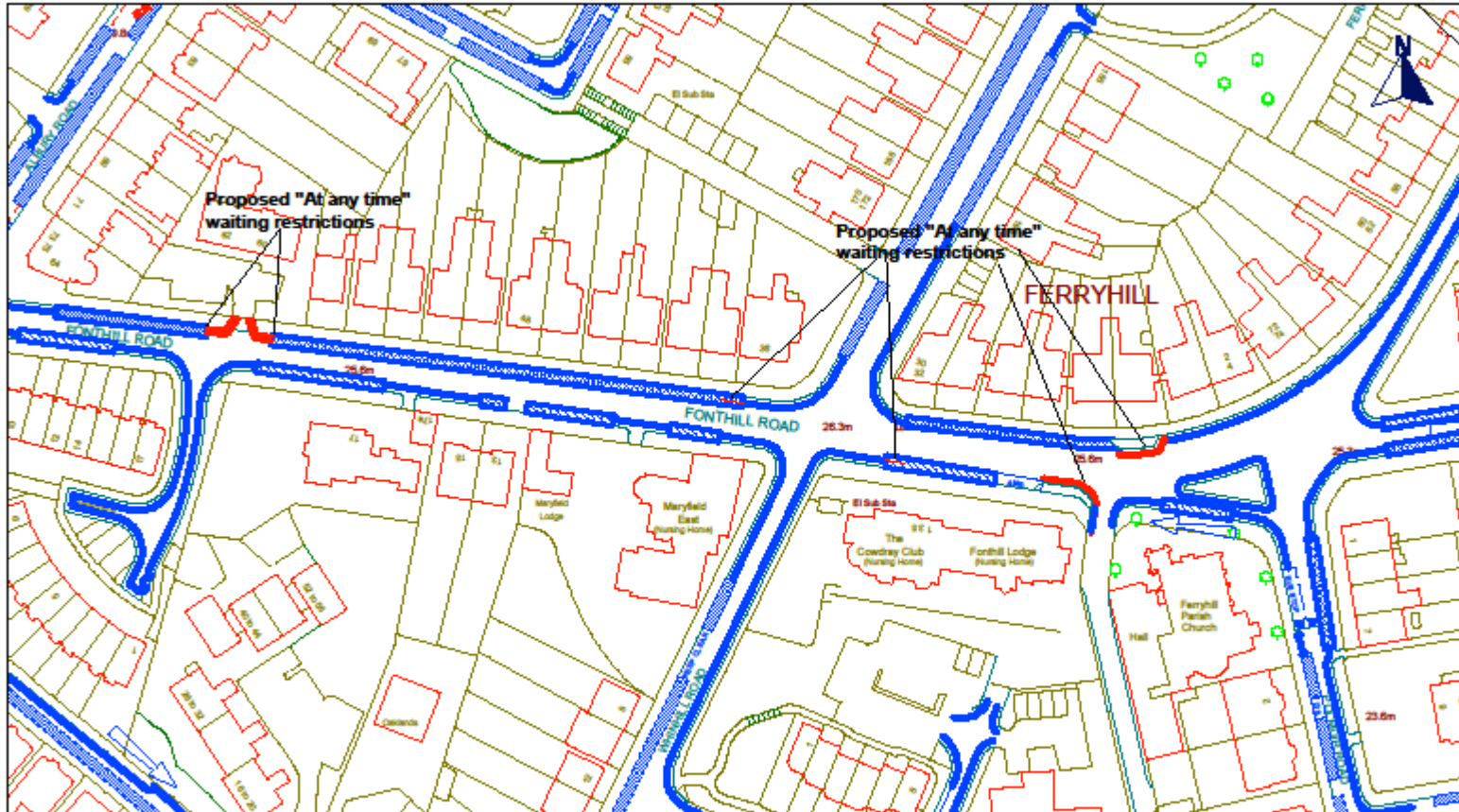
Ward – Torry/Ferryhill

Elected members – Cormack, Donnelly, Allan, Kiddie

- **Fonthill Road** – Proposed “At any time” waiting restrictions



GEOGRAPHICAL INFORMATION SYSTEM



Title : FONTHILL ROAD - PROPOSED AAT WAITING RESTRICTIONS

Scale: 1:1250

Date: 14 April 2010

Map Ref: NJ9305SE

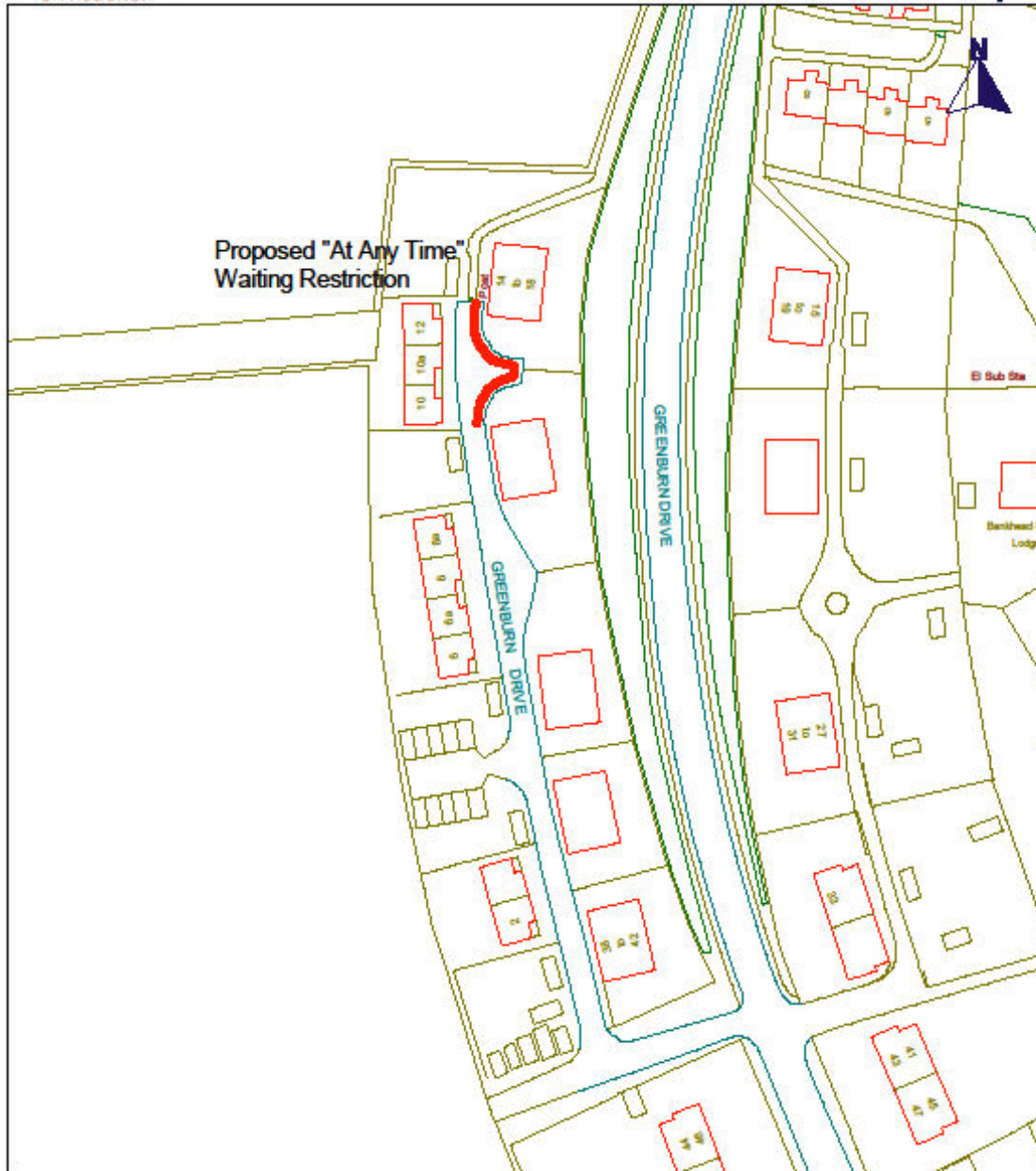
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Images prepared by OS Research & Information Unit, Strategic Leadership Team ©2009

- Greenburn Drive (Service Road) – Proposed “At any time” waiting restrictions



GEOGRAPHICAL
INFORMATION
SYSTEM



Title: **Greenburn Drive**
Proposed Waiting Restrictions

Scale: **1:1000**

Date: **19 April 2010**

Map Ref: **NJ8810SE**



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Mapdata prepared by: OS, Research & Information Ltd, Strategic Licensing Tel: 02022

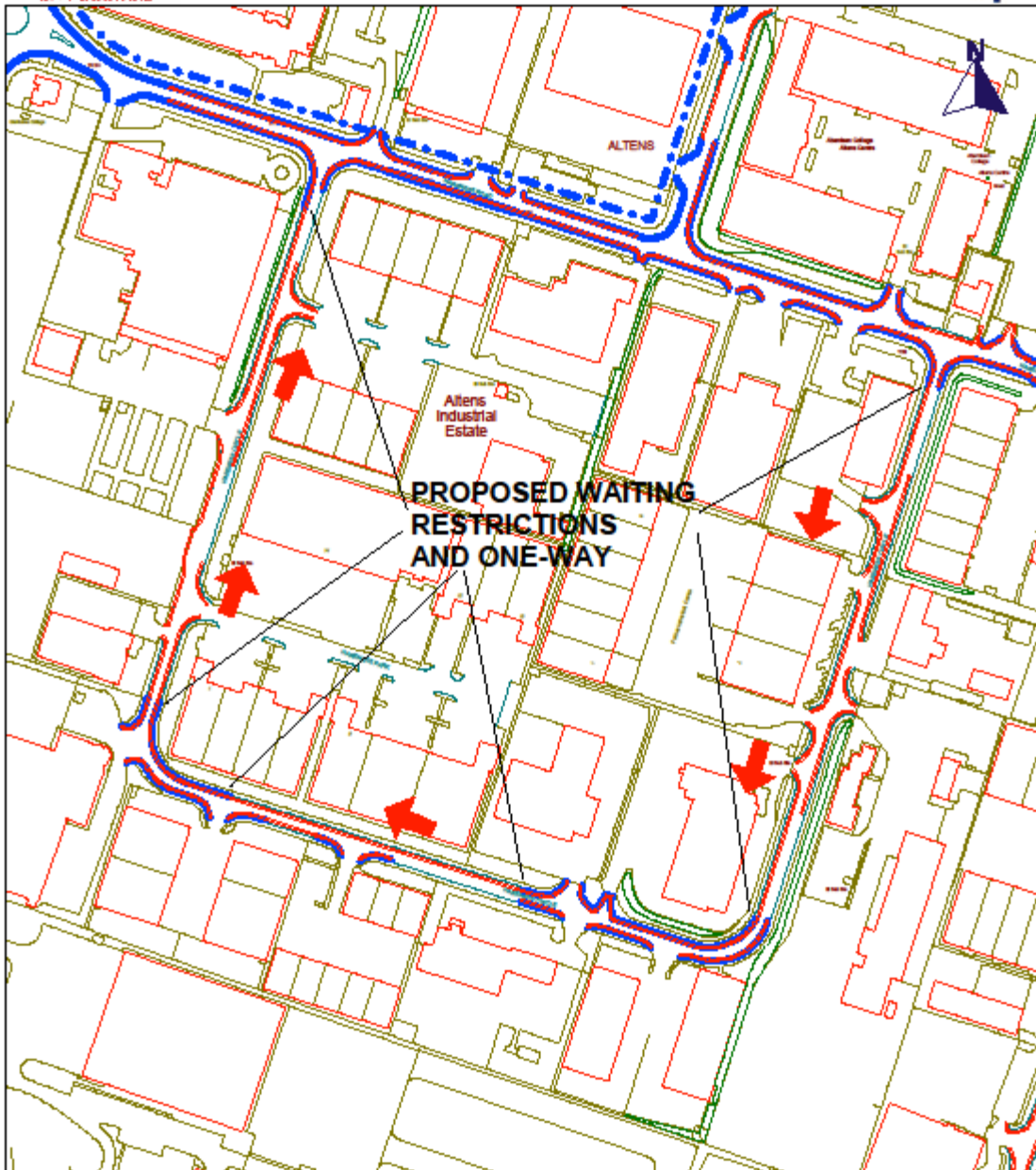
- **Greenfern Road** – Proposed “At any time” waiting restrictions and disabled spaces



- **Hareness Circle** – Proposed “At any time” waiting restrictions and One-way system (Clockwise)



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: Hareness Circle - Proposed waiting restrictions and one-way system

Scale: 1:2500

Date: 22 April 2010

Map Ref: NJ9502NW

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*Mapfile prepared by GIS Research & Information Ltd, Glasgow, Scotland Tel: 01235

- **Malcolm Road/Crombie Circle/Johnston Gardens** – Proposed "At any time" waiting restrictions.



**GEOGRAPHICAL
INFORMATION
SYSTEM**



<p>Title : Malcolm Road / Crombie Circle / Johnston Gardens</p>	<p>Scale: 1:1000</p>
<p>Proposed At Any Time Waiting Restrictions</p>	<p>Date: 30 March 2010</p>
<p>Map Ref: NJ8301SW</p>	<p><small>Map Ref: NJ8301SW</small></p>

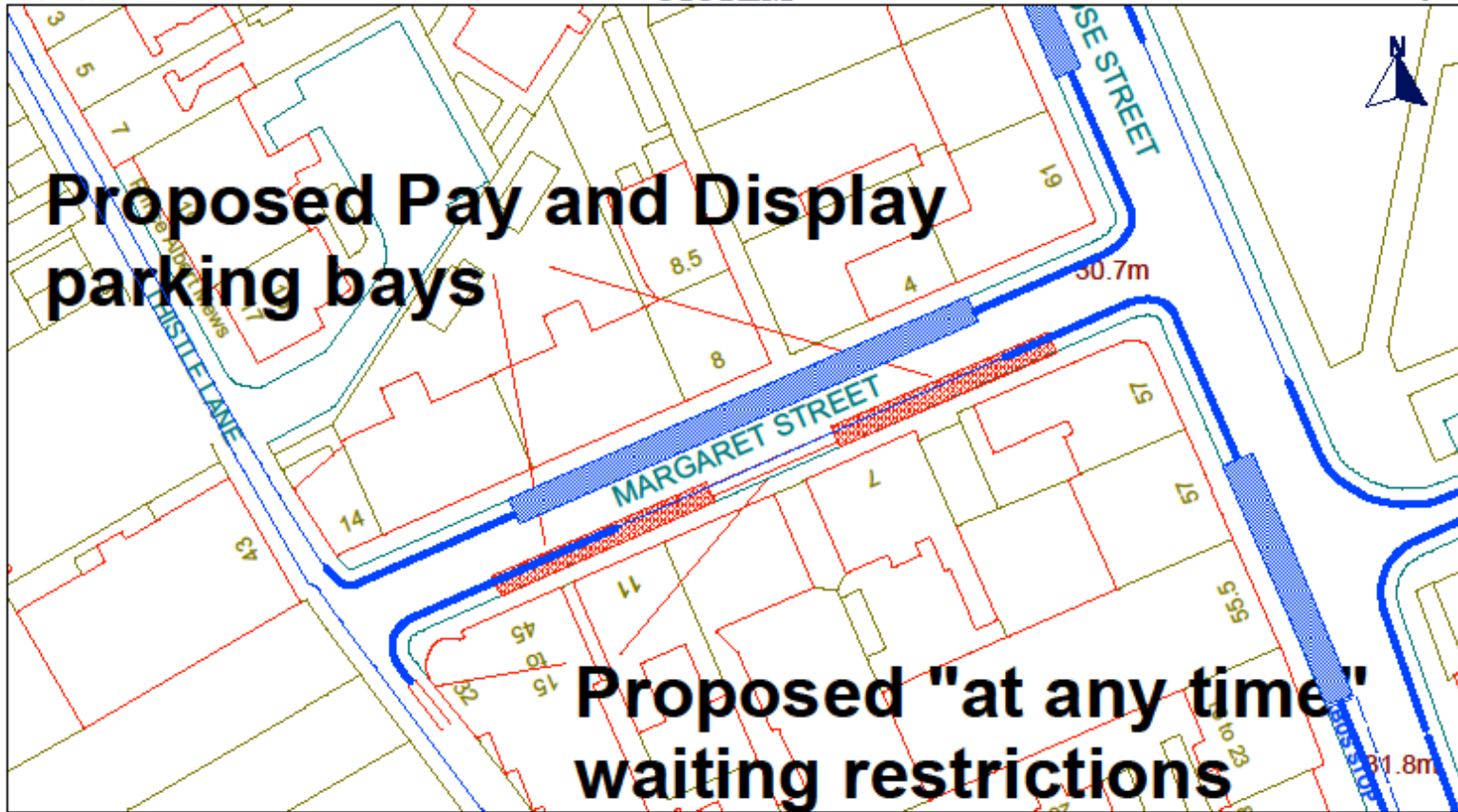
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Map Ref: NJ8301SW

- **Margaret Street** - Replace single yellow line with Mon – Sat , 8:00am to 6:00pm Pay and Display bays



**GEOGRAPHICAL
INFORMATION
SYSTEM**



**Title : Proposed "At any time" waiting restrictions
Margaret Street**

Scale: 1:500

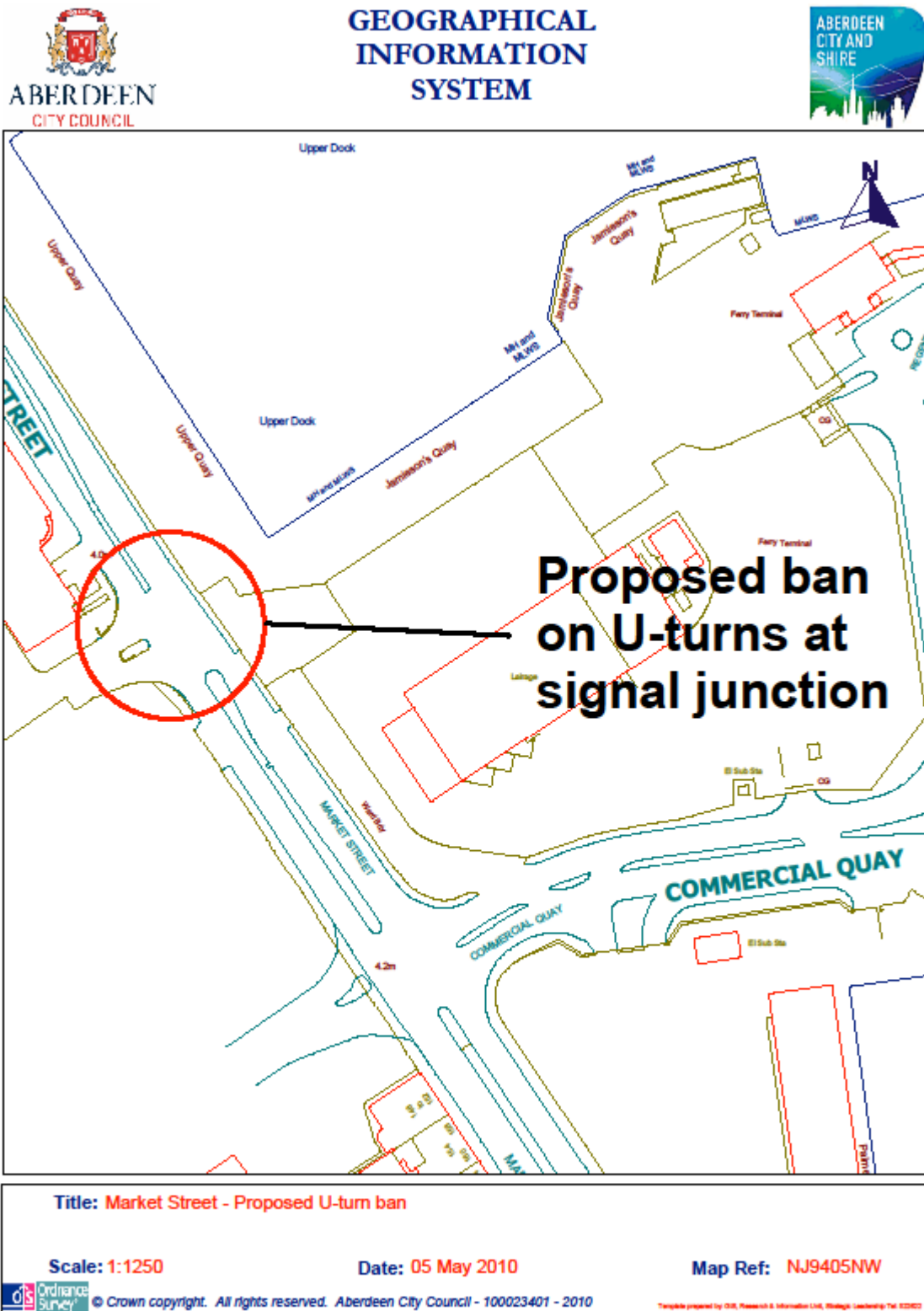
Date: 29 July 2009

Map Ref: NJ9306SW

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Template prepared by GIS Research & Information Ltd, Strategic Leadership Ltd ©2002

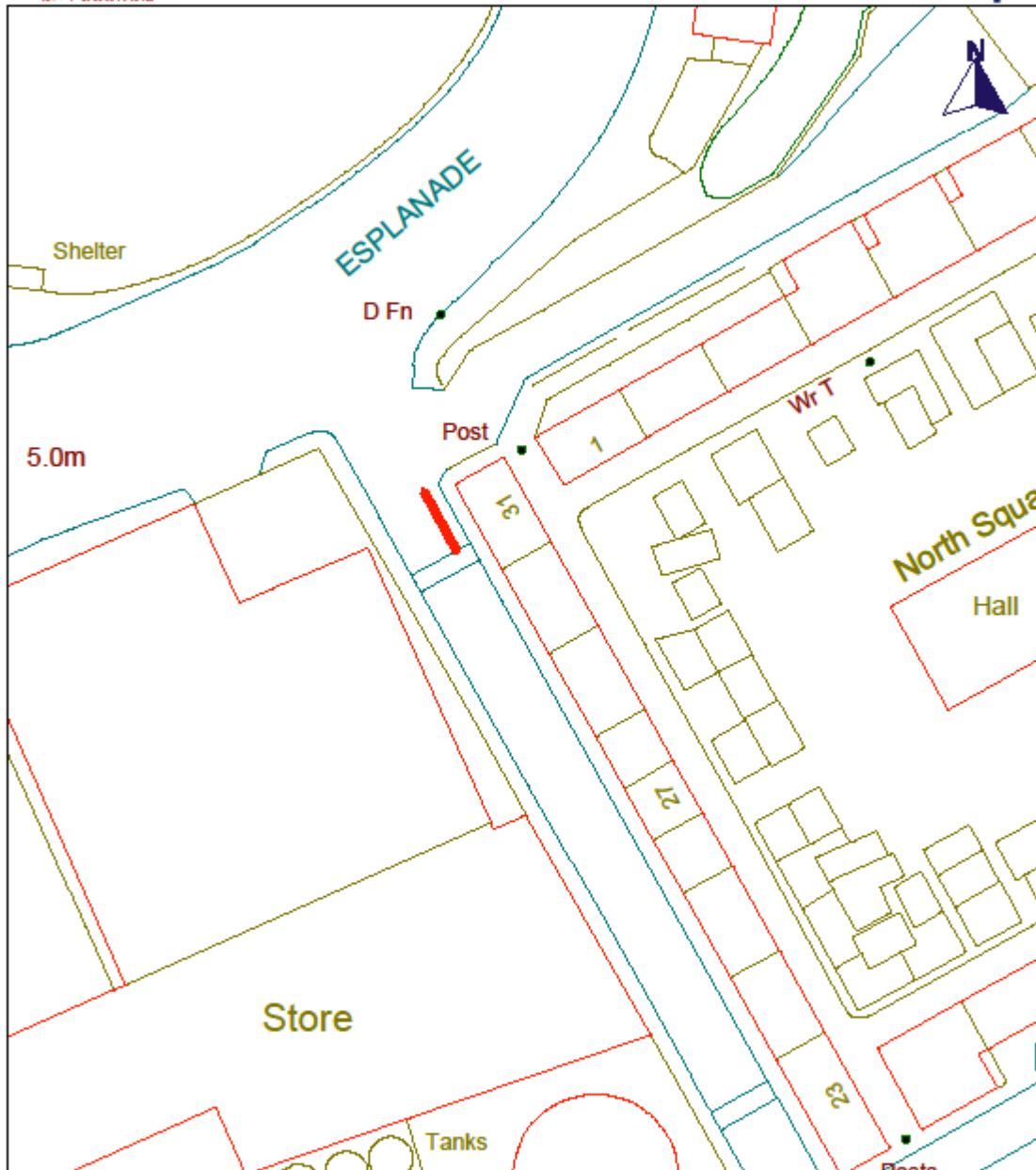
- **Market Street** – Proposed ban on U-turns



- **New Pier Road** – Proposed waiting restrictions, Mon – Fri; 8am to 5pm



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: New Pier Road
Waiting Restrictions - Mon-Fri, 8am-6pm

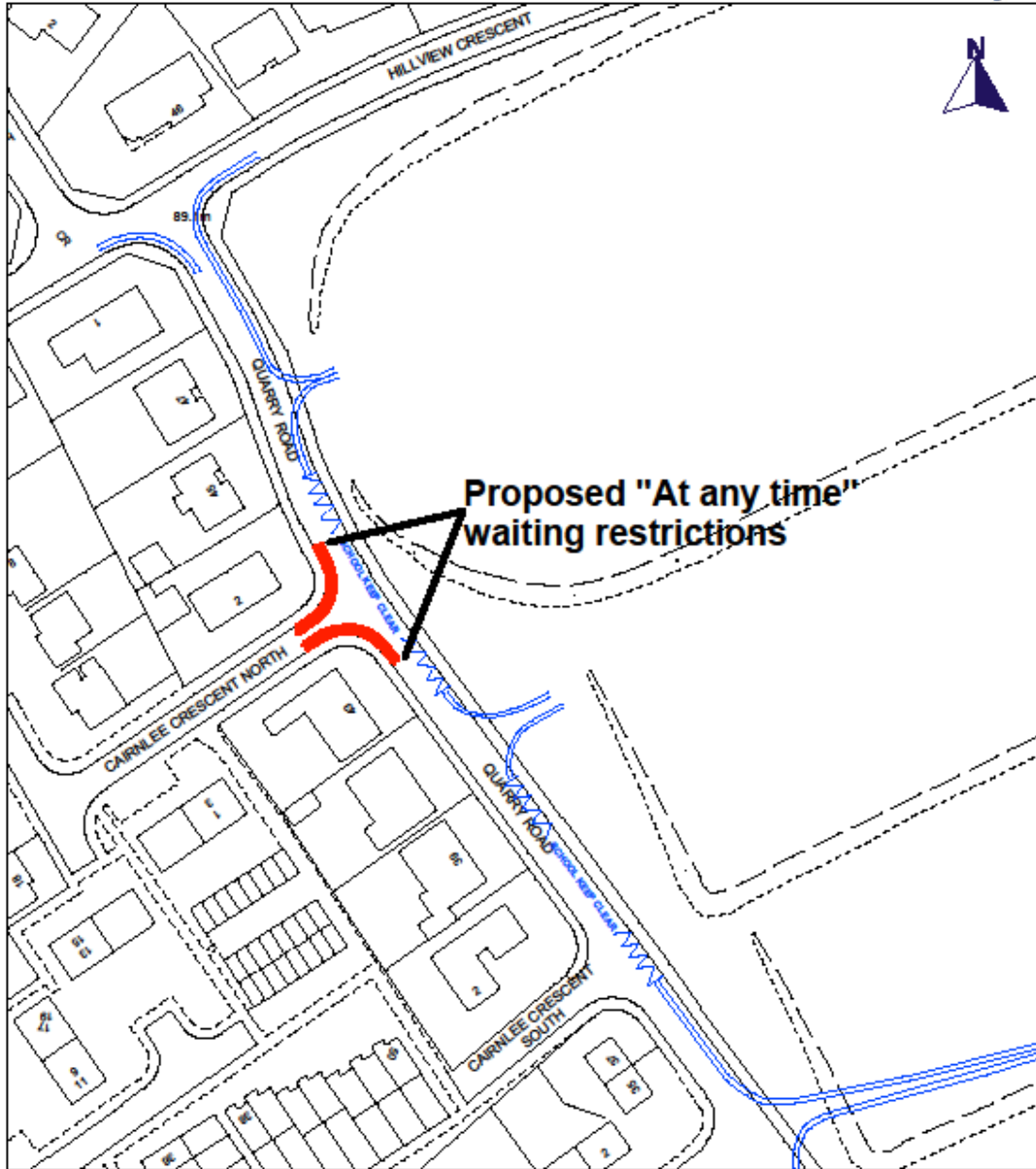
Scale: 1:500 **Date:** 10 March 2010 **Map Ref:** NJ9505NE

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- Quarry Road/Cairnlee Crescent North, Cults – Proposed “At any time” waiting restrictions



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: Quarry Road/Cairnlee Crescent North - Proposed AAT waiting restrictions

Scale: 1:1000

Date: 21 April 2010

Map Ref: NJ8802NW



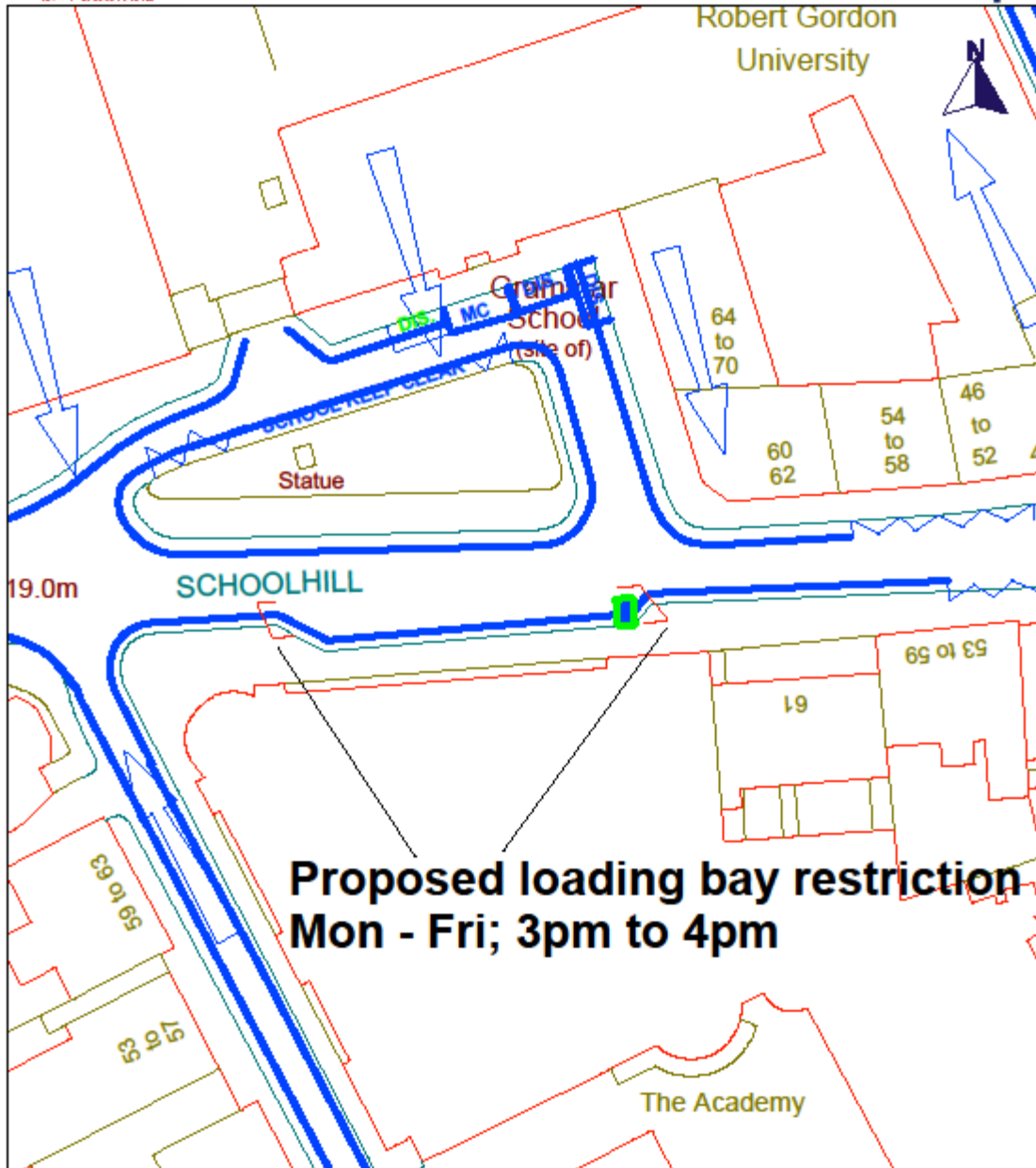
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Map data provided by Ordnance Survey. Ordnance Survey is a registered trademark of Ordnance Survey Limited.

- **Schoolhill** – Proposed loading bay outside the Academy Shopping centre; Mon – Fri, 3pm – 4pm



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: Schoolhill - Proposed loading bay restriction
Mon - Fri; 3pm - 4pm

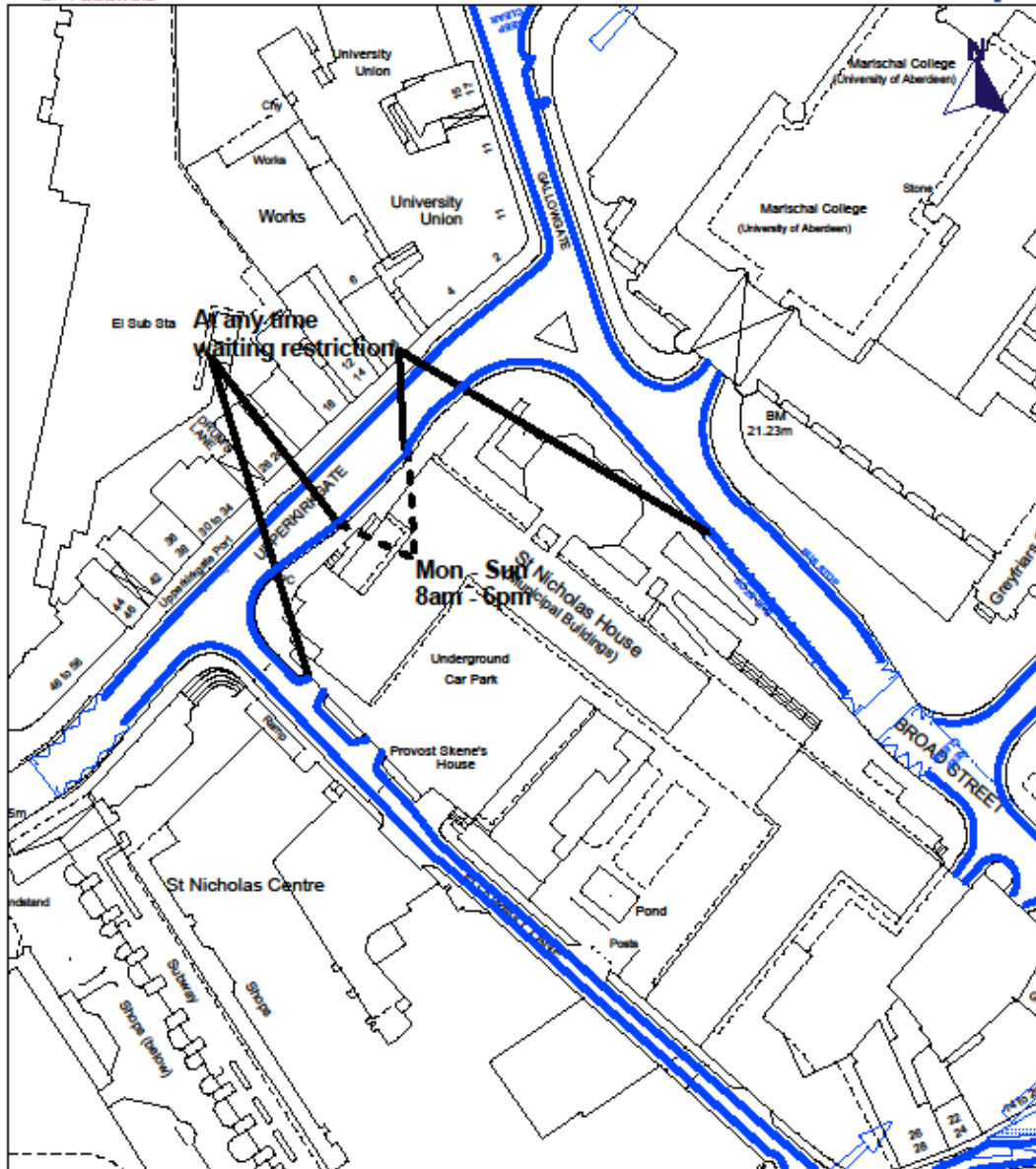
Scale: 1:500 **Date:** 05 May 2010 **Map Ref:** NJ9306SE

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- **Upperkirkgate** – Consolidation of existing waiting restrictions – “At any time” and “Mon – Sun, 8-6”



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: Consolidation of existing restrictions
 No change to restrictions on the ground

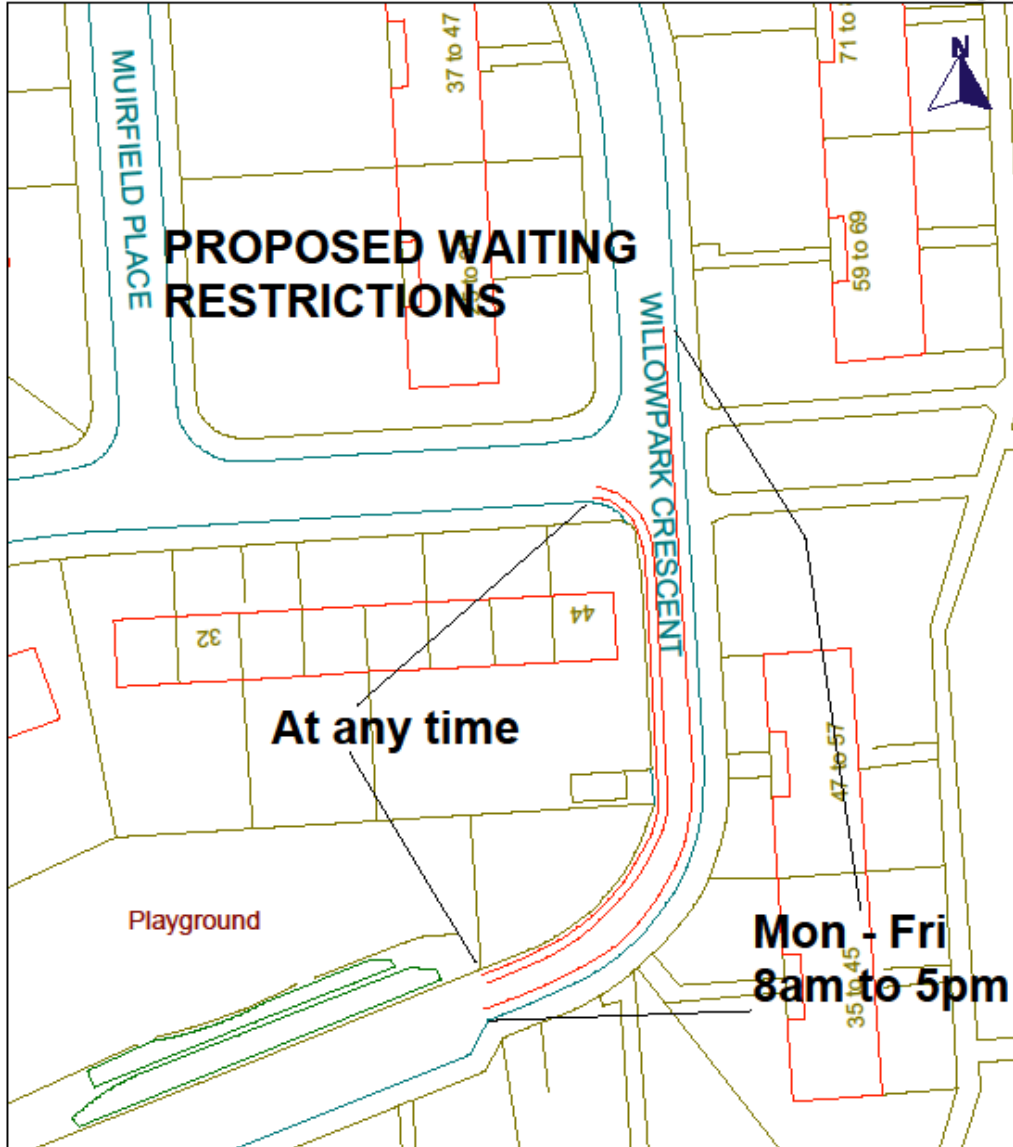
Scale: 1:1000 **Date:** 21 April 2010 **Map Ref:** NJ9406SW

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- **Willowpark Crescent** – Proposed “At any time” and Mon – Fri; 8am – 5pm waiting restrictions



**GEOGRAPHICAL
INFORMATION
SYSTEM**

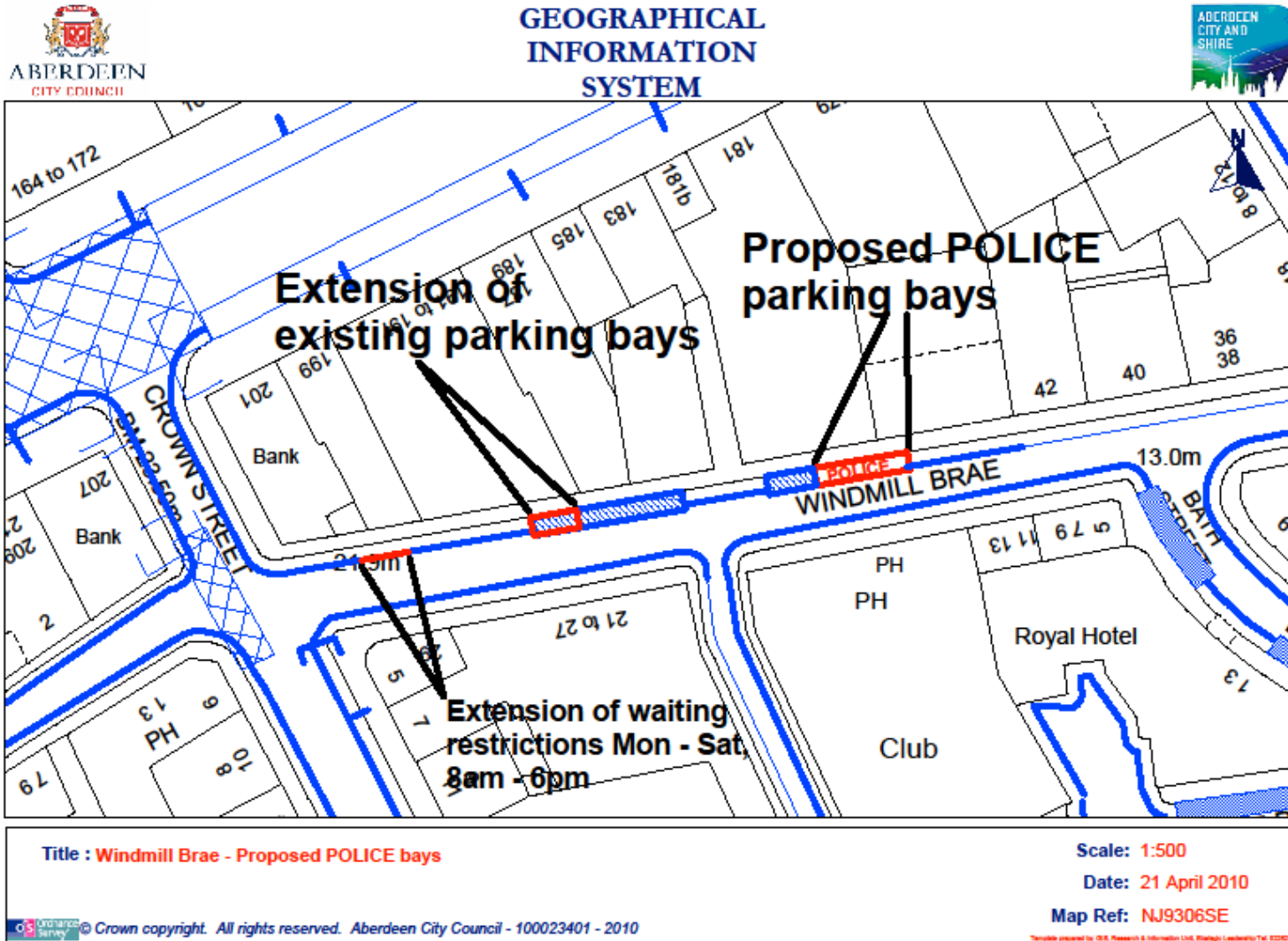


Title: Proposed waiting restrictions - "At any time" and "Mon - Fri 8am to 5pm"

Scale: 1:500 **Date:** 19 April 2010 **Map Ref:** NJ9006NE

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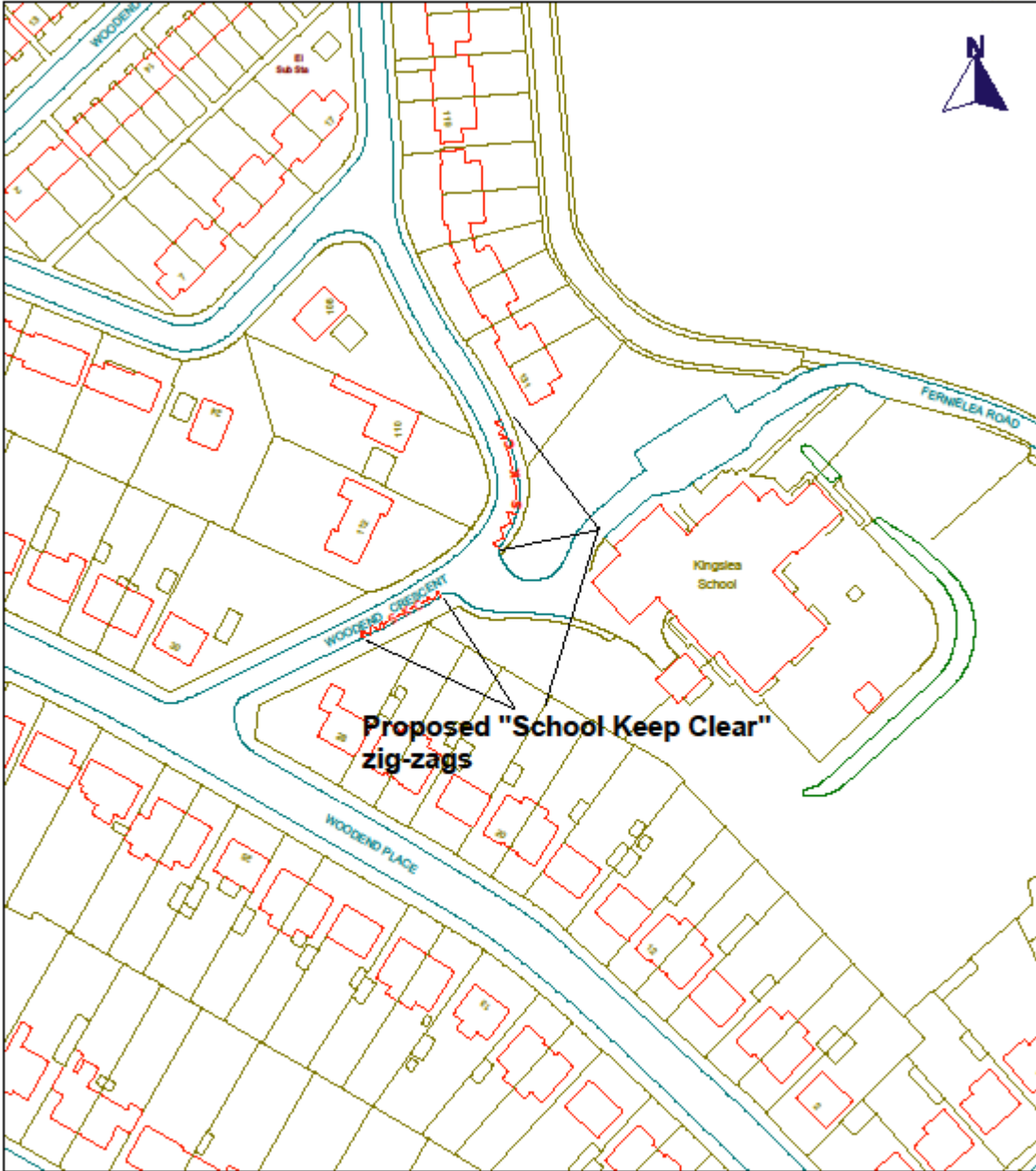
- **Windmill Brae** – Proposed “POLICE” bays and alteration to “At any time” waiting restrictions and “Pay and Display” parking bays.



- **Woodend Crescent** Proposed "School Keep Clear" zig-zags; Mon – Fri; 8am – 5pm



**GEOGRAPHICAL
INFORMATION
SYSTEM**

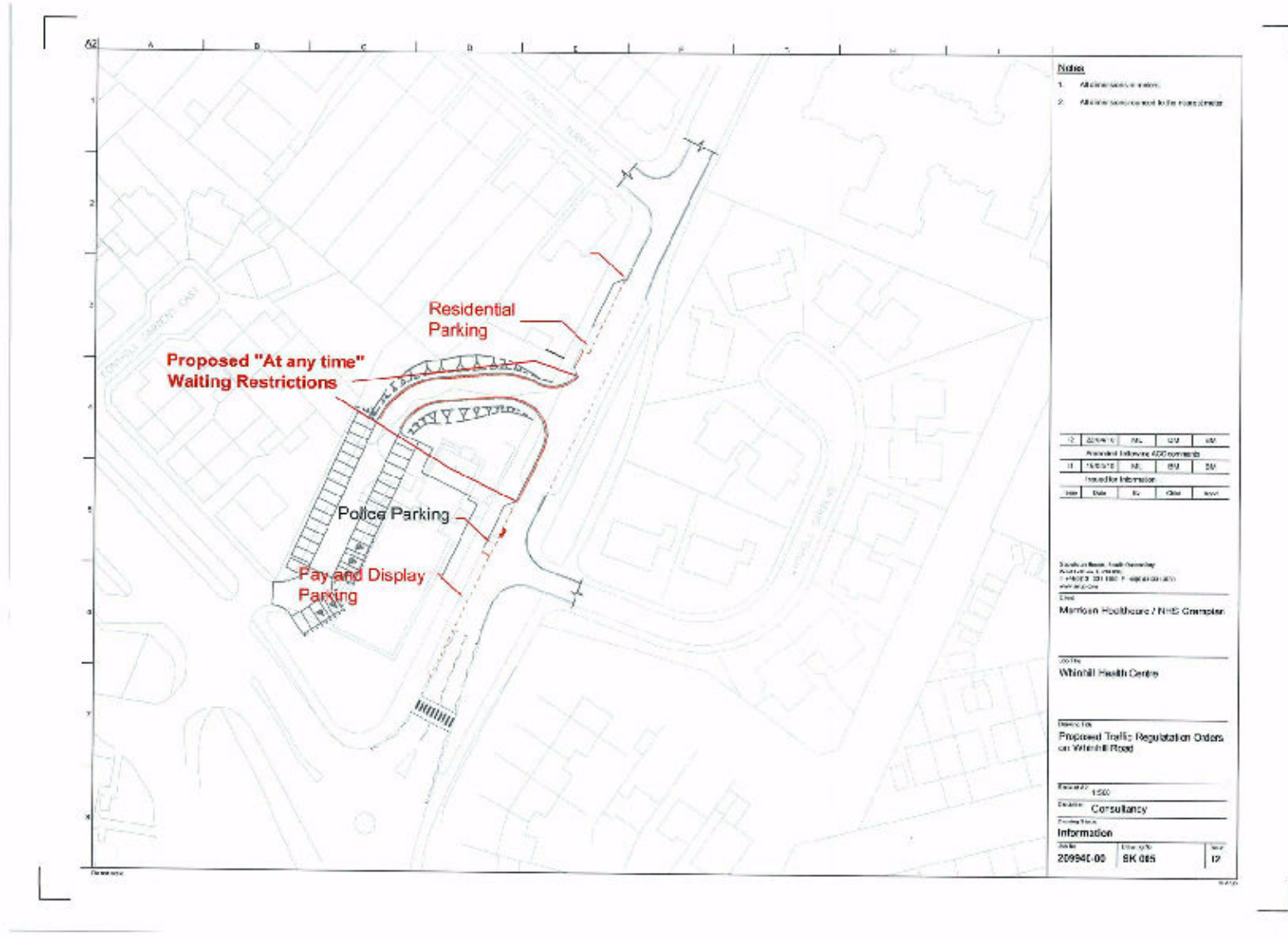


Title: Woodend Crescent - Proposed SCHOOL KEEP CLEAR zig-zags

Scale: 1:1250 **Date:** 04 May 2010 **Map Ref:** NJ9005NW

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❖ **Whinhill Road** – Proposed “At any time” waiting restrictions, “Pay and Display” parking, “Residents Only” and “Police Vehicle” parking



Consultees comments

Council Leader – Councillor John Stewart - has been consulted and made no comment
Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean - has been consulted and has made no comment

Vice Convener: Councillor Callum McCaig - has been consulted and made no comment;

Local Members

Councillor George Adam	Has been consulted and has no comment
Councillor Yvonne Allan	Has been consulted and has no comment
Councillor Marie Boulton	Has been consulted and has no comment
Councillor Ronald Clark	Has been consulted and has no comment
Councillor John Corall	Has been consulted and has no comment
Councillor Bill Cormie	Has been consulted and has no comment
Councillor Barney Crocket	Has been consulted and has no comment
Councillor Martin Greig	Has been consulted and has no comment
Councillor Muriel Jaffrey	Has been consulted and has no comment
Councillor Alan Milne	Has been consulted and has no comment
Councillor George Penny	Has been consulted and has no comment
Councillor Richard Robertson	Has been consulted and has no comment
Councillor Kevin Stewart	Has been consulted and has no comment
Councillor Scott Cassie	Has been consulted and has no comment
Councillor Jillian Wisely	Has been consulted and has no comment
Councillor Ian Yuill	Has been consulted and has no comment
Councillor Irene Cormack	Has been consulted and has no comment
Councillor Alan Donnelly	Has been consulted and has no comment
Councillor James Kiddie	Has been consulted and has no comment
Councillor Neil Cooney	Has been consulted and has no comment
Councillor Mark McDonald	Has been consulted and has no comment
Councillor Jennifer Laing	Has been consulted and has no comment
Councillor Len Ironside	Has been consulted and has no comment
Lord Provost Peter Stephen	Has been consulted and has no comment
Councillor Wendy Stuart	Has been consulted and has no comment
Councillor Neil Fletcher	Has been consulted and has no comment
Councillor Kirsty West	Has been consulted and has no comment
Councillor Aileen Malone	Has been consulted and has no comment

Susan Cooper, City Chamberlain, Resources Management Has been consulted and has no comment

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted and has no comment

Ciaran Monaghan, Head of Service, Office of Chief Executive has been consulted and has no comment

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted and has no comment

Hugh Murdoch, Head of Service, Shelter and Environment has no comment to make on these proposals

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership Has been consulted and has no comment

Mike Cheyne, Roads Manager has been consulted and has no comment

Neil Carnegie, Community Safety Manager has been consulted and has no comment

Margaret Jane Cardno, Community Safety Manager has been consulted and has no comment

Colin Walker, Community Safety Manager has been consulted and has no comment

7. REPORT AUTHOR DETAILS

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Rumilne@aberdeencity.gov.uk
(01224) 523483

8. BACKGROUND PAPERS

N/A

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 May, 2010
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	<ul style="list-style-type: none"> (1) The Aberdeen City Council (Off-Street Car Parks) Order 2010 (2) The Aberdeen City Council (Ashley/Queens Cross) (Zone N) (Traffic Management and Pay and Display) Order 2010 (3) The Aberdeen City Council (City Centre – Area IV) (Traffic Management and Pay and Display) Order 2010 (4) The Aberdeen City Council (King Street Area – Beach Boulevard to Roslin Place, Aberdeen) (Traffic Management and Pay and Display) Order 2010 (5) The Aberdeen City Council (On-Street Parking Places) Order 2010 (6) The Aberdeen City Council (Area 2) (Queens Cross/Rosemount/Midstocket/Ashley Area, Aberdeen) (Traffic Management) Order 2010 (7) The Aberdeen City Council (1) Rosemount/Queens Cross Area – General Traffic Management; (2) Rosemount Place/Skene Square/Gilcomston Steps/Woolmanhill/Skene Street/Esslemont Avenue Area – “Pay and Display”) Order 2010

REPORT NUMBER CG/10/095

1. PURPOSE OF REPORT

This report deals with objections received after the statutory advertisement of the above traffic orders which provide for new operational arrangements in the City Council’s on and off-street car parking regimes.

The statutory advertisements are attached, from which members can see the exact scope of the proposed changes.

2. RECOMMENDATIONS

That the objections be overruled and all the orders made and implemented as originally envisaged, except that consideration be given to the possibility of dropping the Zone P sector (see Section 6) from the relevant order and keeping that area under close review.

3. FINANCIAL IMPLICATIONS

These proposals were included in the “Financial Strategy – Revenue Budget 2010/11 Update” under the category “Trading Services Revised Surplus. The total stated was £320k but this value included bus lane enforcement which is a separate issue. The breakdown for parking consists of £60k for the on-street proposals, £60k for the off-street proposals and £50k for Golden Square (although we have obligations to return some funding to the British Legion). Clearly, there are also imponderables, especially vis-à-vis on-street controls where the idea is to release space, not make money by seeing it fill up.

4. SERVICE & COMMUNITY IMPACT

As is discussed more fully in Section 6, the changes provided for by these orders have merits from some points of view and disadvantages from others.

5. OTHER IMPLICATIONS

None.

6. REPORT

1. The main thrust of the objections is to do with the social impact of on-street controls being applied until 8.00pm in the evening. There are also concerns about the new proposed off-street arrangements.
2. The new orders will also allow housekeeping matters to be tidied up, reducing the extent to which the current regimes depend on amendments of amendments, etc.
3. The objections are about the impact which extended evening operational hours will have on a range of leisure activities in the central part of the city. Quite a number of them are from Bridge players, many of whom are members of The Bridge Club in Rubislaw Terrace. Other players attend a different club in Bon Accord Terrace. However, there are also many objections from people with different evening leisure involvements which they also believe will be seriously affected by on-street parking charges applicable up to 8.00pm at night (and the new overnight arrangements in off-street car parks).
4. Predictably, a number of these objectors criticise the proposals as mere revenue-generating plans intended to make money where no public interest or accountable strategy is being served by the charges. It does not appear to me that that is a reasonable criticism given that for several years the Council has been criticised strongly by people who believe that they are obliged to pay for residential permits to park near their homes but that they get no benefit from those permits at the times when they experience the most severe difficulties in parking. That is to

say, some residential streets fill up with non-residential parking *in the evenings*.

5. A vivid example of this would be Dee Street, where trenchant criticisms have been made of how the existing on-street controls do nothing to deter what is perceived to be intrusive parking by people heading for the Music Hall.
6. Nevertheless, one of the objections is from the Chief Executive of Aberdeen Performing Arts, referring in particular to the Music Hall, His Majesty's Theatre and the Lemon Tree, making the point that the proposed changes could add £3.50 to the cost of (say) an evening concert at the Music Hall.
7. However, the Council has set out to respond to the criticism from residents in the likes of Dee Street and to accept the possibility that some people, depending on the choices they make, may indeed find themselves paying evening parking charges in order to leave their cars relatively close to the Music Hall, perhaps rather than using an off-street car park with its attendant concerns about vulnerability late at night, etc.
8. The point might also be made that a relatively small parking charge is neither here nor there if one is already committed to attending a concert for which the tickets may cost £30 each, but that the situation is very different when the leisure activity is playing bridge or amateur music-making, and may take place several times a week. Here, the burden of parking charges takes on a different connotation vis-à-vis an activity that is otherwise largely or essentially free of charge. One objection (from Queen's Cross Church) refers to Boys Brigade and Girl Guides activities. The point here appears to be not that parents cannot drop off and pick up their children without paying parking charges – by and large, that would not be true - but that adult volunteers leading evening activities will have to pay parking charges to park while they are doing whatever it is they do.
9. An air of scepticism may be appropriate if the case is pressed too strongly that someone motivated to pursue a civic involvement will simply recoil from that involvement if evening parking charges – which are not by any means a particularly unusual symptom of city centre traffic management – are introduced for the first time. Here I would point again to the clear desire of many residents that there be evening controls to bring their residential permits into line with their expectation of them.
10. Local authorities necessarily implement public policies in systematic ways. The caricature of “one size fits all” is easy to sketch but our critics might revert to it if charged with the burden of managing public policy. However, having said that, there is undoubtedly something to be said for the case being made by The Bridge Club in Rubislaw Terrace.

11. There are very few residents in Rubislaw Terrace and the best argument for the current policy does not really apply to that road unless one enters the domain of considering whether displacement from roads nearby will become an issue when extended evening operational hours kick in there.
12. However, although I frequently remind the Committee that we have often regretted excising bits of controlled zones because of scepticism about displacement arguments, this concern does not appear to be distinctive here.
13. The objectors from Rubislaw Terrace would aver that there is no imminent likelihood of displacement parking. And it is conceded that there is no existing evening pressure. Accordingly, my understanding is that these objectors will seek a deputation in which they will say that they believe that Rubislaw Terrace could be lifted out of the current legislation partly because, unlike other locations, the Council does not have to choose between competing interests at that location.
14. I have discussed this issue with my roads colleagues and they feel that, if there were to be any relaxation here, it would be altogether best to take out not only Rubislaw Terrace but also Queens Terrace (obviously), Albyn Place (the main road in this sector but one with very few residential frontages), Albert Terrace, Albert Street, Rubislaw Place and a little bit of Carden Place. In our in-house terms of reference, this amounts to taking the "Zone P" element out of the relevant traffic order. From the point of view of public understanding, it would be easier to do this than to take one or two streets out but leave the others in.
15. Yet there is a significant counter-argument. Local authorities do not ordinarily do this kind of thing. Even if we can identify streets where there is no competing interest, and in respect of which the best arguments for evening charges do not apply, we have to remember that taking those streets out of the legislation would be done publicly, as part of a public process, and would be reported in the local press. The Council would be making it very clear that extended evening operational hours were being introduced but that some streets were being left out, and people would become very aware that you could head for those streets to avoid evening charges.
16. In other words, we would advertise those streets as places where free evening parking was still available very close to the west end of Union Street, significantly close to the Music Hall, and reasonably close to HM Theatre.
17. To persist with the Music Hall as an example, one might be able to walk from one's home to the Music Hall, or to take a bus to Union Street. However, if one's value judgement is that one has to take a car, any of the streets in Zone P would be extremely attractive for most able-bodied people.

18. The possibility of attracting a new problem has to be a serious concern. Admittedly, it might occur in a slower manner than usual, allowing difficulties to be dealt with timeously in a future review. Also, taking out the whole Zone P sector would share any impact between a number of streets, not force it onto just one. I think it has to be acknowledged that there is intellectual respectability in the idea of dropping extended evening operational hours in Zone P, and also that such a move would help other objectors (e.g. Queen's Cross Church).
19. Are there any other areas where the same arguments might apply? Some of the objectors would probably say that there were, but I doubt it. For example, one objector suggests that there would be no harm in retaining free evening parking in Upper Denburn, but, if evening/overnight charges are introduced in the Denburn off-street car park, a displacement effect at this location is inevitable.
20. Wherever else one looks, there are competing interests (residents who feel they get no benefit from their residential permits at the times when they experience the most severe difficulties in parking) or else genuine fears about displacement. All in all, the Zone P sector looks like the one location where there is a *provisional* argument for relaxation. ***But it would be a calculated risk.***
21. Moving onto an entirely separate topic, there have been some objections from Golden Square, where the old arrangements operated by the British Legion are to be replaced by the incorporation of the "inner circle" at the location within the City Council's new off-street car parking order. As my roads colleagues say in their technical observations, there is nothing particularly compelling about these objections. At least one of them refers extensively to supposed legal questions, and suggests that the Council is acting outwith its powers in incorporating the area in a traffic order. These legal questions were in fact resolved long ago, and there is nothing in the objections to cause the Council to hesitate to implement the off-street legislation with Golden Square included in it.
22. Further commentary is in the appendix, in the authorship of my roads colleagues.

7. AUTHORISED SIGNATURE

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scarruth@aberdeencity.gov.uk
(01224) 522550

8. REPORT AUTHOR DETAILS

David Wemyss
Senior Committee Services Officer (Roads Legislation)
dwemyss@aberdeencity.gov.uk
(01224) 522523

9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the statutory objections themselves).

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

THE ABERDEEN CITY COUNCIL (OFF-STREET CAR PARKS) ORDER 2010

1. Aberdeen City Council proposes to make The Aberdeen City Council (Off-Street Car Parks) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order would be to introduce new charging arrangements in off-street car parks.
3. Evening operational hours are being extended. All charges in the table below will apply between 8a.m. and **8p.m.** (Monday – Saturday). Sunday hours will remain at 1p.m. – 5p.m. (except that there will be no Sunday charges at Jack’s Brae).
4. Also, a new overnight charge of £1.50 will now apply between 8p.m. every evening and 8a.m. the next morning (but not on Sunday evenings overnight to Mondays). *Only if this overnight charge has been paid* will the duration of a prior period paid for run through into the following day’s charging hours.
5. New car parks are being established at Golden Square and Jack’s Brae, and East North Street is proposed to become a short-stay car park instead of a long-stay one as at present.
6. No increase is being proposed to the price of monthly season tickets - £160 for calendar month - or to the level of penalty charges (£60). These costs will remain completely unchanged.

<u>Location</u>	<u>Period of Stay</u>	<u>£</u>
Gallowgate East North Street Golden Square (inner circle) St. Nicholas House (open to public Sat & Sun only) Broad Street	Up to 2 hours 2 to 3 hours 3 to 4 hours (Max stay 4 hours)	1.60 2.40 3.20
Chapel Street Multi-storey Denburn Multi-storey West North Street Multi-storey Virginia Street (Mearns Street)	1 hour special (Denburn Multi-storey only) Up to 2 hours 2 to 3 hours 3 to 4 hours 4 to 5 hours 5 to 6 hours 6 to 10 hours (Max stay 10 hours)	0.75 1.35 2.10 2.80 3.60 4.50 8.00
Jack’s Brae (taking access of the south side of Jack’s Brae, located 30m southeast of Northfield Place)	Up to 2 hours 2 to 3 hours 3 to 4 hours (Max stay 4 hours)	1.35 2.10 2.80
Broomhill Road Fonthill Road	Up to 1 hour Up to 2 hours	0.35 0.75

7. Full details of the proposals are to be found in the draft order, which, together with maps showing the car parks and a statement of the Council's reasons for promoting new arrangements in them, may be examined during normal office hours on weekdays between 14 April and 7 May 2010 in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
8. It is recommended that anyone visiting St Nicholas House to view the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. The telephone number is 523477.
9. Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 14 April until 7 May, 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made.
10. Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (ASHLEY/QUEENS CROSS) (ZONE N)
(TRAFFIC MANAGEMENT AND PAY AND DISPLAY) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (Ashley/Queens Cross) (Zone N) (Traffic Management and Pay and Display) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (Ashley/Queens Cross) (Zone N) (Traffic Management and Pay and Display) Order 2000. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Carden Place, Albyn Place, Prince Arthur Street, Albyn Terrace, St. Swithin Street, Ashley Road, Albyn Grove, Union Grove, Claremont Place, Chattan Place, Claremont Street, Nellfield Place, Great Western Place, Ashvale Place, Albyn Lane and Granton Place.

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (CITY CENTRE – AREA IV)
(TRAFFIC MANAGEMENT AND PAY AND DISPLAY) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (City Centre – Area IV) (Traffic Management and Pay and Display) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (City Centre – Area IV) (Traffic Management and Pay and Display) Order 2000. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until *8pm* on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Charlotte Street, College Street, John Street, Seamount Road and Virginia Court (Access Road).

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (KING STREET AREA – BEACH BOULEVARD TO ROSLIN PLACE, ABERDEEN)
(TRAFFIC MANAGEMENT AND PAY AND DISPLAY) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (King Street Area – Beach Boulevard to Roslin Place, Aberdeen) (Traffic Management and Pay and Display) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (King Street Area – Beach Boulevard to Roslin Place, Aberdeen) Order 1999. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Beach Boulevard, Castlehill, Hanover Street, Jasmine Way, Jasmine Place, Lemon Street, St. Clair Street and Wales Street.

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

THE ABERDEEN CITY COUNCIL (ON-STREET PARKING PLACES) ORDER 2010

1. Aberdeen City Council proposes to make The Aberdeen City Council (On-Street Parking Places) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (On-Street Parking Places) Order 1997. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

Area	Time of Stay	£
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Union Row, Summer Street, South Silver Street, Diamond Street, Huntly Street, Golden Square, Langstane Place, Bon-Accord Street, Chapel Street, Little Chapel Street, Rose Street, Thistle Street (East), Bath Street, Bridge Place, Crown Street, Windmill Brae, College Street, Back Wynd, Belmont Street, Queen Street, Schoolhill Inset Road, Union Terrace, Crimon Place, Skene Terrace, North Silver Street, West Craibstone Street, East Craibstone Street, Bon-Accord Square, Dee Street, Hardgate, Justice Mill lane, Union Glen, Huntly Street, Whitehouse Street, Victoria Street (North and South), Thistle Street (West), Margaret Street, Crown Terrace, Dee Place, Marywell Street, St. John's Place, St. Mary's Place, Carmelite Lane, Castle Terrace, Exchange Street, Justice Street, Marischal Street, Stirling Street, Trinity Street, Charlotte Street, Craigie Street, Gallowgate, George Street, John Street, Littlejohn Street, Loch Street, Spring Garden, Affleck Street, Albury Place (north to south and west to east sections), Albury Road, Bank Street, Bon-Accord Crescent, Caledonian Place, Ferryhill Terrace, Hollybank Place, Howburn Place, Portland Street, Rosebank Place, Rosebank Terrace, South Crown Street, Springbank Street, Springbank Terrace, Wellington Place, Willowbank Road, Albyn Place, Queen's Terrace, Rubislaw Terrace, Service Road (between Queen's Terrace and Albyn Place), Queen's Terrace/Rubislaw Terrace, Rubislaw Place, Albert Terrace, Albert Street, Waverley Place, Constitution Street, Duff Street, Frederick Street, Jasmine Place, Jasmine Terrace, Nelson Street, Park Place (North and West) Roslin Terrace, St. Clair Street, South Constitution Street, Summerfield Place, Summerfield Terrace, Wales Street, Wales Street (East), King Street, Baker Street, Eden Place, Esslemont Avenue, Farmers Hall, Gilcomston Park, Hill Street, Jack's Brae, Kintore Gardens, Kintore Place, Leadside Road, Northfield Place, Raeburn Place, Richmond Street, Rosemount Place, Rosemount Viaduct, Short Loanings, Skene Square, Skene Street, South Mount Street, Spa Street, Stevenson Court and Upper Denburn.

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (AREA 2) (QUEENS CROSS / ROSEMOUNT / MIDSTOCKET /
ASHLEY AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council (Area 2) (Queens Cross / Rosemount / Midstocket / Ashley Area, Aberdeen) (Traffic Management) Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council (Area 2) (Queens Cross / Rosemount / Midstocket / Ashley Area, Aberdeen) (Traffic Management) Order 2001. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in Richmond Walk.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL ((1) ROSEMOUNT/QUEENS CROSS AREA - GENERAL TRAFFIC MANAGEMENT;
(2) ROSEMOUNT PLACE/SKENE SQUARE/GILCOMSTON STEPS/WOOLMANHILL/SKENE STREET/ESSEMONT
AVENUE AREA - "PAY AND DISPLAY") ORDER 2010**

1. Aberdeen City Council proposes to make The Aberdeen City Council ((1) Rosemount/Queens Cross Area - General Traffic Management; (2) Rosemount Place/Skene Square/Gilcomston Steps/Woolmanhill/Skene Street/Esslemont Avenue Area - "Pay and Display") Order 2010 in terms of its powers under the Road Traffic Regulation Act 1984.
2. The effect of the order is to restate the provisions of The Aberdeen City Council ((1) Rosemount/Queens Cross Area - General Traffic Management; (2) Rosemount Place/Skene Square/Gilcomston Steps/Woolmanhill/Skene Street/Esslemont Avenue Area - "Pay and Display") Order 1997. Once concluded, the new order will revoke the old one. However, its provisions will be exactly the same in all respects bar one: the new order will provide for extended operational hours (instead of 8am until 6pm, the new hours would be 8am until **8pm** on any day (except Sundays) in respect of all pay and display bays. Existing daytime yellow lining is *not* being made the subject of extended times.
3. Accordingly, the only new effect of this order is to provide for extended operational hours in respect of the existing pay and display bays in the roads listed in the schedule below.
4. Also, any other existing traffic regulations provided for in the old order will be restated unchanged in the new legislation.
5. The new order will also continue the existing rules for the issue of residential exemption permits. There is no change to the eligibility requirements already in place and there is no proposal to alter the price of a permit. Nor is there any proposal to alter the cost of buying a pay and display ticket. Once again, the order changes nothing other than the evening operational hours.
6. For the avoidance of doubt, the existing on-street charges conform to the following pricing structures:-

<u>Area</u>	<u>Time of Stay</u>	<u>£</u>
Inner Central Zone	20 minutes	0.75
	40 minutes	1.50
	1 hour (max stay)	2.30
Outer Central Zone	20 minutes	0.60
	40 minutes	1.25
	1 hour	1.90
	2 hours (max stay)	3.90

The penalty charge for staying longer than the period paid for, or for not displaying a ticket at all, is £60.00 (unchanged).

7. Residential permits will be available in the same way as they are at present, and at the same cost - £80 for the first or only, £120 for a second (if applicable). Business permits will also be available in line with existing eligibility rules at the unchanged price of £160.
8. Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between Wednesday, 14 April, 2010, and Friday, 7 May, 2010, in the offices of the Road Safety and Traffic Management Team by calling at the ground floor of St Nicholas House, Broad Street, Aberdeen.
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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Baker Street, Eden Place, Esslemont Avenue, Farmers Hall, Gilcomston Park, Hill Street, Jack's Brae, Kintore Gardens, Kintore Place, Leadside Road, Northfield Place, Raeburn Place, Richmond Street, Rosemount Place, Rosemount Viaduct, Short Loanings, Skene Square, Skene Street, South Mount Street, Spa Street, Stevenson Court and Upper Denburn.

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Enterprise, Planning and Infrastructure, Roads Services, Road Safety and Traffic Management Team

Summary of objections received during the public consultation and thereafter a response from roads officials

Please note the comments below are not indicative of the number of objections received, and have been chosen as they highlight recurring themes throughout the correspondence received.

Objection 1. General objections received to the proposals

- "The change in parking arrangements seems ill advised and somewhat cynical in that it's only aim is to provide extra income from 'easy targets' and no other considerations have been taken into account."*
- "Motorists appear to be seen as a soft target when additional revenue has to be raised and on the pretext of traffic management and environmental issues we are constantly burdened by additional taxes which we can ill-afford"*
- "I realize that financially Aberdeen City Council needs to raise extra finance but this plan may well lead to a real problem for many citizens wishing to attend concerts, theatres and activities in the city centre"*
- "Forgive me for being cynical but it does smack of a revenue raising scheme with no obvious advantage to the citizens who already provide very substantial amounts through Council tax"*
- "I see no justification for these proposals, and therefore have to conclude that it is nothing more than a money making exercise."*
- "If the proposals (to remove the free parking arrangement from 6.00 p.m.) are approved it would mean something of the order of £2.50 per evening added to the cost of classes for individuals attending. As a result it is fairly likely that our classes would collapse." (RSCDS)*
- "Many of the choir are pensioners and as evening bus services are poor they feel the need to bring their cars as we do not finish our rehearsals until 9.30"(Aberdeen Orpheus Choir)*
- "Public transport is not a viable alternative for many of us. Buses are infrequent in the evenings and women do not like walking around dark streets, especially on cold winter nights"*
- "The change of times will mean that any visitors we have, who arrive beyond the normal office working hours, will now have to pay."*
- "The changes in times will not significantly reduce the number of cars using the city centre, given that there is no associated increase in alternative transport"*
- *"If a person's working hours dictate that they have to be parked on street in the city centre until beyond 6 O'clock, they will just pay the extra or time their payment period till 6 O'clock and then move to the single yellow line areas."*
- "the real problem was lack of parking spaces available rather than shoppers / members of the public taking up residents spaces"*
- "the council are increasing the parking meter charge which is also unacceptable."*
- "When the general public purchase a Parking Permit they don't realize the amount of Parking Permits the council have already sold to the general public and I am quite sure the council aren't too concerned either as the revenue generated from the permits is ploughed back into the public purse without too much concern as to whether there are enough spaces to go round at any time of the day or night."*
- *"With the extra workload of 131 streets / roads etc to police I am sure the 7pm to 10pm shift to police throughout the city "hotspots" for vehicles parked on double yellow lines and other road offences will not be policed any better than it is being policed at the moment"*
- "There is no traffic management argument to justify asking people to pay for parking on Upper Denburn"*
- *There is no comparability argument that the proposal is needed to bring Aberdeen into line with other Scottish Cities"*

Officers Response

The purpose of the on-street parking proposals is to improve the residential parking amenity for the residents within the city centre.

The magnitude and attraction of the city centre has changed significantly from when parking zones were originally introduced into the city centre in the 1980's. At this time, the zones were established to help the customers and clients of the businesses by freeing up parking spaces by encouraging parking turnover. Parking restrictions were set to match standard business hours, however, in subsequent years there has been a drive towards encouraging sustainability and providing for residential amenity.

In recent years, the Council has received complaints from residents of the city centre complaining about parking availability. The residents have complained because they have to pay £80 for a parking permit for restrictions which operate

between 8am – 6pm. These residents take their cars to work and return after 6pm and are therefore competing for parking spaces with visitors to the city centre. They question the worth of paying for a parking permit when they receive very little benefit, other than at weekends.

Property density is a primary cause of the parking problems however the proposals will help residents by giving them some priority over other visitors to the area. The proposals will not stop visitors from parking in the marked bays but they will give permit holders easier access. It is true that residents' visitors will be affected but they will have access to the book of scratch card tickets that residents can purchase every year, or in some zones there may be the possibility of using the flexible permit.

The available kerbside for parking is limited and, in some central zones, more permits are issued than there are marked parking bay spaces available. That is why the permit numbers are restricted to one per property in the inner core zones and two in the other zones. The number of parking permits issued is based on eligibility and entitlement.

The extension of the daytime single yellow waiting restrictions was initially considered but this aspect was not progressed because it would have reduce the parking capacity between 6pm and 8pm and would equally affect residents and visitors. It is accepted that visitors will be more inclined to park on the single yellow lines; however this is considered acceptable outwith peak hour traffic.

Whilst it is acknowledged that public transport is not acceptable for all occasions, the City Centre does have the best links available within the City.

With respect to the off-street car parks, the proposals are for the extension of operational hours to 8pm and the introduction of a flat fee of £1.50. These car parks are facilities provided by the Council and it is considered that a nominal cost is reasonable. The proposals are comparable with car parks operated by private companies within the city and are comparable to car parks operated by other local authorities.

Objection 2. Aberdeen Bridge Club, and Scottish Culture and Traditions,

These objectors have been combined into one category because they are all relevant to one particular parking zone; zone P. The central theme of these objections is the evening use of the streets and the lack of residential properties within the zone.

The largest numbers of objections received were from Aberdeen Bridge Club; this club owns the building at 14 Rubislaw Terrace, which is within zone P. The members of the club object on the grounds that there are no residential properties on Rubislaw Terrace or on Queens Terrace and there are no cars parked on-street after business hours.

Due to the demographics of the club and the lack of available public transport, the members have stated that close proximity parking is essential for the club. If approved the proposals would significantly increase the cost of playing Bridge and would potentially jeopardise the future of the club. The members have

objected to the proposals overall but have also requested consideration as to the removal of zone P or Rubislaw / Queens Terrace from the proposals.

-“Every evening of the week, approximately 60-80 members turn up to play Bridge at the Club, the majority of whom are Senior Citizens and some with the disabilities associated with this group”

-“Players travel from the outskirts of the City to play bridge at the club and the use of Public Transport is not a viable alternative, as the prospect of all these senior citizens standing around at bus stops on Union Street and Albyn Place at the end of play, which is between 10.30 and 11.00pm, beggars belief”

-Rubislaw Terrace has a “minute residential population. After 6.00pm there is only a handful of cars parked in the street and this is clear to club members,”

-“Parking costs which are now free will cost £3.90 per evening (the table fees per evening are £2.50)”

-“The future of the club and many other societies and groups in zone P would lose their membership and the citizens of Aberdeen would be deprived of the enjoyment they get from their meetings”

-“There are next to no residents. The street is practically empty in the evening, unlike during the day when all the businesses are open.”

Scottish Culture and Traditions is a local charitable organisation supported and funded by both Aberdeen City Council and Scottish Arts Council. In addition to highlighting the absence of residential properties in Rubislaw Terrace and on Albyn Place, they have stated

-“The proposed extension of parking charges to 8.00pm could have a serious effect on attendance at our classes. Many of our participants are elderly and others are on limited income which entitles them to concessionary rates. They would be faced with the prospect of paying a parking fee of £3.90 per car to comply with this new regulation, and may not enroll as a result. This would affect not just them but also others in the same class, as the organisation has to have a viable number in each class to enable it to run.”

Officers Response

It is agreed that Albyn Place, Rubislaw Terrace & Queens Terrace have very few residents and therefore current evening parking levels are negligible. However, these streets are in parking zone P which is very close to the city centre, and there is potential for displacement from the adjacent parking zones N, C and possibly the Summer Street, Chapel Street and Golden Square off-street car parks

This zone is possibly the smallest parking zone in the city and it is on the periphery of the proposals, but it does contain residential streets and officers do believe that it is close enough to the city centre to suggest that its omission could lead to problems in these residential streets.

The “micro-management” of individual streets, whilst now theoretically possible, would result in significant difficulties when managing and enforcing restrictions. A lack of consistency would result in an increase in parking appeals, resulting in increasing levels of administration. It would generate disparity between streets causing complaints from members of the public.

Objection 3. Queens Cross Parish Church / Gilcomston South Church

Queens Cross Parish Church is located within Zone N; the church’s objection is based on the evening use of the church by volunteer organisations, and the subsequent effect on the community if these proposals are progressed.

-“The Girl’s Brigade meets on Tuesday evenings from 5.30 to 8pm and the leaders arrive at 5pm to make their preparations. They will, from the date of the new order, have to pay for three hours parking. On Wednesday, Beavers meet at 6pm and Aberdeen Youth Music Theatre at 7.30pm. On Thursdays, Brownies meet at 5.30 until 7pm with a similar situation arising on Fridays when the Cub Scouts meet from 5.30 until 7pm. All these uniformed organisations experience difficulty in sourcing leaders and the extension of the Pay and Display times is an unjustifiable penalty on the volunteers who organize these groups.”

Gilcomston South Church is located within Zone C; the church’s objection is based on the evening use of the church by volunteer organizations, and also on various details of the proposals.

-A number of our meetings in the Church buildings on Summer Street are held on a weekday and weekend evenings after 7pm and so visitors and members will be charged for attending at a time when public transport is poor"
-“The charge is likely to reduce citizens’ use of city businesses, such as restaurants and community facilities”
-“There is no promise of service, such as toilet access or security attendants, to accompany the extra service charge. These necessary services are reasonable to expect if one is paying for parking”
-“The proposed charges appear to be discriminatory. A typical visitor to HM Theatre, using the Denburn car park from 7pm till say 10pm, need only pay 75 pence whereas a visitor to our church for example, using the Chapel Street car park from 7pm till 10pm, would have to pay £1.35”

Officers Response

Queen’s Cross Parish Church is located on the edge of parking zone N, adjacent to zones P and L. Zone N consists of some of the highest density residential areas within the city and is very close to the city centre. There are existing evening parking problems within zone N and any potential displacement into this zone would cause significant problems.

Although currently out of commission the church does have a car park, also the proposals do not extend into the adjacent zones L, T or X. Therefore it is likely that the limited number of evening users could utilise these streets without causing undue problems.

Gilcomston South church is on Union Street in the centre of core parking zones. The church has raised the issue of disparity between the Denburn and Chapel Street car park. Both of these car parks are classed as long stay car parks; in that they have numerous parking spaces and turnover is not as vital so longer stay parking is permitted. The shortest available ticket in all long stay car (except the Denburn) is two hours, the Denburn had a one hour tariff added because of the associated Medical Centre and also to allow a short stay facility for the parents of Robert Gordons pupils. Therefore if a driver is to park at 7pm until 10pm it will cost £2.25 in the Denburn but £2.85 in all other long stay car parks.

With regard to the objection stating that there is no service provided, it is suggested that there is currently no charge for a service that is provided. As stated, private companies do charge for parking in the evenings and overnight.

Objection 4. Northern Arts Club

The Northern Arts Bridge Club have raised similar objections to those of the Aberdeen Bridge Club, stating the demographics of the club members, the unsuitability of public transport for its members and the potential affect of the proposals on the club. The club has also highlighted that Bon Accord Square is a business area with very few residents.

Officers Response

Again it is agreed that Bon Accord Square consists predominantly of businesses however this is not the case across the zone as an entity. Zone C is a core zone and approximately 130 residential permits have been issued for this zone. The omission of this zone would result in displacement from the car parks and other adjacent parking zones.

Objection 6. Aberdeen Performing Arts,

Aberdeen Performing Arts and a number of other objectors have objected to both the proposed extension of the operational hours on and off street and also the proposed introduction of the overnight charge. The general concern is that

parking charges will deter people from attending venues such as the Arts Centre, Lemon Street, Music Hall or His Majesty's.

-“The majority of performances in these venues start at 7.30pm or 8pm and customers normally park between 7pm and 7.30pm. The proposed changes to charges would mean that our customers would face a charge for parking until 8pm and another charge for overnight parking. This could add up to £3.50 to the cost of their evening out”

-“These additional parking costs would be a significant disincentive to coming to our venues and that if implemented would seriously impact on our business”

-“The same sort of situation arises in the Arts Centre and Lemon Tree areas – parking there is gradually being eroded and so people wishing to attend events in these venues are discouraged from doing so by the difficulty in parking. Many cannot afford the cost of taxis”

-“Attendance at Aberdeen's main places of entertainment, viz. HM Theatre and the Music Hall will undoubtedly be affected, will they attract sufficient audiences to make these venues profitable if their patrons have to search even harder for a parking space prior to a performance”

-“Instead you should be encouraging the use of the city centre by making it more affordable to be there for the innocent pleasures of the non-inebriated members of the public”

Officers Response

As above.

Objection 7. Golden Square

Objections have been received to the transfer of management of the Golden Square car park, these objections include;

-“I have been advised that buildings in Golden Square with frontage to the inner car park have permission to park in the inner circle (legal documents dated back to the early 1900's)”

-“Public transport does not allow me to visit my clients at the time and dates suitable to them as I can be in several locations within the city at any given time on any given day.”

-“I require a car as an essential tool to my work frequently transporting large volumes of files to and from home”

-“The absence of a car parking space on the terms which are currently available to me is likely to be instrumental in any decisions with regard to continuation of work within Golden Square.”

-“My objection is based on the fact that The Local Authority have no right to impose any charges in relation to this area and that the charges suggested are excessive”

-“I require the use of my vehicle for employment purposes which can often include attending at clients' addresses and residential establishments throughout Aberdeen and Aberdeenshire. My clients can be elderly or infirm and unable to attend at our offices and my visits are often requested at short notice thus precluding my use of public transport.”

Officers Response

The legal questions regarding the ownership and operation of this car park have been resolved; objections based on this aspect of the proposals are not valid.

Aberdeen has numerous businesses of varying nature distributed throughout the City Centre and the businesses located in the vicinity of Golden Square are no different. Each business should consider how it operates and should look towards encouraging more sustainable methods of transport. If required, Aberdeen City Council officers can offer advice and assistance with this process.

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 May, 2010
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	The Aberdeen City Council (Old Aberdeen, Sunnybank, Tillydrone and Seaton) (On-Street Parking Places, Waiting Restrictions and Associated Traffic Management) Order 2010
REPORT NUMBER	CG/10/066

1. PURPOSE OF REPORT

This report deals with objections received after the statutory advertisement of an order to provide for controlled parking in and around the King's College campus, where the University of Aberdeen is building a new library to replace the existing Queen Mother Library.

2. RECOMMENDATION

That the objections be overruled where not cured by adjustment – the *first and second* appendices hereto comprise notes and plans indicating the adjustments being recommended – and that the traffic order be made and implemented as originally envisaged.

3. FINANCIAL IMPLICATIONS

The University of Aberdeen is providing £600,000 to Aberdeen City Council to fund the implementation of this zone. The *estimated* cost of the implementation plan now stands at £535,000. In terms of the legal agreement, the Council would be obliged to return the £65,000 surplus to the University, although there are grounds for caution about whether that estimate holds true. It is based on current market forces, and on the tender return for the recent Zone X order.

The tender for that order was much lower than expected, but not too much reliance should be placed on that. Another factor that will affect the final cost of the Old Aberdeen zone is the *extent* of the area affected. In the event that the Committee were to excise any part or parts of it, the cost would alter. Also, a scheme of this nature always has unknown factors that can only be identified once work commences on site.

I say all of this because of the idea that the projected surplus might be made the subject of negotiations to use it to subsidise a honeymoon period to ease in permit charges more gently. I discuss this idea in paragraphs 18 – 22. Under present circumstances, there is simply no funding available to subsidise cheaper (or free) permits.

4. SERVICE & COMMUNITY IMPACT

Section 6 below contains extensive discussion of the ways in which this proposal will have a considerable impact on a number of communities.

5. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here, although, again, section 6 will rehearse a wide range of concerns raised by objectors.

6. REPORT

Background

1. It is commonly said that the new university library is the cause of the new parking proposals, and it is certainly true that the promotion of the current order is a planning condition vis-à-vis the permission granted for the new building. However there have been discussions about modernising parking controls in this part of the city for some time now.
2. In particular, many residents have been asking for new controls to avert parking pressure caused by students' cars. Also, the University has already changed its own (private) off-street parking arrangements, with further alterations in the pipeline, and this has forced more cars into surrounding streets (in particular, the Seaton and Sunnybank areas).
3. Finally, the existing Old Aberdeen residential parking system has been in need of overhaul for many years now. This system pre-dates the emergence of pay and display in the eighties, and indeed goes back to the late sixties. It was restated in traffic orders in the seventies and mid-eighties, but it has always been a fairly rudimentary system where no money changed hands and where abuse was frequently suspected. Having said that, the common assumption was probably that the scheme muddled through, and there were few complaints about it. Nevertheless, from time to time, elected members over the years would ask why there was a very different – and much more informal – system in operation in one part of the city, and the answer was always that it was a historical quirk, and an anachronism.

4. Accordingly, the momentum towards a revised system in and around Old Aberdeen existed before the University obtained planning permission to build its new library, but, as I have already acknowledged, the present traffic order is a planning condition vis-à-vis that development, and the University is funding the implementation of the new controlled parking area to the tune of £600,000.

Meetings with objectors

5. In the usual way, all the statutory objectors were given the opportunity to set up appointments with the roads and legal officials to discuss their objections in an informal way behind the scenes.
6. These meetings were particularly successful, even though there were obviously some strong divergences of opinion at stake.
7. The third appendix to this report is in the authorship of the roads officials, and offers technical commentary on all the distinctive themes to be found in the objections. The original letters of objection are not attached, but are available for inspection. The first and second appendices present recommended adjustments.
8. The present part of the report is concerned with reflections on the objectors' meetings. Straight from the outset, these meetings yielded one recurring theme; namely, if the controlled parking zone could be larger than it is at the moment, have 24 hour application, and offer free residential permits, there would be little resistance to it.
9. Of course this is a broad-brush remark. Some criticism would remain about the limitation of two permits per household, and the availability of only a single non-car-specific permit. For the avoidance of doubt, the permit charges of £80 for the first permit and £120 for the second one are indeed charges for "firstness" and "secondness"; that is to say, the higher charge is *not* for the flexibility of a non-car-specific option but simply for the taking out of a second permit. Someone who wants to hold only a single permit can go straight for the flexible one at £80.
10. Although there is always some scepticism that the need for a zone is being overstated, I think it would be fair to say that our experience in this case is that local people generally agree that more stringent parking rules on university property - combined with the expected impact of the new library - *will* cause increased pressures where noticeable difficulties already exist.

24-hour application?

11. Again, in the course of the informal talks, I was increasingly inclined to play with the question "what if the zone had 24 hour application, was a bit larger, and had 24 hour application?". I cannot recall an outright rejection of the idea.

12. Unpacking the separate elements of this, and leaving the question of permit charges aside in the meantime, several objectors – most notably, Old Aberdeen Community Council – emphasised that for some residents in this area the most intense parking difficulties occurred in the evenings, precisely when the new zone will not apply. For residents in those areas, the criticism is that they feel they will need to buy parking permits to see them through the exigencies of daytime parking requirements, but that, for the considerable expenditure at stake, they will receive no help in respect of their most pressing difficulties.
13. However there are other residents who say they have no evening problem *and think they can cope with the daytime one*, and so see evening controls as the only factor that would force them into buying permits.
14. This conveys the complexity of these schemes, and the difficulties encountered by both elected members and officials in trying to judge what the best public policy might look like in a situation where local people may quite understandably want completely different things.
15. These questions also open up value judgements in other parts of the city, since many existing zones also attract criticism from people saying that the operational hours are such that they are left unassisted in their times of greatest difficulty (but trapped into buying permits to cover for daytime movements which they say they do not find difficult). This criticism will be averted if current proposals for extended evening operational hours in the central zones go ahead (see separate report elsewhere on this agenda).
16. Also, the idea of moving to 24 hour operation would entail the complete readvertisement of the zone and a re-examination of the costs attendant upon it. The local members, and the Committee in general, are better placed than I am to understand that conflicting interests in the area, including the interests of those living on streets not included within it, and so I would simply say at this point that the 24 hour suggestion is intellectually respectable but altogether messier than its proponents may have appreciated at the outset.
17. Inevitably, a common riposte was that the difficulty of 24 hour application disappears if you have free permits.

The agreement with the University

18. However, it is quite simply the case that the university is providing £600,000 for the implementation of this zone, and that that sum was not intended to subsidise or eliminate permit charges, whether for a honeymoon period or even in perpetuity. A somewhat extended honeymoon period for the Foresterhill area ended a year ago, although a similar period continues at Garthdee. The scale and impact of the Foresterhill and Garthdee developments were both much larger, with a completely new campus being established at Garthdee. The sense of completely new presences causing completely new impacts was much more vivid in those cases.

19. Although the Robert Gordon University has never directly subsidised the current arrangements (in the sense of replacing the supposed revenue which permit charges would otherwise have generated) they *have* subsidised the administration of the zone in a much broader way - not least by funding an extra post of parking attendant. Because of this very satisfactory agreement, the will presumably existed to relinquish whatever revenue might have accrued as a result of imposing permit charges, charges which, had they been introduced, would have been much lower back in 2003 (and would have generated much lower income).
20. In any case, although there is immediate appeal in the idea of a honeymoon period to ease in new permit charges more gently, such a course of action only postpones the fateful day when the standard charging levels have to be restored. Also, people tend to resent the good fortune of others – in most controlled zones in the city, the option of a honeymoon period has never been available.
21. Also, a honeymoon period involving permits that are absolutely free will simply encourage some people to take up the option of non-car-specific permits to sell to non-residents.
22. Finally, although it is a well-established principle that traffic orders can be made without re-advertisement if they are to be altered in terms of a diminution in stringency, and although the temporary reduction or removal of permit charges would clearly reduce the stringency of this traffic order vis-à-vis its most trenchant critics, non-residents with an interest in parking in this area may take the view that the order was actually fairer in its original form. Again, though, as things stand, the funding to subsidise cheaper (or free) permits is simply not there.

Literary tourism?

23. The new library will be very attractive and the University of Aberdeen holds out hope that it will be of considerable appeal to people outwith the academic community. As was discussed on a number of occasions during our informal talks with objectors, the existing Queen Mother Library is by no means full of academic texts and journals, but few people outside the academic community are aware of this.
24. In fact, the building has a wide selection of literature that would be of interest to any bookish person or keen library-user. Accordingly, I have undertaken to a number of objectors to say in this report that the appeal of the new library may extend beyond academic circles – especially given that it will be an attractive new building with a coffee shop, etc. – and that some of the parking intrusion in the area may eventually be caused by “literary tourism” from other parts of the city.

Students

25. Moving to a separate theme, quite a few people have speculated that the existing on-street pay and display charges (35p for 30 minutes, 75p for an

hour, £1.50 for 2 hours and £2.30 for the maximum period of 3 hours) could actually be quite attractive to some students in some situations. In particular, £1.50 for 2 hours covers a lecture and a cup of coffee. The charge might not be a deterrent if the cup of coffee is likely to be more expensive.

26. I think the point is a serious one, but there are two reasons to imagine that this effect will not actually occur. First of all, if students find the parking options acceptable (or even attractive) in themselves, they would still need to have some expectation that the spaces in question would be available, and that seems unlikely. Also, the Students Association came in for one of the informal meetings, and, in the course of that, the representatives of the Association expressed doubt that there would be many students who would see the new parking options as an opportunity rather than a deterrent. Nevertheless, the Students Association representatives were of the view that perhaps certain areas of pay and display parking might be altered to provide for parking over a six-hour period rather than the advertised three.

Sunnybank Primary School

27. On a different theme altogether, we met with teachers from Sunnybank Primary School who expressed concern that the significant recent expansion and development of the school had been such that the teachers merited special consideration.
28. However the Council has heard of this kind of thing in the past, and has not previously believed that one of its own schools could adduce a trump card that would allow a special case to be made without begging questions about the virtues of many other cases. Nevertheless, a deputation is expected, and members may feel that a compelling case has been made.
29. I may say in passing that the George Street controlled parking area was approved with a liberalised provision for garages parking customers' cars on surrounding streets – this was justified by the definitional nature of a business that was bound to entail the presence of customers' vehicles – and, although officers at that time expressed concern about the objective accountability of moving in this direction, the initiative was eventually taken and it has to be admitted that no great harm has come of it. Accordingly, the officials are open minded about special cases as long as the distinctiveness of the case is easy to adduce.

Other possible concessions

30. On the other hand, the suggestion that the high incidence of vulnerable people (Tillydrone is a deprivation area and there are many elderly people both there and in Seaton) should attract reduced prices (or none at all) would be a difficult value judgement to open up in this context, and one which the Council declined to explore when similar arguments were advanced at the time of introducing permit charges for the first time in the Foresterhill zone.

31. A limited number of special permits are already in circulation for the likes of midwives and district nurses. Carers (by which term should be understood voluntary care) do *not* have access to parking permits but I think it is fair to say that exploration of this issue a few years ago suggested that representative groups in Aberdeen recognised the difficulty of entering this territory, and were reticent about the inevitable extent to which they themselves would have to share the burden of regulating any new arrangements made.
32. A different theme altogether emerged – understandably – in respect of the conservation area status of this particularly attractive part of the city, and it is important to say that the roads officials have worked hard to keep street clutter to an absolute minimum. Also, where yellow lines are necessary, they will be both thinner and paler than ordinarily seen (this is a statutory possibility) and pay and display machines will be situated at a minimum level, determined only by the need to be sure that penalty charge notices could not be resisted by complaints about there having been no machine immediately obvious at the location in question.

Off-street car parking?

33. Moving on to something which arose at a number of the meetings, it is of course suggested by many objectors that the University is causing this problem and that the planning condition associated with their development ought to have been the construction of a major new overground or underground car park. However, it is necessary to bear in mind how extraordinarily expensive that solution would have been. An underground construction would almost certainly have been judged disproportionate, both in terms of infrastructural difficulty and costs. An overground construction would have raised enormous questions of visual intrusion – and again costs – but, quite separately, supporters of off-street car parks need to remember that all the cars in them have to get to them and then get away from them. That is to say, the cars using such a facility have to travel every day to Old Aberdeen and then later in the day leave Old Aberdeen, *all of them using the existing road network*.
34. Finally, there is the well-known notion that new roads and car parks fill up quickly by releasing latent desire to travel by car, desire that may have been dormant up to that point. Whatever differing views there may be on this, a major off-street facility is not a green solution.
35. The commentary prepared by my roads colleagues touches on all these matters, and picks up on smaller-scale points of detail which objectors have raised. Suggested (minor) adjustments are shown on the plans comprising the *second* appendix hereto. Putting all of that together with my observations here, the question arises: is the case made for the implementation of this zone, or have the objectors demonstrated that it would be in the public interest to abandon, alter or defer the proposals?

Delay implementation?

36. Interestingly, the University has confirmed that it would not resist any proposal to delay the implementation of the controlled parking area until the new library was operational, if this were to be a sympathetic response to the concern of local people. Unfortunately, the idea is difficult to recommend. There is a time bar vis-à-vis the traffic order which means that it has to be operational within two years of its statutory advertisement, and it is inevitable that the order will have to be made before the library is operational.
37. Also, although the statutory opportunity does exist for holding off a little, it is hardly good practice to implement an order more than a year after the public debate on it. Clearly, completely new prospective objectors can appear onstage in the intervening period, and be aggrieved that the consultation opportunity came so long ago. Again, although the opportunity for deferred implementation does exist, it is likely to be construed critically by some people even if welcomed by others.
38. In particular, as has already been emphasised, there are some streets in the zone where residents would like to see parking controls as soon as possible. School Drive, School Avenue, Regent Walk, Hermitage Avenue, Orchard Street, Wingate Road and Wingate Place would all be in that category. There is also the possibility of increased costs emerging since contractors' prices have a tendency to rise year-on-year.

STAR petition

39. I should say in passing that mention of residential desire for parking controls in the above-named streets compels me to mention that the petition received from STAR – Seaton Taking Action for Regeneration – expressed opposition to the entire idea of a zone, and featured a significant number of signatories from School Drive and School Avenue. However, in the course of our meeting with STAR, it was acknowledged that those signatories would almost certainly continue to support the controlled parking area, and be opposed only to permit charges.

Right arguments, wrong time?

40. Any recommendation that the order be made and implemented is bound to be tempered by awareness that there is real and understandable ill-feeling in the area about the need to pay for permits, the need to pay much higher prices for those permits than would have been the case just over a year ago, and the need to pay those prices because the University is growing in line with its aspirations but (so objectors might say) failing to take seriously the aspirations of its residential neighbours in surrounding streets.
41. In particular, some objectors have suggested that, when the planning process was conducted, and the new zone made a condition of planning permission, the scale of local feeling about *parking* issues in particular was not canvassed or rehearsed, and that the “solution” of a controlled parking

zone was allowed to pass without substantive public input. That input is now forthcoming, but some objectors think that resistance has been left marooned with the right arguments at the wrong time.

Conclusion

42. All of that is understandable, although some of it depends on the notion that planning permission should have been conditional upon an entirely different solution to parking and traffic problems, which need not be a telling hypothesis. The planning process in this case was conducted completely correctly and properly, and, as is entirely familiar, one of the conditions was the promotion of a controlled parking area which now looks to represent good public policy in a situation where other solutions are thinkable but not realistic. Accordingly, I would suggest that the implementation of the zone (except for the adjustments shown in the plans in the second appendix) is objectively accountable.

7. AUTHORISED SIGNATURE

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9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the statutory objections themselves).

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Appendix A – Recommended Alterations to Advertised Proposals Following Discussions with Objectors

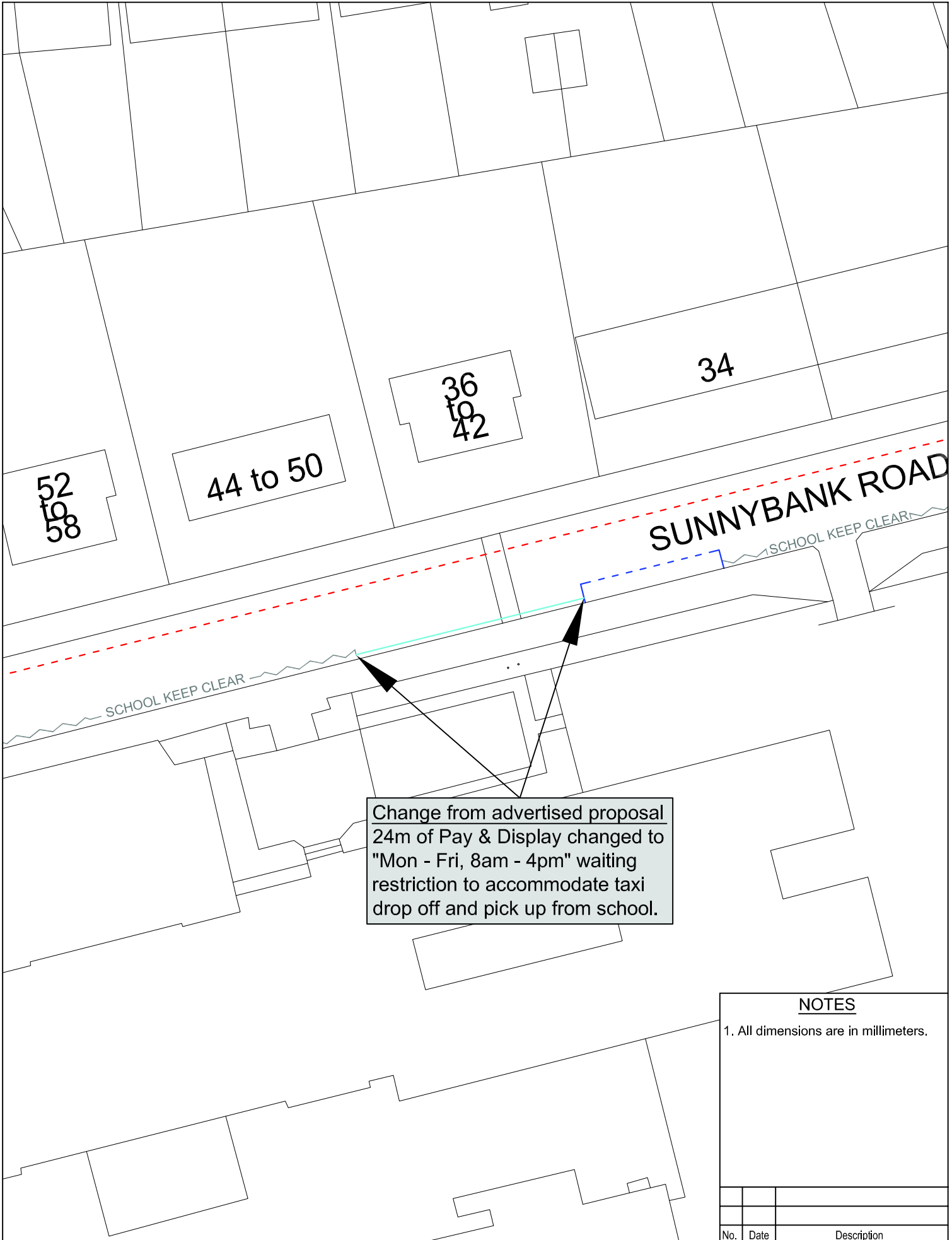
1. Sunnybank Road (Plan Ref 001)
In order to provide a safe drop off and pick up area for taxis carrying pupils to and from Sunnybank School, officers recommend that 24 metres of “Pay and Display” parking should be removed from the proposals and replaced with a single yellow line restriction which will be operational between the hours of 8am and 4pm, Monday to Friday. The single yellow line will prevent parking but will allow vehicle to stop to pick up and drop off pupils.
2. Sunnyside Terrace (Plan Ref 002)
Officers recommend that three “Resident Permit Holders Only” parking bays be moved from the eastern side of Sunnyside Terrace to the western side for ease of access to the driveways of Nos. 14 and 15 Sunnyside Terrace.
3. Orchard Road (Plan Ref 003)
To provide additional daytime parking for patrons of Northern Bowling Club, officers recommend that six bays on the east side of Orchard Road which were originally advertised as “Resident Permit Holders Only” be altered to “Pay and Display” parking.
4. Hermitage Avenue (Plan Ref 004)
Officers recommend that four “Pay and Display” parking bays be moved from the narrower eastern section of Hermitage Avenue opposite Nos. 7 and 8 to the wider western section for ease of access to the driveways of Nos. 7 and 8 Sunnyside Terrace.
5. High Street (Plan Ref 005)
In response to concerns over a lack of parking on High Street in the evening, officers recommend that six additional “Resident Permit Holders Only” parking bays be provided at the southern end of High Street.
6. High Street (Plan Ref 006)
In response to concerns over a lack of parking on High Street in the evening, officers recommend that a section of “At Any Time” waiting restrictions be relaxed to a single yellow line restriction, operating between the hours of 8am and 6pm, Monday to Saturday, at the western end of Wrights’ and Coopers’ Place to provide three additional parking bays in the evening period.
7. The Chanonry (Plan Ref 007)
Officers proposed the removal of one “Pay and Display” parking bay immediately outside the eastern gatehouse of St. Machar Cathedral and replace with an “At Any Time” waiting restriction in order to allow coaches taking tourists and wedding parties to the Cathedral to manoeuvre more easily.

8. Tillydrone Avenue (Plan Ref 008)

To facilitate longer term parking for those making use of facilities at the University of Aberdeen, officers recommend that the maximum stay be extended from 3 hours to 6 hours for the fourteen "Pay and Display" parking bays on the west side of Tillydrone Avenue, opposite the Zoology Building. Due to the fact that there are no neighbouring properties, there is little or no demand for residential parking in this area.

9. Bedford Road (Plan Ref 009)

To facilitate longer term parking for those making use of facilities at the University of Aberdeen, officers recommend that the maximum stay be extended from 3 hours to 6 hours for the thirty-four "Pay and Display" parking bays on the west side of Bedford Road, adjacent to the St. Machar Academy playing fields. Due to the fact that there are no neighbouring properties, there is little or no demand for residential parking in this area.



Change from advertised proposal
 24m of Pay & Display changed to
 "Mon - Fri, 8am - 4pm" waiting
 restriction to accommodate taxi
 drop off and pick up from school.

NOTES

1. All dimensions are in millimeters.

No.	Date	Description

AMENDMENTS

Drawing No.	REF_001
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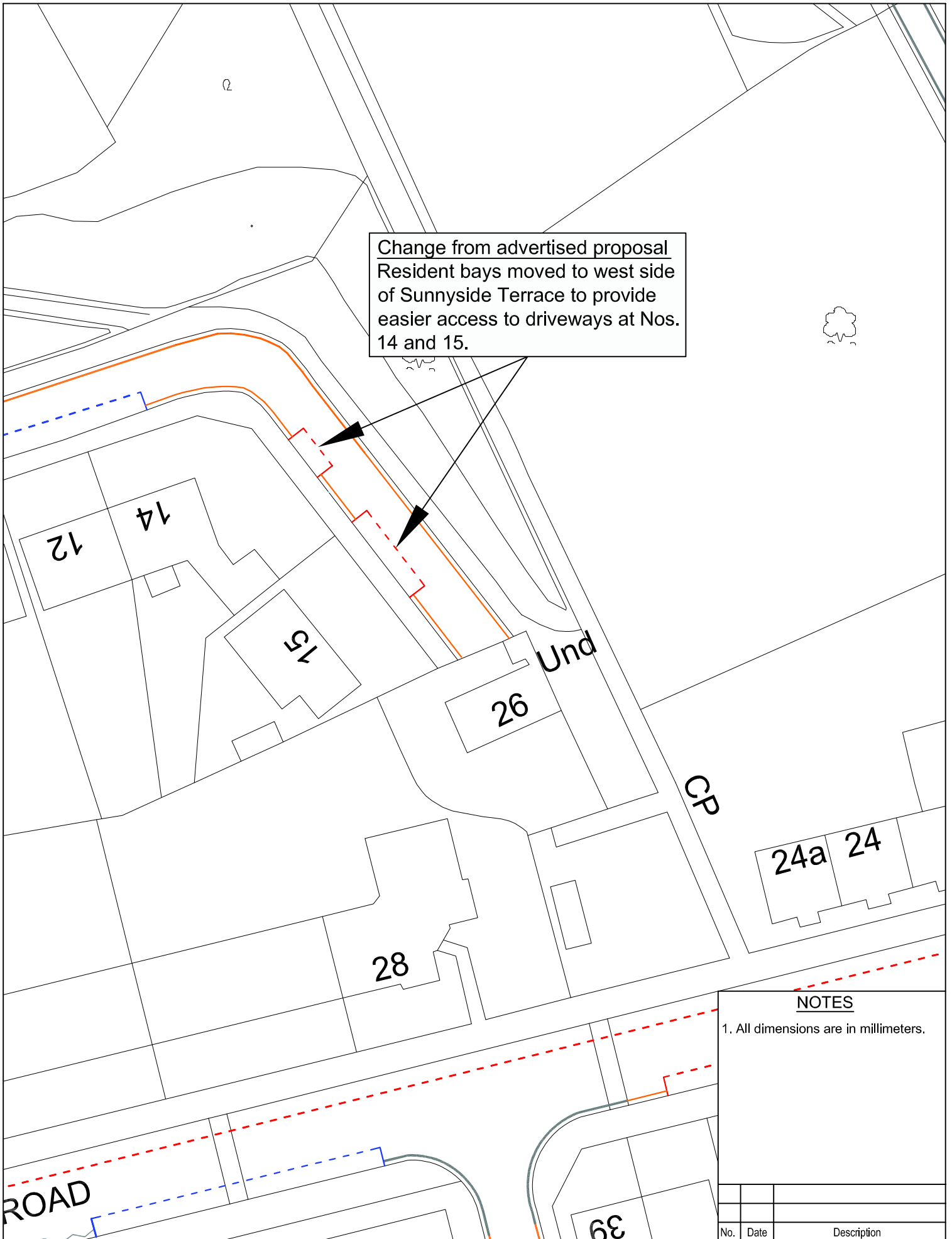


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Project.
**OLD ABERDEEN AREA
 CONTROLLED
 PARKING**

Title.
**SUNNYBANK ROAD
 PROPOSED
 CHANGE**

Drawn (init./date)
 W.F.
 Checked (init./date)
 #
 Scale & sheet size
 1:500 @ A4



Change from advertised proposal
 Resident bays moved to west side
 of Sunnyside Terrace to provide
 easier access to driveways at Nos.
 14 and 15.



NOTES

1. All dimensions are in millimeters.

No.	Date	Description

AMENDMENTS

Drawing No.	REF_002
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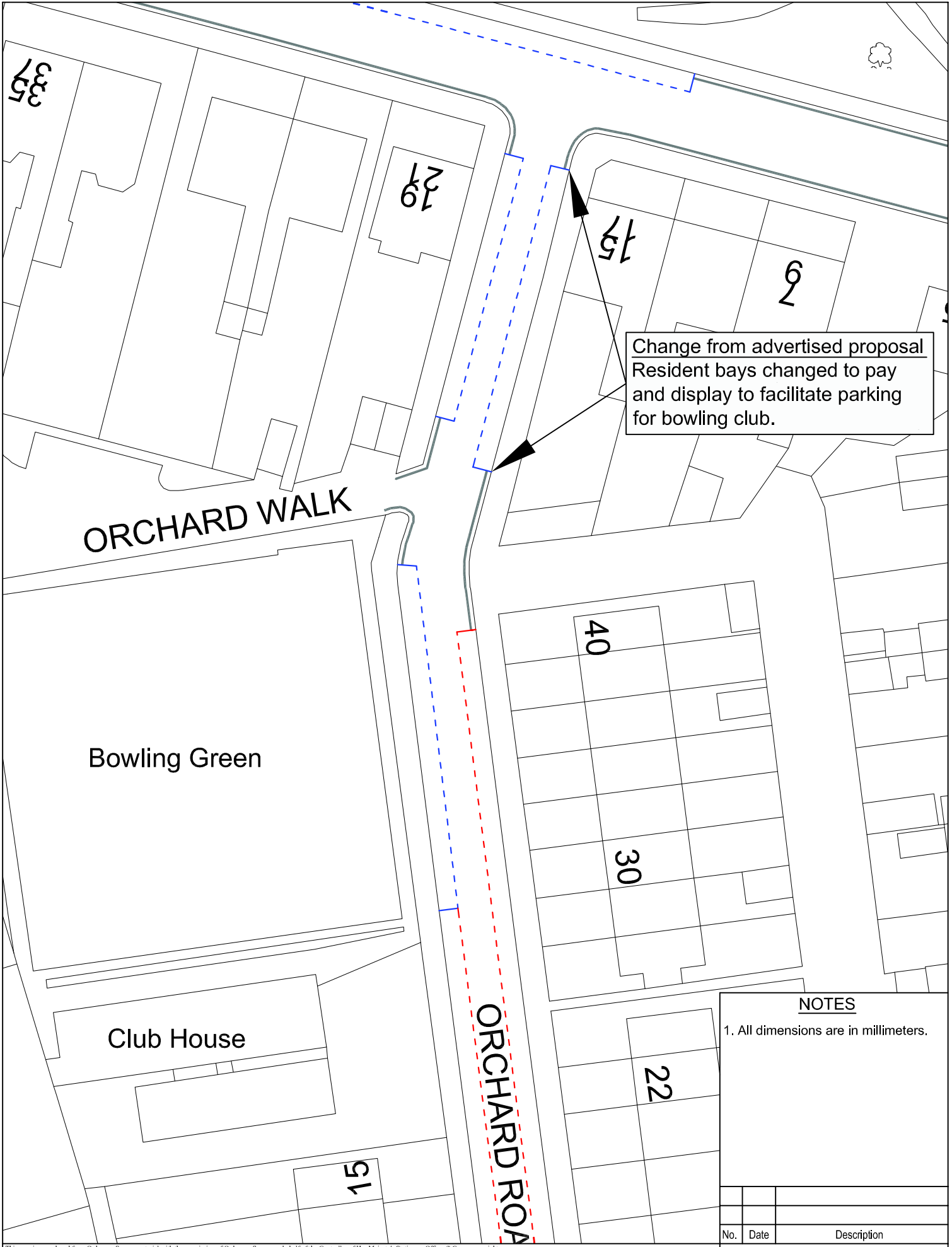


ABERDEEN CITY COUNCIL
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Project.
**OLD ABERDEEN AREA
 CONTROLLED
 PARKING**

Title.
**SUNNYSIDE TERRACE
 PROPOSED
 CHANGE**

Drawn (init./date)
 W.F.
 Checked (init./date)
 #
 Scale & sheet size
 1:500 @ A4



Change from advertised proposal
Resident bays changed to pay
and display to facilitate parking
for bowling club.

NOTES

1. All dimensions are in millimeters.

No.	Date	Description

AMENDMENTS

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Project.
**OLD ABERDEEN AREA
CONTROLLED
PARKING**

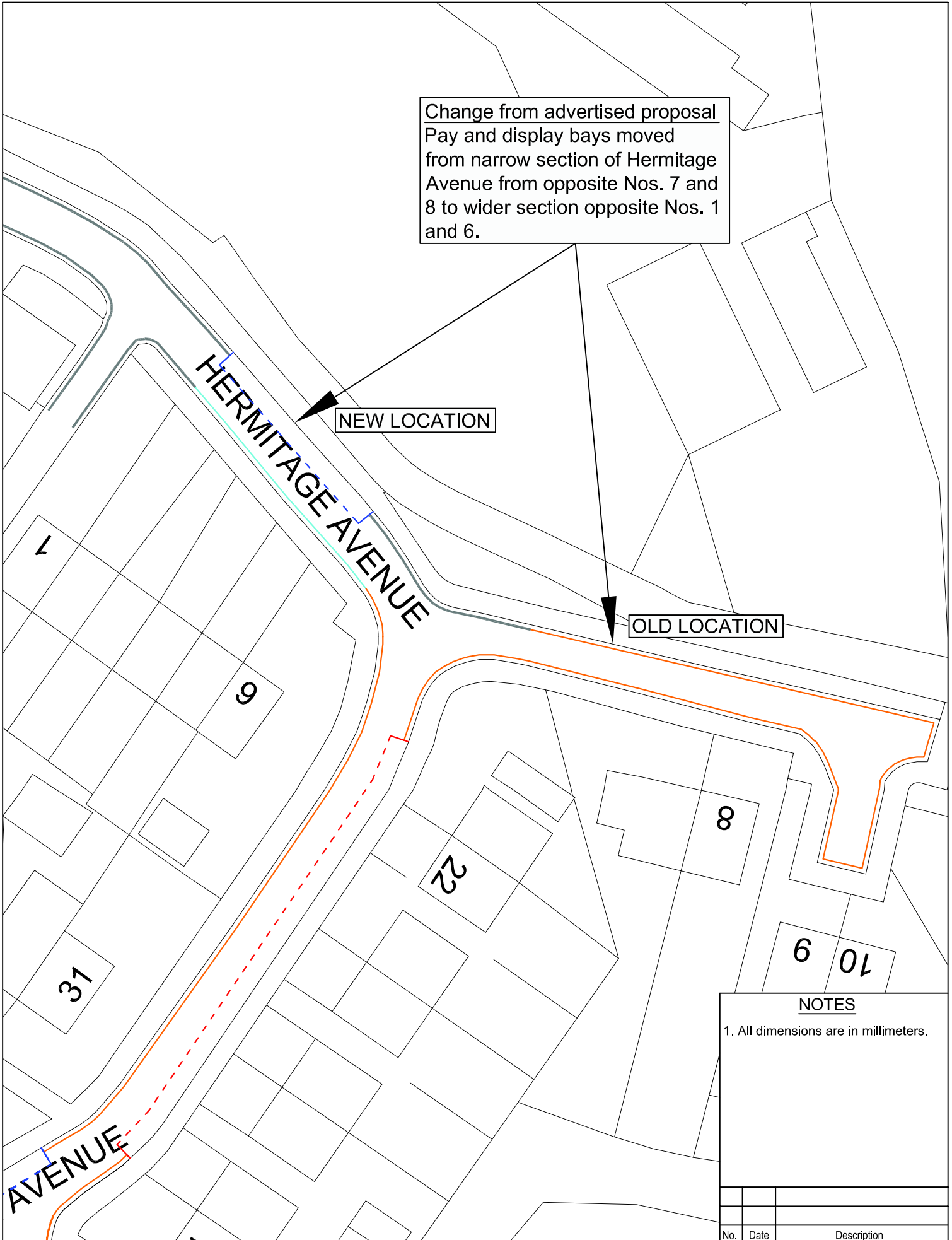
Title.
**ORCHARD ROAD
PROPOSED
CHANGE**

Drawn (init./date)
W.F.
Checked (init./date)

Scale & sheet size
1:500 @ A4

Drawing No.
REF_003

Change from advertised proposal
 Pay and display bays moved
 from narrow section of Hermitage
 Avenue from opposite Nos. 7 and
 8 to wider section opposite Nos. 1
 and 6.



NOTES
 1. All dimensions are in millimeters.

No.	Date	Description

AMENDMENTS

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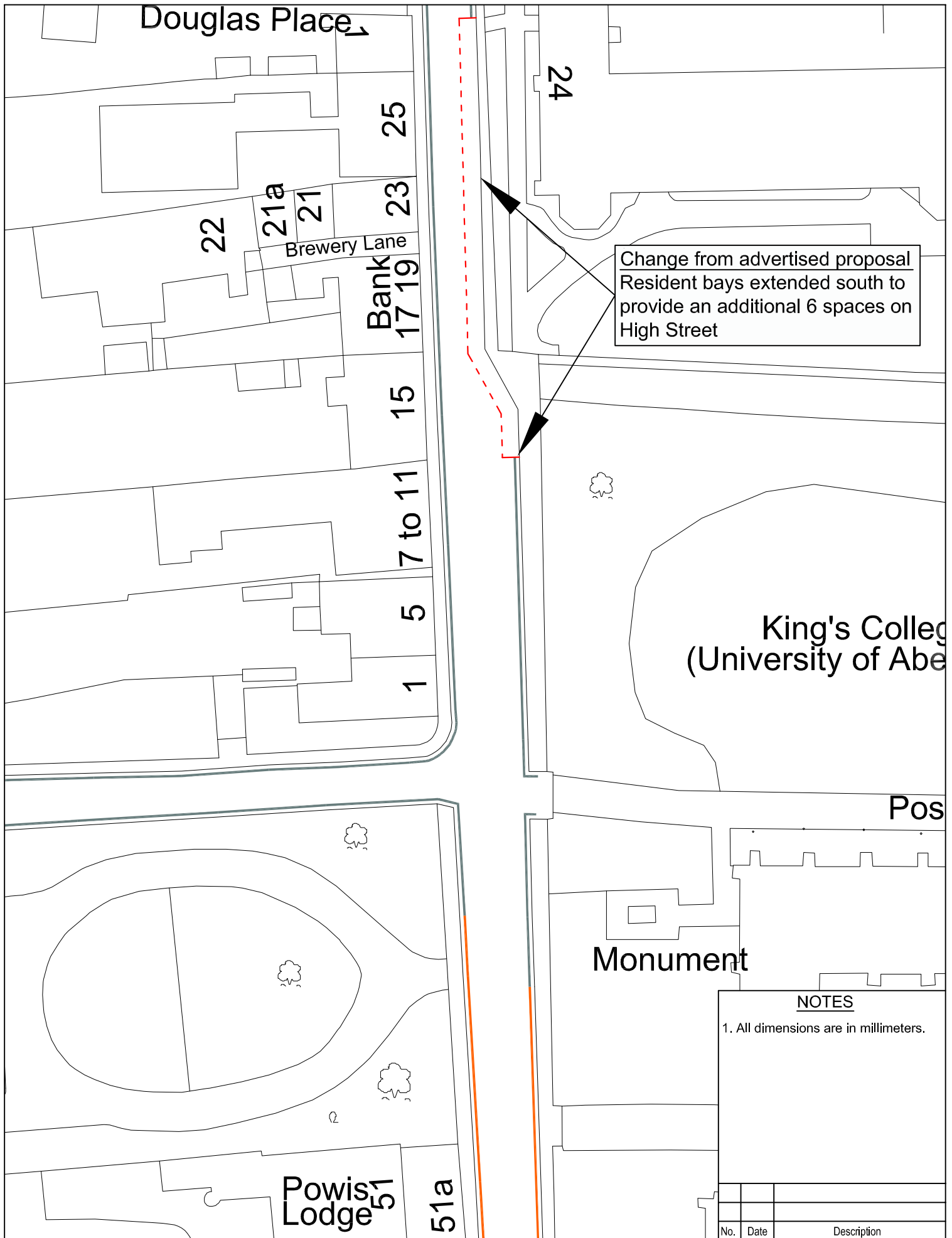
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Project:
**OLD ABERDEEN AREA
 CONTROLLED
 PARKING**

Title:
**HERMITAGE AVENUE
 PROPOSED
 CHANGE**

Drawn (ini./date)
 W.F.
 Checked (ini./date)
 #
 Scale & sheet size
 1:500 @ A4

Drawing No.
REF_004



Change from advertised proposal
Resident bays extended south to
provide an additional 6 spaces on
High Street

King's College
(University of Aberdeen)

Monument


NOTES

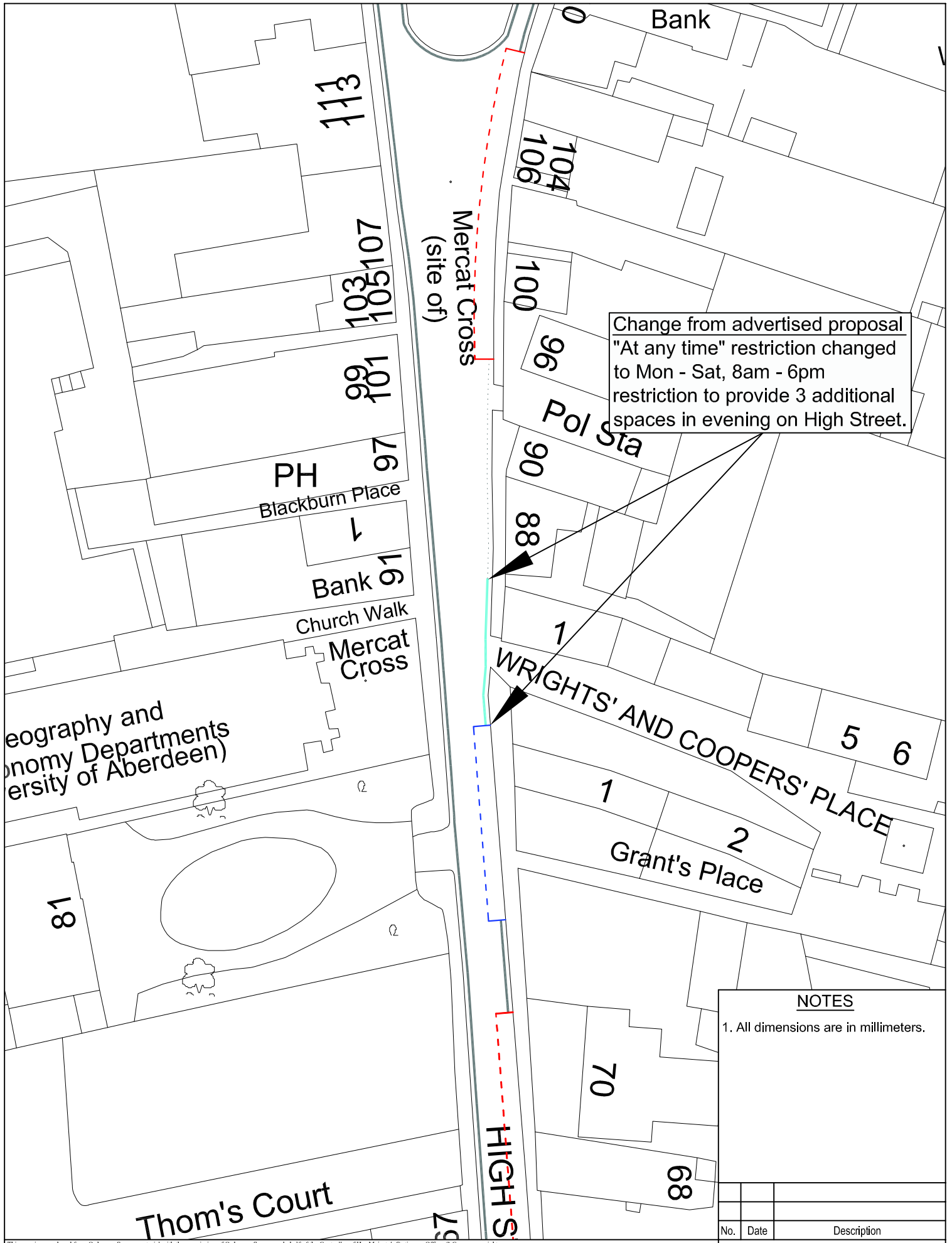
1. All dimensions are in millimeters.

No.	Date	Description

AMENDMENTS

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		OLD ABERDEEN AREA CONTROLLED PARKING	HIGH STREET 2 PROPOSED CHANGE	W.F.	
				Checked (init./date)	
				#	REF_005
				Scale & sheet size	
				1:500 @ A4	



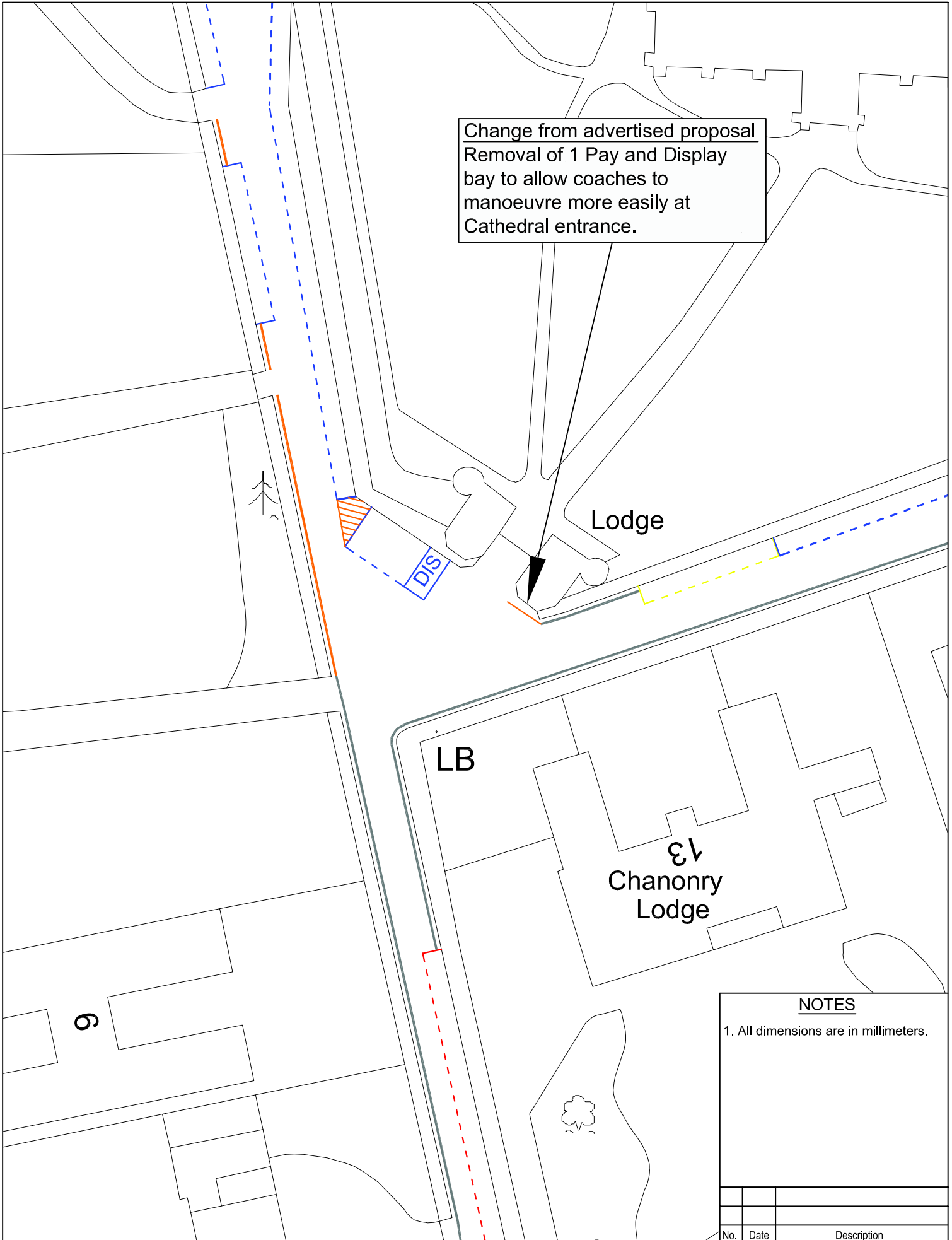
NOTES
1. All dimensions are in millimeters.

No.	Date	Description

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	AMENDMENTS				

Change from advertised proposal
 Removal of 1 Pay and Display bay to allow coaches to manoeuvre more easily at Cathedral entrance.




NOTES

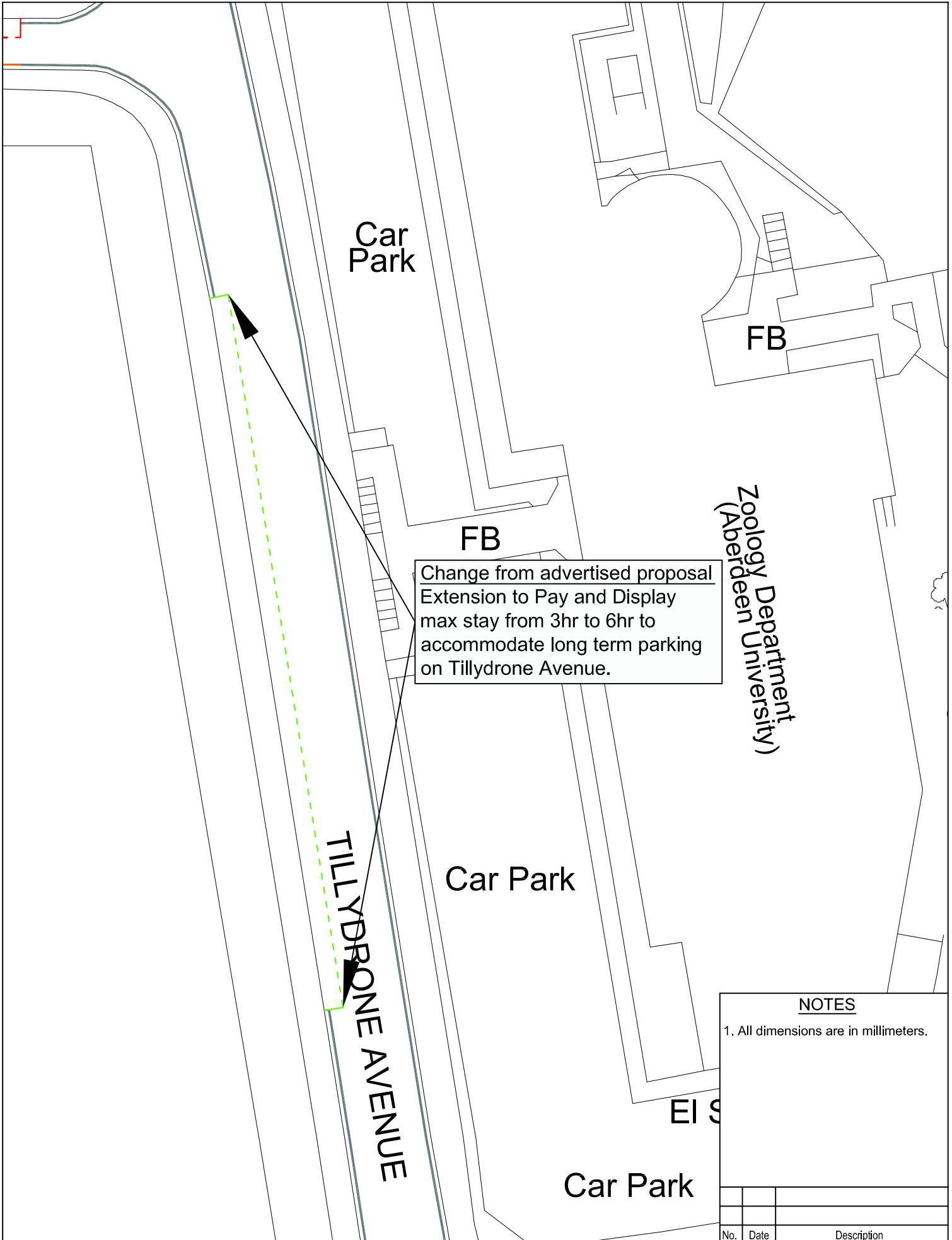
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No.	Date	Description

AMENDMENTS

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		OLD ABERDEEN AREA CONTROLLED PARKING	THE CHANONRY PROPOSED CHANGE	W.F.	
				#	
				Scale & sheet size 1:500 @ A4	REF_007



NOTES


1. All dimensions are in millimeters.

No.	Date	Description

AMENDMENTS

Drawing No.		REF_008

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		OLD ABERDEEN AREA CONTROLLED PARKING	TILLYDRONE AVENUE PROPOSED CHANGE	W.F.	
				Checked (init./date)	
				#	
		Scale & sheet size		1:500 @ A4	

Playing Field

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(
En

Change from advertised proposal
Extension to Pay and Display
max stay from 3hr to 6hr to
accommodate long term parking
on Bedford Road.

Queen Mother Library
(University of Aberdeen)

Tank

Meston Walk
House

EI Sub Sta

NOTES

1. All dimensions are in millimeters.

No.	Date	Description

AMENDMENTS

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Project.

**OLD ABERDEEN AREA
CONTROLLED
PARKING**

Title.

**BEDFORD ROAD
PROPOSED
CHANGE**

Drawn (ini./date)

W.F.

Checked (ini./date)

#

Scale & sheet size

1:1000 @ A4

Drawing No.

REF_009

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Objector Issue	ACC Response	Number of Objectors
1. There is currently no parking problem in my street;	Whilst it is true that there are a number of streets which have spare parking capacity during daytime hours on the periphery of the proposed controlled area, it may be the case that a problem soon develops if restrictions were to be implemented in the existing problematic streets. Additionally, once the University introduces on-campus charging, more staff may seek to park on the surrounding streets.	15
2. Residents work during the day therefore there is less residential demand and students and staff can park easily during these times.	There are a number of streets within the proposed controlled area where student and commuter parking causes a significant problem to residents as identified through surveys and phone calls to the traffic management team.	2
3. People have a right to park outside their home.	There is nothing in statute to say that residents are entitled to park outside their own home on the public road.	1
4. Street furniture is unsightly.	Every effort has been made to reduce the amount of street furniture required to adequately implement the scheme. Where street furniture is required the design has attempted to minimise the impact upon the street environment.	6
5. Costs for permits are excessive / Permits should be free for residents.	The permits costs are those which were established at the beginning of 2009 by Aberdeen City Council and are in force city-wide. The price of permits is comparable with other towns and cities in Scotland. The cost of the permits goes toward the enforcement and maintenance of the zone once it is up and running.	50 + 84 Name Petition
6. It has been difficult to object due to a lack of meaningful consultation.	The consultation process and means of notifying residents of the method of objection have been used by the Council, for many years. The Council have complied with all legal requirements and have attended a number of additional consultation exercises which would not ordinarily be the case. It was decided to hold a number of small open sessions with the relevant community groups as part of the consultation rather than a full scale public meeting. It has been found in the past that at public meetings, proceedings can be dominated by one or two more confident individuals and not everybody has the chance to air their views. In undertaking the standard consultation, along with some smaller sessions in the community, it was felt that every individual would have equal opportunity to make their views known.	2
7. The value of my property will be reduced due to the restrictions and also the associated street furniture.	Every effort has been made to reduce the amount of street furniture required to adequately implement the scheme. Where street furniture is required the design has attempted to minimise the impact upon the street environment. Whilst it is difficult to comment on individual cases, the fact that the property is within a controlled parking zone may make it more appealing as sections of the street will be dedicated to resident parking thus theoretically making it easier to find parking.	2

8. The scheme does not address the lack of available parking in the evening.	There are no parking controls in place within the city during the evening period. This particular scheme is being implemented to combat the effect of University associated parking problems during office hours. The problems encountered in the evening are due to the sheer volume of vehicles in the area due to the density of housing and the fact that a number of the properties in the area are houses of multiple occupancy.	6
9. The University issue cannot be seen in isolation to the parking problems in the area as a result of events at Pittodrie stadium.	This particular scheme is being implemented to combat the effect of University associated parking problems during office hours. Given Aberdeen Football Club's proposed move away from Pittodrie Stadium in the near future, it is hoped that the parking problems caused as a result of the staging of events at the stadium will be alleviated. It is unreasonable that the University should be expected to resolve problems caused by another body.	1
10. Part of the scheme is in a conservation area where no driveways will be permitted.	If individuals wish to construct a driveway a planning application must be submitted. The application will be judged upon its own individual merits. The Policy on driveways in conservation areas which has been adopted by the City Council presumes that front garden parking will not be permitted where rear garden parking is an option, where there is a road safety issue, where significant street or garden trees will be affected and where on-street parking is readily available in the vicinity. Other situations will be considered on their own merits but with the provision that the garden will have to be big enough to take a single car whilst leaving a reasonable space between the parked car and the house, and at least 50% of the garden ground for soft landscaping.	1

<p>11. Permits were originally £50 when the initial consultation took place.</p>	<p>Whilst it is true that the permits cost less at the time of the initial consultation, they have been legally advertised at the current prices which were set by Aberdeen City Council in early 2009. These are the prices which are in effect across the city. On the 17th December 2008 the Council decided to increase the charges for a wide range of aspects of car parking. At the meeting on 5th February 2009 the Resources Management Committee approved a report setting out the context of these increased charges. Please see below that decision in the context of the Local Transport Strategy (LTS) and the factors affecting costs to the Council.</p> <p>Local Transport Strategy References:</p> <p><i>'In addition to reviewing parking charges, systems and mechanisms we will continue to extend CPZs (Controlled Parking Zones) to areas where residential amenity is affected by commuters parking or where there is public support, recognising that this can further discourage parking of non-priority users.'</i></p> <p>and</p> <p><i>'The price and availability of residents parking permits will be managed in order to minimize over-subscription of permits, ensure the fairest possible allocation of permits and favour environmentally friendly vehicles.'</i></p> <p>Considering the ongoing costs to the Council of administering the increasing number of 'zones', enforcing them and maintaining the signing and lining (which is funded from the Roads Maintenance revenue budget) the actual costs of having dedicated residents' spaces per day (22p/day for the £80 permit and 33p/day for the second permit) are minimal in terms of the costs of owning a vehicle and maintaining it on the road (the costs of road excise duty exceed both of these for most vehicles). In the past the Council agreed that for each new zone there was a need to employ additional resources to deal with the administration and enforcement.</p> <p>The Committee report (section 6.8) made reference to the changing face of policy since the zones were introduced in the 1980s. The new zones have flexible second permits and approximately 60% of available space dedicated to residents or their visitors. This not only restricts the capacity of parking for all other road users wishing to park but also limits the potential income to the Council from turnover of spaces.</p> <p>There is a need to ensure that the use of all permits is legitimate and, when it is not, these permits are withdrawn. With such levels of scrutiny comes a cost and this has to be reflected in the charges that are levied on residents.</p> <p>The charges for permits started at a low base level when they were introduced and over time those charges have gone through periods where the charge has remained static. In comparison with the other larger cities in Scotland the charges are reflective of levels that have been in place there for some time and it is reasonable to expect the price of parking to be similar across our major cities.</p>	1
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12. Any costs for permits should be borne by the University.	The legal agreement between the University of Aberdeen and Aberdeen City Council states that the University are to provide funding for the only the implementation of the scheme. The provision of a Controlled Parking Zone in the streets surrounding the University of Aberdeen's Old Aberdeen campus is a condition of the planning approval for the construction of the University's new library building. The University were required to fund the implementation of a Controlled Parking Zone to mitigate the on-street effect of alterations to their on-campus parking provision i.e. installation of ticket machines, signing, lining and the other required physical on-street measures. No provision within the planning conditions was made for the on-going operation of such a zone or maintenance of the associated equipment, street furniture and road markings, for which the income from permit charges is used.	36
13. The proposals provide inadequate parking for Sunnybank School.	Sunnybank School is to be treated in the same manner as any other school within areas of controlled parking across the city. Indeed, in the past complaints have been received by the Road Safety and Traffic Management section from residents of Sunnybank Road relating to teachers from the school parking on-street.	7
14. The proposed on-campus charging to be introduced by the University could be used to offset the cost of resident permits as this will be a new revenue stream for the University.	The legal agreement between the University of Aberdeen and Aberdeen City Council states that the University are to provide funding for the only the implementation of the scheme. Any alteration to this would need to be agreed with the University of Aberdeen. The Council has no influence over how the University of Aberdeen channels its revenue streams.	1
15. Charges may encourage additional driveways leading to drainage and flooding issues.	Each driveway application received by the Council is assessed by Roads officers to determine its suitability and to assess whether drainage problems are an issue. If drainage is deemed to be problematic, the application may be refused. It is current policy that all new driveways must be drained internally i.e. there should be no surface water run-off onto the footway.	1
16. Daytime restrictions may actually encourage residents of the area to drive to work rather than using public transport.	Whilst roads officers agree that this may be possible for some individuals, this would be difficult to sustain over a long period. For example, if the resident in question was absent from work through illness or holiday, their vehicle could not be parked within the controlled area without a permit being displayed.	1
17. If restrictions are not to be 24hr, they should at least cover the period between 8am and 6pm or 8am-10pm.	The hours of operation were set to mirror the proposed charging times of on-campus parking at the University of Aberdeen. These hours are also identical to those in operation at Garthdee and Foresterhill. Any extension to the hours of operation would need to be readvertised in the same manner as the recently completed public consultation. If approved, the operation of the parking controls will be reviewed 6 months after coming into force and any changes deemed necessary can be implemented at this juncture. Given the hours of operation of the current Old Aberdeen CPZ, an alteration of the proposed hours to 8am-6pm may be considered.	8

18. Additional parking could be considered on sections of High Street.	Roads officials have recommended that additional parking provision is included as a change to the advertised proposals at the southern end of High Street to the tune of six resident only bays. Discussions were held with one of the objectors and this was deemed a satisfactory outcome. Additionally, the relaxation of 16 metres of "At any time" restriction to "Mon-Sat, 8am-6pm" at Wrights' and Coopers' Place to allow a three vehicles to park here during the evening is proposed as a change to the advertised proposals. The revised parking layout on High Street can be viewed in the plans appended to this report.	2
19. The scheme is a money making exercise for the Council.	See response to point 11.	3
20. Residents in neighbouring streets were not adequately consulted.	The consultation process and means of notifying residents of the method of objection have been used by the Council, for many years. The Council have complied with all legal requirements and have attended a number of additional consultation exercises which would not ordinarily be the case. The boundary for the proposed controls was set in consultation with both the University and local Councillors before the informal public consultation commenced. The proposals will affect many people from outwith the area such as commuters, employees and of course residents in neighbouring streets. The method of using street notices and web consultation allows all those currently parking within the area to be made aware of the proposals. It is not feasible to include neighbouring streets in the street notice coverage area.	1
21. The scheme is unfair to residents who need to drive.	The scheme is intended to protect residential parking in the area thus making it easier for residents owning a vehicle to park near to their homes.	1
22. Tillydrone and Seaton are regeneration areas where residents are on low-income or benefits.	Any decision on whether residents of the proposed zone will receive free permits will be taken by the members of the Enterprise, Planning & Infrastructure Committee and, if permits are to be issued free of charge, the Council must bear the cost. The status of these areas will be taken into account by the Committee, however it should be noted that there are other areas of the city which are subject to parking controls where there are a high percentage of students, pensioners and residents on low income and benefits.	18 + 84 Name Petition
23. Uncontrolled car parks will result in rogue parking. Some residents will have to pay for permits and some will not.	The Housing department have stated that they would like these car parks left out of the proposals, however they will not finance the provision of barriers immediately. If rogue parking becomes a problem at a later date the provision of barriers will be considered. It should be noted that residents of these areas may make use of these uncontrolled car parks without the need to display a permit on their vehicle.	11

24. Garthdee and Foresterhill residents were given free permits for a time.	The legal agreement between the University of Aberdeen and Aberdeen City Council states that the University are to provide funding for the only the implementation of the scheme. Any decision on whether residents of the proposed zone will receive free permits will be taken by the members of the Enterprise, Planning & Infrastructure Committee and, if permits are to be issued free of charge then the Council must bear the cost. The legal agreement between the Council and Robert Gordon University stated that RGU would bear the cost of permits for residents for the first 10 years of operation of the zone. It is now the 7 th year of this agreement. Once the 10 year period has passed, resident will be expected to pay for parking permits in this area. Robert Gordon University were constructing an entirely new campus in the area therefore the number of trips generated by the development was deemed to be far higher than those generated by the new library building in Old Aberdeen. A similar agreement was reached in the Foresterhill area over a shorter period. Charging for permits is now operational in the Foresterhill area.	18
25. The University term only lasts for 6-7 months therefore why are the full charges being levied?	On campus parking charges are to be enforced all year round, staff and post-graduate students are present at the University all year and the library building will remain open throughout the summer vacation. In addition, the on-campus student accommodation can be let in the summer months and conferences and exhibitions take place on campus over the summer months.	5
26. The state of the road surface is extremely poor.	Roads maintenance will be notified of areas where poor surface has been identified. Items will be included for patching of existing road surfaces where necessary if the scheme proceeds to the tendering stage.	3
27. The scheme will adversely affect worshippers and volunteers at St. Machar Cathedral.	Representatives of St. Machar's Cathedral have been fully consulted and the measures surrounding the Cathedral were agreed following discussions with Cathedral representatives.	6
28. The proposal does not alleviate the lack of University parking.	This is an issue which only the University can take action on. The Council cannot force the University to construct parking areas upon its land. Any additional parking areas would be subject to planning permission being granted.	1
29. The University should construct additional parking areas.	This is an issue which only the University can take action on. The Council cannot force the University to construct parking areas upon its land. Any additional parking areas would be subject to planning permission being granted.	16 + 84 Name Petition
30. The University could lease parking areas from Aberdeen Football Club.	This is an issue which only the University and Aberdeen Football Club could take action on. The Council cannot influence any form of agreement between the two parties. Additionally, Aberdeen Football Club are actively seeking to vacate the Pittodrie Stadium site within 5 years.	1

31. Pay and Display charges are too low to dissuade students and staff from parking.	The proposed Pay & Display charges are those which are in force across all peripheral zones in the City. A compromise must be met between trying to dissuade commuters from parking in the area and providing affordable parking for those who need it most such as carers and other visitors to residential properties. As it stands, to park throughout the day in the proposed controlled area would cost £4.60, based on the maximum 3hr stay costing £2.30 and the controls in force for a period of 6 hours. If approved, the operation of the parking controls will be reviewed 6 months after coming into force and any changes deemed necessary can be implemented at this juncture. This would include a review of the charging structure.	3
32. Two permits per household are not enough.	The policy on the number of permits and their associated cost is that which was established at the beginning of 2009 by Aberdeen City Council and is in force city-wide.	3
33. Parking at the mosque is not adequately catered for.	Aberdeen Mosque is to be treated in the same manner as any other place of worship within areas of controlled parking across the city.	1
34. Additional parking could be provided on Tillydrone Avenue and St. Machar Drive.	The double yellow lines on St Machar Drive are in place to protect the advisory cycle lanes and to allow 2 lanes of traffic to queue at the St. Machar Drive / Bedford Road / Tillydrone Avenue roundabout at peak times.	2
35. The purchase of a permit does not guarantee a parking place.	This is the case in all areas of controlled parking throughout the city, however, with sections of kerbside dedicated to resident parking, it should be easier to find a parking place than if no restrictions were in place.	7
36. Rather than Pay and Display Parking, single yellow lines should be considered for Hermitage Avenue as this would be more accommodating for residents.	Roads officials have recommended that the Pay and Display bays originally proposed for Hermitage Avenue be moved further west to the wider section of Hermitage Avenue to improve access to driveways. It is recommended that double yellow lines replace the originally proposed Pay and Display bays opposite Nos. 7 & 8 Hermitage Avenue. No loss of parking provision will result from these alterations. These alterations can be viewed in the plans in appended to this report.	2
37. The provision of ticket machines will attract crime to the area.	The ticket machines have been found to be particularly robust when used in other areas of the city and will resist any attempt to break into them.	2
38. Objection to ticket machine at 93 Sunnyside Road.	The location of ticket machines is dependent upon sourcing a suitable power supply and they must also be positioned to serve their associated parking bays. An alternative location will be considered however this may not be possible for the reasons stated.	2
39. The scheme does not address the problem of too many cars needing parking spaces.	Controlled parking will ease parking difficulties for local residents by providing dedicated bays for permit holders.	1

40. Objection to entire scheme based on the fact that the existing arrangement works perfectly well in Old Aberdeen.	The wider scheme is deemed necessary to prevent indiscriminate parking in the streets surrounding the existing zone. The current set up in Old Aberdeen is antiquated and these proposals will bring the restrictions into line with other parking controls around the city.	5
41. Loss of on street parking will have a detrimental effect upon Northern Bowling Club.	Pay and display parking has been provided in the vicinity of the bowling club in an attempt to mitigate the effect upon members and visiting teams. Senior citizens are entitled to free bus travel within Aberdeen, whilst we agree that this may inconvenience the members, a bus route does pass within 300m of the club. It may also be possible for the club to arrange internal storage facilities. If approved, the zone will be reviewed after approximately 6 months of operation. However, this timescale could vary because a significant aspect of this review will be the operation of the bowling club and it is intended that the review should be undertaken during the bowling season. Following a meeting with the Secretary of the Northern Bowling Club roads officials have recommended that a section of "Resident Only" bays on the east side of Orchard Road be changed to "Pay and Display" bays to facilitate additional parking provision for people visiting the bowling club. No house frontages are adjacent to these bays. The revised parking layout on Orchard Road can be viewed in the plans appended to this report.	1
42. The 3hr max stay for Pay and Display parking is not long enough for visitor parking.	The 3hr max stay for Pay and Display parking is in keeping with other peripheral zones around the city. If approved, the operation of the parking controls will be reviewed 6 months after coming into force and any changes deemed necessary can be implemented at this juncture.	1
42. The imposition of the scheme will have a detrimental effect upon those who rely upon visitors for health reasons and to assist with day-to-day activities.	Pay and display parking has been provided to cater for visitors to residential properties. Additionally, a visitor permit may be purchased by a resident. Blue badge holders will be entitled to park in marked bays without the need for payment.	1
43. The scheme will make matters more difficult for tradespersons and delivery drivers.	Delivery drivers will be permitted to stop to load and unload as is the case across the city. If a resident has purchased a second permit, or has only one permit which is flexible, this could be displayed on a delivery vehicle.	3
44. The scheme is unfair to some students who need to drive and max stay should be increased to 6hrs.	The main point of this objection is a matter for the University as on-campus parking provision for students is referenced. Students may lessen the financial burden by attempting to car share where possible. Following a meeting with the Aberdeen University Student Association, and due to the fact that these bays are unlikely to attract residential permit holders, roads officers recommend that the maximum length of stay in the Pay and Display parking bays on the west side of Bedford Road and Tillydrone Avenue, a total of 44 bays, be extended to 6 hours. The revised parking layout on Bedford Road and Tillydrone Avenue can be viewed in the plans appended to this report.	2

45. Assurances sought that the current permit costs would not be increased again for a significant period of time.	The permit charges were set out by Council at the beginning of 2009 and are the standard charges in operation city-wide. No guarantee can be given over the price of permits remaining fixed at their current price.	1
46. Street notices are outdated, too wordy; print is too small and should be made available in languages other than English.	The consultation undertaken by ACC fulfils the legal obligations and additional steps were taken in meeting with community groups during the consultation period. There is no requirement for street notices to be produced in other languages, however, this will be considered in the future.	7
47. Parking bays on Sunnyside Terrace should be moved to the side of the carriageway where driveways are present.	Following a meeting with one of the objectors, roads officers recommend that a section of resident only parking bays be moved from the east side of Sunnyside Terrace to the west side. The revised parking layout on Sunnyside Terrace can be viewed in the plans appended to this report.	2
48. Cheyne Road is unadopted therefore it is unfair to ask residents to pay to park on a road which is not maintained by the Council.	If Cheyne Road were to be left unrestricted, there is the distinct possibility that commuters will use this street as a means of parking for free at the times when restrictions are in operation in the surrounding streets.	1
49. Bedford Place is unsuitable for inclusion as it is only accessible from one end.	There is no guidance document which states that roads such as Bedford Place are unsuitable for the application of parking controls.	1
50. Objection to the continued presence of the chicanes on College Bounds and request for a full Conservation Area Impact Assessment.	Roads officers have worked hard to keep the level of street furniture to a minimum within the conservation area. Some streets will see a reduction in the amount of signage and any yellow lines will be of a paler than standard colour and the minimum width permitted by the Traffic Signs Regulations and General Directions. The chicanes are deemed a necessary feature in order to slow traffic heading northbound down the hill on Spital / College Bounds. The layout of these chicanes is being reviewed and will be the subject of a separate report to this Committee.	3
51. Scheme will encourage more parking in the area leading to additional noise, pollution and detracting from the attractiveness of the area.	It is hoped that the provision of dedicated parking bays for residents will protect areas of parking whilst the pay and display areas will cater for visitors.	2
52. Request that St. Machar's Cathedral be provided with 3 non-vehicle specific permits to allow volunteers to continue their work on the site. Additionally, request that 1 parking bay be removed from outside the east gatehouse to ease manoeuvrability for coaches.	Any decision on the provision of additional permits or the nature of permits supplied to the Cathedral is a matter which must be considered by the Enterprise, Planning and Infrastructure Committee; however, Roads officers feel this is a reasonable request especially as residential parking capacity is not a particular issue in the vicinity of the Cathedral. The removal of the parking bay in question has been adopted by Roads officers and the proposed alteration to the originally advertised measures can be viewed in the plans appended to this report.	1

53. Objection to the layout of St. Machar Place with double yellow lines running down the eastern side.	The layout on St. Machar Place was devised as a result of consultation with Grampian Fire and Rescue Service who expressed concerns with respect to accessing properties at the northern end of St. Machar Place should vehicles be permitted to park on both sides of the street.	1
54. The scheme contains no provision to protect private parking areas.	It is the responsibility of the residents or factor to provide a form of protection such as gated access if required.	2
55. Street furniture will have a detrimental effect on the conservation area and the matter should be referred to Historic Scotland.	Roads officers have worked hard to keep the level of street furniture to a minimum within the conservation area. Some streets will see a reduction in the amount of signage and any yellow lines will be of a paler than standard colour and the minimum width permitted by the Traffic Signs Regulations and General Directions.	3
56. Objection to the layout of parking bays opposite No. 14 Cheyne Road.	The parking bay layout on Cheyne Road was devised in consultation with Grampian Fire and Rescue Service who felt this was the best layout to allow access to the area for their appliances.	1
57. Tillydrone area should be treated with enforceable road markings rather than a permit system.	Pay and display parking has been provided to cater for visitors and tradespersons.	1
58. Harris Drive could be opened at one end to provided additional parking.	The opening up of Harris Drive could be considered at a later date, however, this would be the subject of a separate Traffic Regulation Order and could not be considered as part of this order.	1
59. The area is not extensive enough and should include the southern end of Spital, northern Seaton and Bedford Avenue / Powis Crescent.	The boundaries were set at the beginning of the legal process and in consultation with the local members for the area and the University.	1
60. There is no provision for permits for those living outwith the zone but working within it such as volunteers from St George's Tillydrone Parish Church.	Those church workers visiting parishioners in the controlled area may utilise the proposed pay and display bays or, if the person they are visiting has purchased a visitor permit, this may be displayed in their vehicle.	1

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 May, 2010
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	The Aberdeen City Council (Various Roads in Aberdeen) (City-wide) (Traffic Management) Order 2010
REPORT NUMBER	CG/10/094

1. PURPOSE OF REPORT

This report deals with a single objection received after the statutory advertisement of the above traffic order, which provides for a range of traffic management measures in different parts of the city.

Part of the appendix hereto is the statutory notice, from which members will be able to see the full scope of the legislation.

The objection (from Mr. Alastair Stewart of 7 Bingham Crescent) relates only to that road. After discussion with my roads colleagues, the position is summarised in Section 6.

2. RECOMMENDATION

That the objection be overruled and that the order be made and implemented as originally envisaged.

3. FINANCIAL IMPLICATIONS

There are no financial implications here; these are minor works and provision for implementing the order exists in current budgets.

4. SERVICE & COMMUNITY IMPACT

As is discussed in Section 6, the Bingham proposals amount to a minor piece of traffic management that represents good practice vis-à-vis road safety.

5. OTHER IMPLICATIONS

None.

6. REPORT

The remaining double yellow lining at this location has already been reduced compared with an earlier proposal. In particular, the lines have been limited to the extent of the bend immediately east of the existing "School Keep Clear" markings.

Otherwise, though, the opportunity has been taken to add junction restrictions at the Binghill Road/Binghill Crescent junction, merely to reflect Highway Code guidance that no one should park within ten metres of a junction.

The intention is to deal with the worst of the parking issues during school hours. However, parking on the bend is not acceptable at any time since it presents the same hazard (in terms of forward visibility) regardless of time of day.

There may be similar bends on other residential streets in the city that do not have double yellow lines on them, but that is a historical observation. The broad emphasis here should again be on the Highway Code: drivers should exercise due care and not park on bends. It is natural to reflect this guidance in the provisions of a traffic order when attention has been drawn to a particular location.

In this spirit, a restriction applicable only at certain times of day would seem incongruous, begging the question of how its significance could be confined to those times.

For the convenience of elected members in seeing what is entailed here, plans have been attached as part of the appendix, along with the statutory advertisement.

7. AUTHORISED SIGNATURE

Stewart Carruth
Director of Corporate Governance
scarruth@aberdeencity.gov.uk
(01224) 522550

8. REPORT AUTHOR DETAILS

David Wemyss
Senior Committee Services Officer (Roads Legislation)
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9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the statutory objection itself)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE) (TRAFFIC MANAGEMENT) ORDER 2010

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish a number of traffic management measures in different parts of the city, at the locations shown in the schedule below (where the nature of the measures in each case is also indicated).

Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 23 December 2009 and 27 January 2010, inclusively, in the offices of the Traffic Operations Team on the second floor of St Nicholas House, Broad Street, Aberdeen. This period has been extended in acknowledgement of the Christmas and New Year holiday period.

It is recommended that anyone visiting St Nicholas House to view the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. The telephone number is (01224) 523471.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 23 December 2009 until 27 January 2010, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, (3) the grounds on which it is being made.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations will be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Roderick MacBeath
Head of Democratic Services
Aberdeen City Council
Town House
Aberdeen

Denmore Place, Sinclair Road, Prospect Terrace, Bingham Crescent, Bingham Road – there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Tern Place – a length of prohibition of waiting at any time will be revoked at this location.

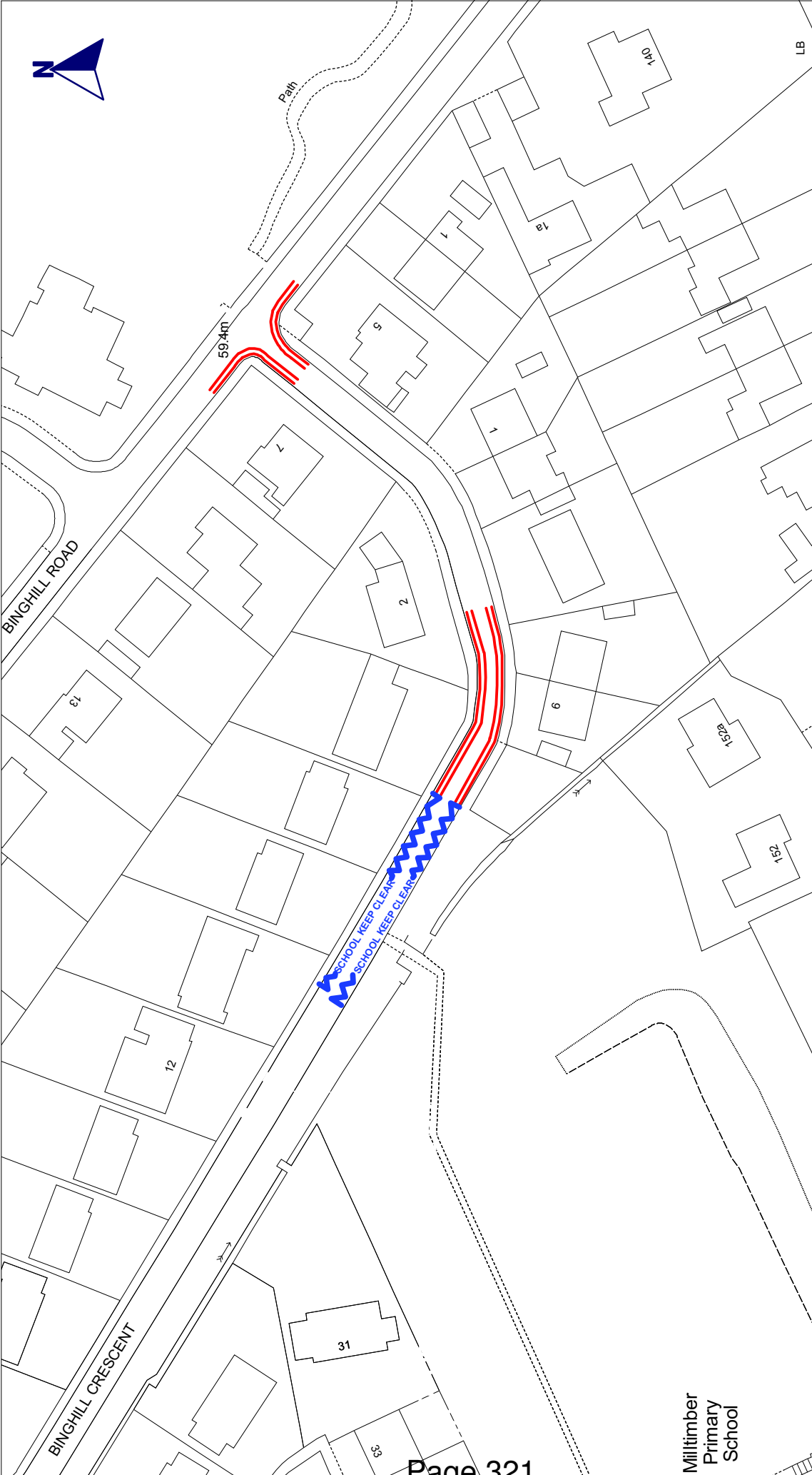
St Andrew Street – an existing on-street parking bay is to be converted into a loading bay on part of St Andrew Street.

Hardgate (between Willowbank Road and Fonthill Road) – on this length of road, cyclists will be able to travel in a southerly direction in a contraflow arrangement (the street being one way in the other direction).

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GEOGRAPHICAL INFORMATION SYSTEM



Title : Binghill Crescent / Binghill Road

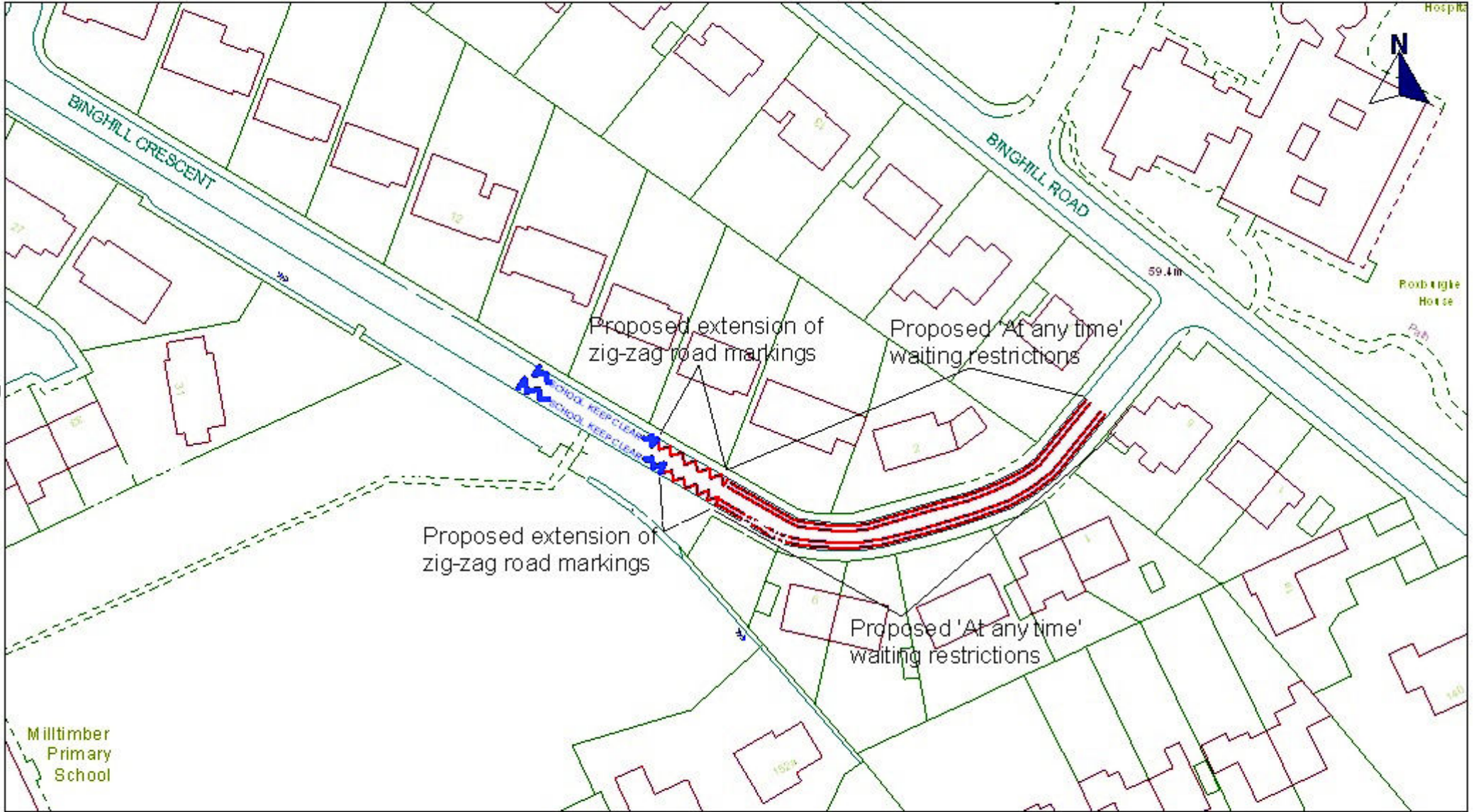
Proposed 'double yellow' lines indicated in red.

Scale: 1:1000

Date: 20 January 2010

Map Ref: NJ8601NW

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Title : Binghill Crescent

Proposed extension of zig-zag road markings and 'At any time' waiting restrictions

Scale: 1:1000

Date: 23 October 2007

Map Ref: NJ8601NW

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COMMITTEE	Enterprise, Planning and Infrastructure	DATE	31 May 2010
DIRECTOR	Gordon McIntosh		
TITLE OF REPORT	Replacement and Renewal Budget Programmes		
REPORT NUMBER:	EPI\10\157		

1 PURPOSE OF THE REPORT

This report brings together the proposed replacement and renewal programme from the approved Capital budgets for 2010/11. This is presented as a provisional programme. Members are asked to approve the specific schemes where detailed and the budget headings for the remainder.

2 RECOMMENDATIONS

1. The Committee approves the schemes listed in the Appendices as the detailed proposals for expenditure within budget headings.
2. Instruct appropriate officials to implement the detailed programme.
3. Agree for officers to amend the programme in consultation with local members and the relevant services should priorities change during the year.
4. Grant approval to appropriate officers to award contracts on receipt of a valid tender submission subject to necessary funding in the approved capital budget.

3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's approved Revenue and Capital budgets for 2010 - 2011.

4. SERVICE & COMMUNITY IMPACT

This report has no direct implications in relation to Equalities & Human Rights Impact Assessment.

The implementation of the programme will assist in improving the condition of the Council's non-housing property stock by carrying out specific items of work identified in the condition surveys that have been carried out on all of the Council's properties.

Specific packages of the proposed works, namely the re-roofing works and the replacement windows works will upgrade these elements to current building standards. As a result, the improved insulation values provided by these elements will reduce the running costs which will result in future revenue savings.

5. OTHER IMPLICATIONS

The works identified under the Health & Safety, Fire Risk and DDA sections are required to conform to statutory requirements. Although the works identified in this programme are based on the current information available, this section of the programme requires to remain flexible as Houses of Multiple Occupation inspections and those by the Firemaster may require additional works to be carried out at short notice.

Some of the proposed works will require the obtaining of a Building Warrant or Planning Approval prior to commencing.

6. REPORT

This report brings together, for members' approval, the proposed programme for Capital Funding spend for replacement and renewal works on the Council's non-housing property stock, together with a provisional reserve list programme for 2010/2011.

The provisional programmes for 2010/2011 will allow substitution of schemes should it not be possible to implement any of the schemes on the primary list or should a statutory requirement arise.

The appendices set out the proposed programme of works which will be funded through the approved Capital budgets of the Council.

A Capital budget of £7,780,000 has been allocated to allow the continued replacement and renewal work to be progressed. This work is specifically aimed at increasing the expected useful life of the buildings on which work is to be carried out. The proposed provisional programme is contained in **Appendix A**.

A reserve list of projects which may be brought forward if there is a shortfall from the primary list or if certain projects from the primary list cannot be progressed is contained in **Appendix B**. This list will also form the basis of the 2011/12 replacement and renewal programme.

In addition to the major works contained in the overall programme, a sum has been identified for minor works. These works are primarily related to Health and Safety, Asbestos removal and DDA projects. This list requires to be flexible as works have to be carried out at short notice to address health and safety issues or to remove asbestos after it has been identified.

7. REPORT AUTHOR DETAILS

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Appendix A			
Replacement & Renewal, DDA, Fire Risk Assessment, Asbestos Removal and Health & Safety Projects 2010 - 2011			
Location	Proposed Works	Comments	Estimated Development Cost
Window Replacements			
Craiglea Childrens Home	Replacement windows		£54,050.00
Culter Library	Replacement Windows		£28,750.00
Cults Primary School	Replacement windows		£115,000.00
Deeside Family Centre	Replacement windows		£77,050.00
Dyce Academy - PHASE 1	Replacement windows	Phased Project - Phase 1 combined with roofing works	£172,500.00
Gilcomstoun Primary School	Replacement windows (part school) rear elevation, hall & dining area		£103,500.00
Grammar School - PHASE 1	Replacement windows - science and technical block	Phased Project	£172,500.00
Greenbrae Primary School	Replacement windows & doors		£172,500.00
Harlaw Academy	Replacement windows to stairways and corridors	Project combined with re-roofing contract	£115,000.00
Hazlehead Academy	Replacement windows (north and south house buildings)	Project combined with re-roofing contract	£201,250.00
Muirfield Primary School	Replacement windows (part school) and external doors along west side of building		£57,500.00
Northfield Academy	Replacement Windows & Doors	Project combined with re-roofing contract - Possible Phased contract	£115,000.00
Re-Roofing Works			
Bridge of Don Academy	Re-roofing of Main Teaching Block	Last Phase to complete flat roof renewal	£230,000.00
Cornhill School	Re-roofing of senior teaching area		£201,250.00
Culter Primary School	Replacement roof coverings to toilet and office areas		£17,250.00
Duthie Park	Winter Gardens Aquarium Roof		£28,750.00
Dyce Academy	Re-roofing of teaching block	Combined with window replacements	£115,000.00
Dyce Primary School	Re-roofing (various areas)		£92,000.00
Fredrick Street Data Centre	Re-roofing works	Part of larger contract being administered by others	£125,350.00
Hazlehead Academy	Re-roofing (north and south house buildings)	Project combined with replacement window contract	£115,000.00
Holy Family RC Primary School	Re-roofing works		£172,500.00
Northfield Academy	Re-roofing works	Project combined with replacement window contract - Possible phased contract	£460,000.00
Quarryhill Primary School	Re-roofing phase II		£287,500.00
Miscellaneous			
Culter Primary School	Refurbish toilets		£109,250.00
Glashieburn Primary School	Replace hall flooring (x2)		£69,000.00
Kingsford Primary School	Upgrade junior boys toilets		£34,500.00
Scotstoun Primary	Toilet refurb, windows, asbestos		£115,000.00
Riverbank Primary School	Toilet Refurbishment		£92,000.00

Location	Proposed Works	Comments	Estimated Development Cost
Electrical Works			
Abbotswell Primary School	Replace "son" lights in hall		£11,500.00
Cults Library	Rewire		£57,500.00
Grammar School	Technical block rewire		£138,000.00
Kincorth Academy	Replace lighting in main hall, offices, GP rooms and science block labs		£23,000.00
St Machar Academy	Rewire (1st Floor) and fire alarm system	Tenders returned - Awaiting acceptance	£391,000.00
Mechanical Services Works			
Beach Leisure Centre	Replacement Pumps and Pumping station		£34,500.00
Bridge of Don Academy/Pool	Remove and replace compressors and controls and replace pool AHU		£40,250.00
Dyce Academy	Heating and ventilation contols	Survey required	£69,000.00
Dyce Primary School	Replace heating control panel		£9,200.00
Hazlehead Academy	Replace existing polyorc water services	Possible needs to be investigated	£143,750.00
Kincorth Academy	Replace existing polyorc water services	Possible needs to be investigated	£143,750.00
Kingswells Primary School	Replacement Boiler(s)		£20,700.00
Oldmachar Academy - Heating and Ventilation	Alterations to heating and ventilation system	Fees to tender stage and part of works only - main works separate funding	£57,500.00
Fire Risk Assessment Works			
Bramble Brae Primary	Fire risk assessment works	Check fire risk assessment	£86,250.00
Culter Primary School	Fire detection system and FRA works	Check fire risk assessment	£86,250.00
Harlaw Academy	Fire risk assessment works and fire detection system	Some additional Fire doors required	£115,000.00
Hazlehead Academy	Fire risk assessment works and fire detection system		£115,000.00
Scotstown Primary	Replacement of fire alarm system	Current sytem linked to period bell and does not comply with H & S legislation	£57,500.00
Stocket Parade Complex	Renew emergency lighting and corridor lighting	Survey Required	£23,000.00
DDA Projects			
Pererculter Church - Access Path	Provision of access path		£4,025.00
Ashgrove Nursery	Possible DDA works	Survey required	£57,500.00
Forehill Primary School	Provide disabled access to building	Check access audit	£34,500.00
Greenbrae Primary School	Emergency exit doors have steps	Check access audit	£28,750.00
Kingsford Primary School	Provide disabled toilet	Possible	£34,500.00
Milltimber School	Provide disabled toilet	Plans available from previous year?	£34,500.00
Woodside School	Relocate offices to ground floor and provide suitable secure reception area		£86,250.00
Woodside School	Provide disabled toilet		£30,000.00
Gilcomstoun Primary School	Provide disabled access to building	Check access audit	£17,250.00

Location	Proposed Works	Comments	Estimated Development Cost
Asbestos Removal Projects			
Ashley Road Primary	Asbestos Removal to stair enclosure	One wall this year - one wall next financial year.	£138,000.00
Health & Safety Projects			
Beach Ballroom	Structural Survey of Star Ballroom	Fees only	£30,000.00
Danestone Primary School	Replace convector with LST radiators		£5,750.00
Greenfern Primary	Demolition of existing building and site clearance		£109,250.00
532 King Street (Kingsfield Childrens Home)	Security measures, external lights, gates, toilet refurbishment and check DDA access audit		£40,250.00
St Machar Academy	Prevent acces to area around games hall	Check	£11,500.00
West North Street Car Park	Structural Repairs		£138,000.00
Winter Gardens	Structural report required	W A Fairhursts to prepare more detailed report with proposals	£35,000.00
2010/2011 Replacement and Renewal Projects Totals			
Roofing Works			£1,844,600.00
Windows			£1,384,600.00
Miscellaneous			£419,750.00
Electrical Works			£621,000.00
Mechanical Services			£514,150.00
Fire Risk Assessment Projects			£483,000.00
DDA Projects			£327,275.00
Asbestos Removal Projects			£138,000.00
Health & Safety Projects			£369,750.00
Minor Works Sundries Allowance (refer to separate spreadsheets)			£862,500.00
TOTAL:			£6,964,625.00

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COMMITTEE Enterprise, Planning DATE 31 May 2010
 & Infrastructure

DIRECTOR Gordon McIntosh

TITLE OF REPORT Winter Maintenance Operations 2009 - 2010

REPORT NUMBER:

1 PURPOSE OF THE REPORT

The report is intended to provide Members with an overview of the strategy that the roads services operated throughout the City during the winter of 2009/10 It provides details of the rationale for the routes covered and details the types of cover that will be provided.

Members will be aware that the Council budget for 2009/10 for winter maintenance was £1.49 M, this was increased by £500K due to the severity of the winter.

2 RECOMMENDATIONS

- a) to note the contents of this report
- b) to instruct officers to continue with the comparison of other similar urban authorities winter services both in terms of operation and cost
- c) to note the recommendations of Section 13 of the Well Maintained Highways(Amended 15th December 2009) and how Aberdeen City are already complying with the majority of these requirements (See Appendix A)
- d) to incorporate, within the Winter Services Plan for 2010-2011, those recommendations in Section 13 of the Well Maintained Highways not already in the Winter Maintenance Plan 2009-2010
- e) to report back to Committee 7th September with the updated Winter Services Plan
- f) to agree that the report concludes Councillor Adams' motion and that it should be removed from the list

3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's approved Revenue and Capital budgets for 2010 - 2011.

4. SERVICE & COMMUNITY IMPACT

Lack of a Winter Maintenance Plan will put the City at risk of snow and ice related problems also increase the council's liability in claims for injury

SOA & VDFL:

Aberdeen is an attractive place to do business 1.v,xviii,

Aberdeen will have high quality employment opportunities for citizens 2.vii
Ensure education is appropriate to pupil needs and ensure pupils leave
school with skills essential to living 3.viii

5. OTHER IMPLICATIONS

6. REPORT

Background:

Winter

The start of Winter Maintenance operations was held back this year in order to achieve part of the approved budget savings, overnight operations commenced November 14th and early morning operations commenced 23rd November. Some early season frosts meant that drivers were called in to treat priority routes prior to the start of these main operations (Appendix C for Priority definitions). Early morning treatments of the priority roads continued through November up to mid December when winter started in earnest with the onset of snow on the 18th December. What follow were prolonged periods of snow along with very low overnight temperatures causing major problems for the next 10 weeks. March was milder allowing only us to revert to early morning operations except for one major snow operation on the 30/31st March.

October: No Action

November: 3 No. Presalts, 10 No. early morning operations 1 No. day ice operation

December: 2 No. Presalts, 8 No. early morning operations, 1 No. snow day, 13 No. snow/ice operations

January: 1 No. Presalts, 10 No. early morning operations, 13 No. snow/ice operations

February: 1 No. Presalts, 15 No. early morning operations, 9 No. snow/ice operations

March: 6 No. early morning operations, 5 No. snow/ice operations

86 nights of the winter saw road temperatures below freezing with the lowest temperatures being recorded by the sensors around Aberdeen as -11.1°C road temperature and an air temperature of -12.8°C

Staff

Basic Winter Rota Operations

	<u>Commenced</u>	<u>Finished</u>
Winter Maintenance Co-ordinators	26/10/09	19/04/10
Nightshift driver	14/11/09	03/04/10
Early morning operations	23/11/09	26/03/10
Standby operations	23/11/09	26/03/10

This rota consists of the following resources:

- 2 Winter Maintenance Co-ordinators
- 2 Night Shift Drivers
- 8 Early Morning Drivers
- 3 Plant Operators
- 3 Tractor Gritters drivers
- 2 Kubota Drivers
- 1 Supervisor

The Standby Rota Consists of:

- 10 Drivers
- 3 Plant Operators
- 2 Kubota Drivers
- 1 Supervisor

These operations were for Priority 1 & 2 gritting routes and Priority 1 footpaths as described in the approved Winter Maintenance Plan. Along with these early morning operations to the priority routes, salting is also carried out to the access roads and car parks at the two park and ride sites.

This basic operating system for staff was carried out throughout the winter but was added to when a forecast of overnight snow or low temperatures was received, two additional overnight drivers were deployed to maintain the overnight routes and additional drivers were called in at 4.45 am to assist in echelon ploughing to the dual carriageways. Drivers from the standby rota continued to work over the evening rush hour period, continuing the gritting operations or dealing with stuck or jack knifed lorries.

Footpaths

After a public consultation exercise on Winter Operations in 2001 a decision was taken to increase Footpath clearing operations. A tender was issued for the lease of 6 No. Footpath Ploughs plus spreaders. This was duly awarded and the lease commenced in October 2001 for a period of 8 years. This lease ended in October 2009.

As part of budget savings in 2008-2009 a number of options were considered following benchmarking of winter maintenance operations. The approved option was to reduce footpath operations by reducing the size of the fleet by 6 No footpath plough. This was achieved by not extending or buying the leased Kubotas.

Another part of the saving was to stop standby operations for footpaths, and only commence footpath operations at 7.45am instead of 4.45am. This meant that the priority footpaths, as set out in the Winter Maintenance Operations Plan, were the only routes to be covered as part of the early morning operations. This change in operations was approved by the Policy Committee in 2008.

This reduction in Standby Staff meant that there were only 2 people on call for priority footpaths over the Christmas period. With the continued poor weather the Supervisors started to call in additional resources, and, even though they were on holiday, there was willingness by the men to assist. Resources were increase during most days during the holiday period allowing the majority of available Kubotas to be deployed.

After the holiday period the Kubotas on footpath operations were given additional support from Environmental Services building employees, these men were carrying out hand spreading to some footpaths. With **over 1200km of footways** it was not

feasible to have widespread coverage as anticipated by many members of the public. With a further **40% of remote paths** and areas within our Council housing estates requiring treatment the widespread expectation of “black” roads, footpaths and car parks would not be achievable in the prevailing weather conditions.

The speed that a Kubota can deal with the footpaths are dependant on several criteria, depth of snow, whether there is ice on the footpaths and programming operations with the back up team, one pick up plus two staff work with two or three Kubotas in order that a continual supply of salt/salt sand can be provided to the spreader.

Street furniture, poorly parked cars and wheelie bins also make this process slower. With the current conditions and a full compliment of staff this would take between 8 - 10 days to complete, this is not allowing for return visits to the shopping areas etc during periods of further snow.

The ability of the Kubotas to clear snow was demonstrated at the end of March when the snow remained ice free and the machines covered approx. one third of the city in one day.

Resources Used

As will be seen from the above the clearing of snow from footpaths is a highly labour intensive operation, in times of severe winter weather winter operations on footpaths continue between 8 and 12 hours a day and gritting and ploughing of roads is a 24 hour operation

The graph below shows the deployment of labour on winter operations throughout the year

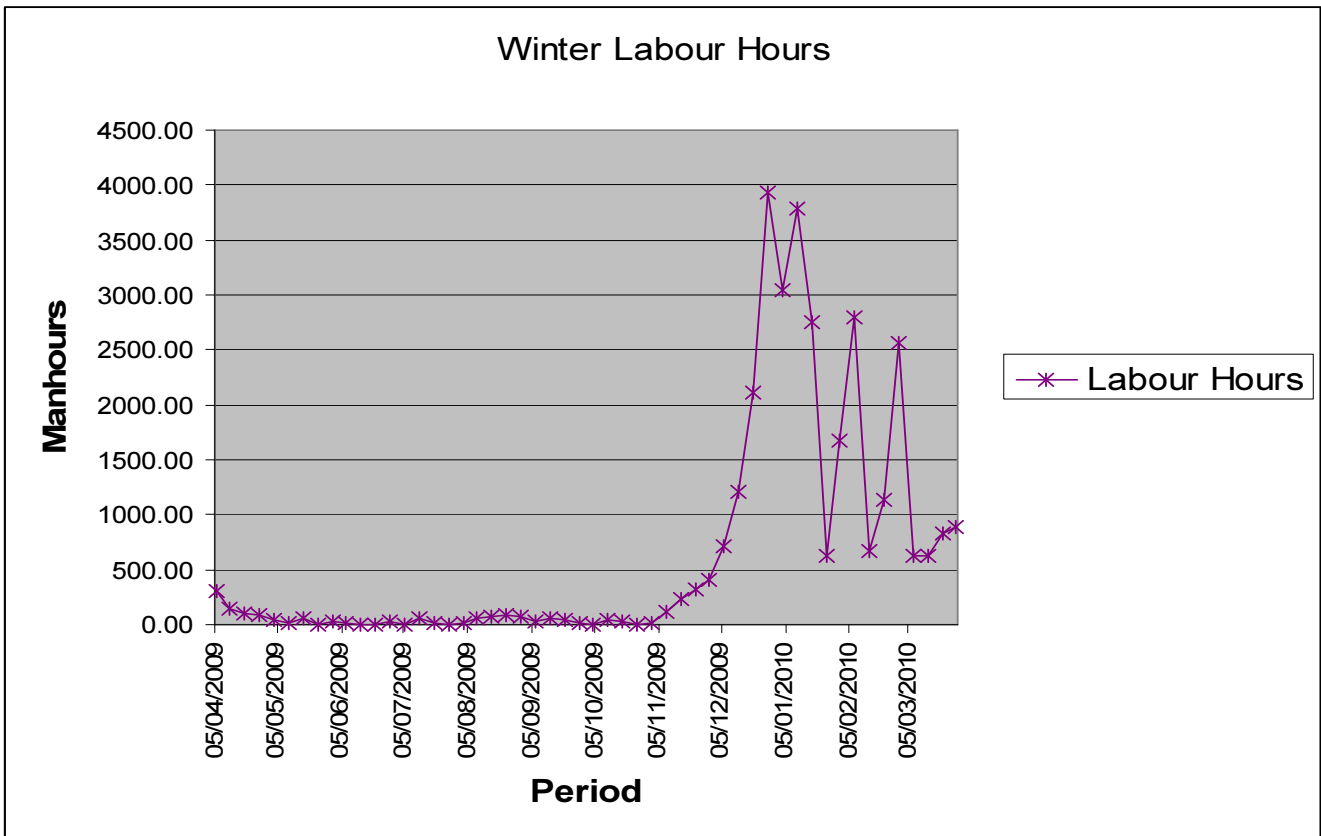
The following were the resources used during the winter to carry out the operations

West Tullos	47
Culter	5
Bucksburn	30
Ground Services	42

Additional resources that were used during this period were

Various small contractors approx 16 men plus vehicles
Environmental Services Street Cleaners
Environmental Services Masons and Roofers

Mechanics and staff from Fleet were on call and carried out works to the plant during the period



Grit Bins

Aberdeen City Council provides approx. 850 grit bins across the city to allow self help for people, whether pedestrian or motorist, who may be stuck, or slipping. As set out in the Winter Maintenance Plan these bins are checked and filled during the period end of October /early November, the operation, which is labour intensive, takes approx 3 weeks to complete. In total these bins hold around 600 tonnes of salt.

During a normal season operations take place to top up the majority of bins with some needing to be completely refilled, during this winter there was such a demand for salt that by the start of the Christmas break most bins were empty and labour had to be diverted from other operations to start to fill them.

The procedure for reporting that a grit bin required filling worked well, but due to the process being labour intensive and that the majority of staff were occupied in other winter operations the timescale to fill the bins exceeded public expectations.

Salt:

At the commencement of winter operations there was **13493** tonnes of rock salt in stock. During the winter period there was **21636** tonnes delivered and at the end of the winter period **9653** tonnes were left in stock. This means that a total of **25476** tonnes were used during the winter period, approx 70% more than in a standard winter

Monitoring of stocks during Christmas Period showed that we were using high levels of salt to combat the continual snow showers and the very low temperatures. To bring the stocks back to level contact was made with our suppliers, Cleveland Potash, over the Christmas period to start the process of obtaining a delivery of salt by boat. This arrived on the 4th January. With the salt shortages across Scotland the supply was shared between Aberdeenshire, BEAR Scotland and the City.

As of the 3rd January 2010 The 'Salt Cell' – which is comprised of the Cabinet Office Civil Contingencies Secretariat, DfT, Department for Communities and Local Government, Highways Agency and the Local Government Association which was

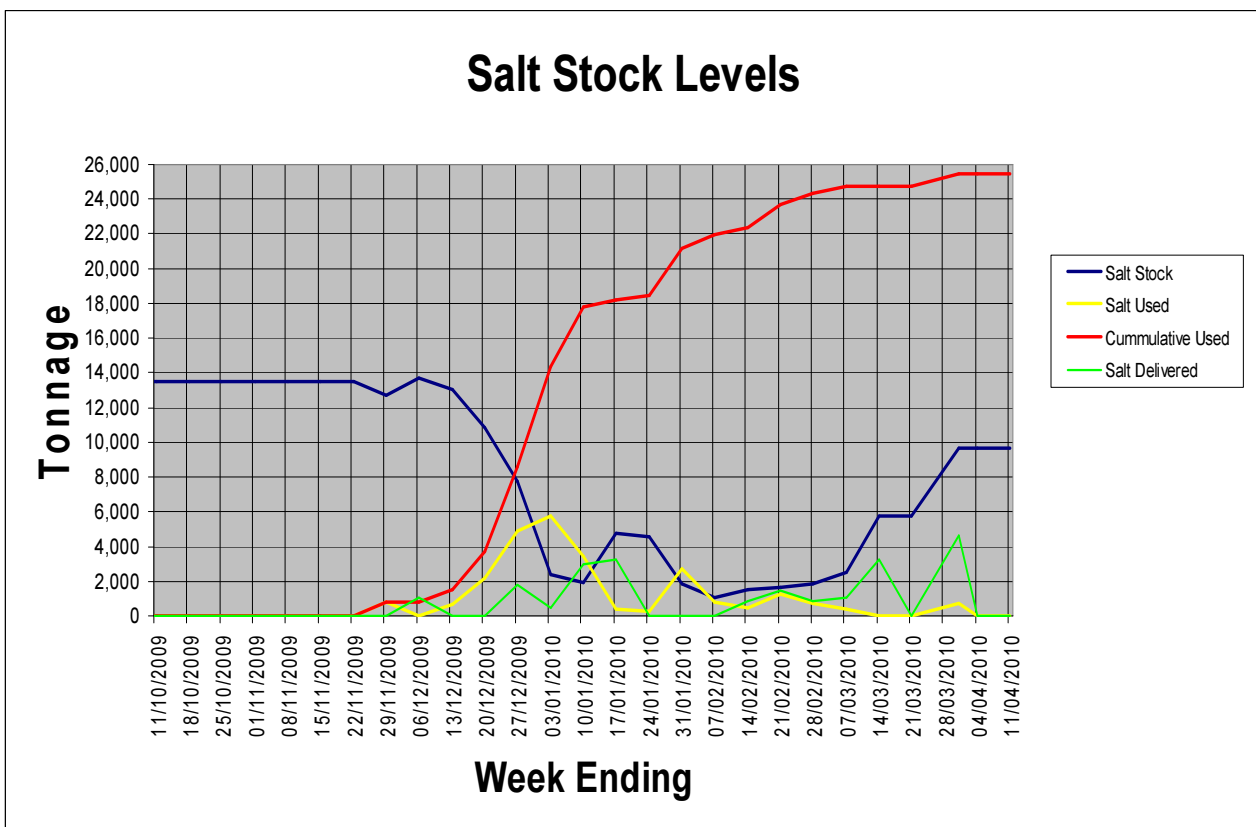
first implemented February 2009, came back into operation, this was due to the volume of salt being put down on the roads across the country. The amount of salt remaining in stock piles and the daily output figures from the salt mines were less than the daily salt usage across Britain.

Recommendations from the Salt Cell reduced the amount of salt being used and recommended that sand/ salt mixes be adopted on minor and housing estate roads. Policies of sharing salt and for diverting salt from the suppliers to the needy also were put in place. Aberdeen City did assist with “mutual aid” diverting some of our salt to Aberdeenshire and BEAR.

Due to the involvement of the Salt Cell we as an authority ended up paying more for salt delivered during this winter, but it should be noted that Cleveland Potash worked with the council and increases were kept to a minimum. Contracts that were in place were suspended as the suppliers shifted salt supplies to “needy” authorities who did not have the correct contracts in place or adequate salt stocks and restocking procedures.

Aberdeen City, Aberdeenshire and Moray have a joint tender for the supply of salt, with Aberdeen City and Aberdeenshire both opting to use Cleveland Potash for the supply.

Members should be aware that our salt stocks were as low as 800 tonnes. Close cooperation with our suppliers with regard to programmed deliveries and the careful management of the use of the salt meant that we were able to maintain salt operations to our priority routes



Sand

Due to the extremely low temperatures and in order to reduce the amount of salt used on footpaths and housing estates salt sand mixes were introduced to the operation, this was either a 1-1 salt sand mix or a 1-2 salt sand mix.

Use of a salt/sand mix or pure sand on City roads and footpaths increased the costs of sweeping and gully cleaning operations. The additional costs of disposing of the sand

to landfill following street sweeping and gully cleaning operations would be £80 per tonne.

Gullies still require cleaning and some streets and pavements still require sweeping from the sand put down in January and February. The trail of sand on the pavements did highlight the work done during the winter period but due to the volumes of snow and the condition of the ice, at the time, most of this work went unnoticed.

Problem Operations

During the winter period the priority routes were for the majority of the time kept clear and travel along these routes was unrestricted, the same cannot be said for the estate roads where ploughing and latterly salting proved to be difficult. The requirement to return to the priority routes in periods of snow or ice meant that these roads were often started but not completed and snow depths increased on a daily basis. Because a high percentage of people were at home during this period, or had decided to leave their cars at home due to the weather, there was no where to push the snow, cars parked on either side of the streets meant that if a driver had continued to push the snow in front of him damage could have been done to the parked cars.

Assistance was given to the Refuse Collection service in order that they could access some difficult areas of their routes. Assistance was also provided to the emergency services where required and access routes to Hospitals were maintained.

Any minor road or footway treated, or where a surface melt had occurred, quickly froze in the low temperatures that occurred, especially as soon as the sun went down.

Footpath operations provided major problems throughout the winter, the frozen surfaces slowing the progress of the Kubota and the ineffective salt due to the continual thawing and freezing of the surface. This was the pattern that continued through the winter, snow falling on frozen surfaces and the salt that was spread on the footpaths not fully working due to the extremely low temperatures but also because of the footfall on the pavements.

In order for salt to melt the ice has to change from a solid to a liquid and it is the brine solution that melts the ice and snow, to speed up this process it is helpful for the salt solution to be worked into the ice and snow. On the roads this is carried out by the wheels of the cars but on footpaths this is dependant on the footfall/pedestrian movements to carry out the same process. In areas of low footfall the salt does not go fully into solution so the salt forms a hole through the ice and once the solution is diluted with further snow it eventually freeze over leaving a more polished, more slippery surface.

The practice of allowing staff to leave early due to winter conditions leaves operating staff with a major problems, gritters cannot complete their afternoon runs and are often caught up in the ensuing traffic jams, traffic light setting are not prepared for the peak arriving two hours early and in some occasions where traffic is stopped at the lights and is unable to move once the lights have changed, for whatever reason, the detector does not see movement, quickly changes the lights to the alternative carriageway increasing holdups.

Grit bins provided a problem, quantity of materials required to fill the bins and the associated manhours meant that the workload was greater than normal years, in order to combat this problem in future years we will be looking at whether there is a mechanical attachment from a lorry to the grit bin to help speed up this process. This

will not be able to get to all grit bins within the city but should assist in the majority of cases

Gritting Fleet

A list of winter plant is given in Appendix B

As can be seen from the appendix our gritter fleet is not a new fleet and this year with the gritters running in some occasions 24 hours a day seven days a week there was a problem with the reliability of the plant.

Fleet Services provided a good service in keeping the machines on the road but there were problems in obtaining spare parts for some vehicles during the period, this was due mainly to an inability for companies to be able to deliver the parts due to the prevailing weather conditions.

Winter Maintenance Budgets

<u>Year</u>	<u>Budget</u>	<u>Spend</u>	<u>Emergencies</u>	<u>Spend</u>
2005-2006	£1641K	£2218K	£0	£328K
Contingencies	£1000K			
2006-2007	£1641K	£1615K	£300K	£245K
2007-2008	£1641K	£1741K	£300K	£327K
2008-2009	£1590K	£1878K	£0	£288K
2009-2010	£1499K+£500K	£2421K	£0	£0

Web Link to Aberdeen City Council Winter Maintenance Plan

http://www.aberdeencity.gov.uk/Roads/roa/roa_winter_main.asp

In the ACC Website

Click on R

Click on Roads

Click on Snow Clearing

Winter Maintenance Plan is available as a download on the left of the page

Web Link to Well Maintained Highways

http://www.ukroadsliaisongroup.org/roads/well_maintained.htm

7. REPORT AUTHOR DETAILS

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Appendix A

Well Maintained Highways Code of Practice for Highway Maintenance Management Complementary Guidance (This was issued on 15th December 2009 as a result of the problems associated with the snow in February 2009)

RECOMMENDATIONS FOR SECTION 13 (Winter Service)

Compliance or changes in Aberdeen City Winter Service Plan shown in Bold

R13.1 Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.

Aberdeen fulfill this requirement within their Winter Maintenance Plan

R13.2 Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.

Defined within the Salt Supplier Contract, specific levels of salt have to be maintained during the winter season

R13.3 Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.

January and February should have a maximum of 10,200 tonnes of salt and a minimum of 7,300 tonnes, minimum salt should provide for a resilience period of 12 days allowing for two runs consisting of 20g/m²

R13.4 Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement, and sharing depots and salt stock, would provide an effective and value for money approach to increasing winter service resilience.

This is already in place with Aberdeen City/ Aberdeenshire sharing the Salt Contract, sharing deliveries etc, we also work in partnership with BEAR in the sharing of depots and the Trunk road operations. Aberdeen City, Aberdeenshire and Moray share a contract for the provision of weather forecasts and road condition information

R13.5 Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.

Key priority areas are included within the Winter Maintenance Plan and include work for Sheltered Housing Social Work establishments and assistance to other Council Services to allow them to carry out their daily operations. Emergency operations through the police and Hospital are maintained. Education currently do not form part of these works

R13.6 Authorities should ensure effective communication of information for the public before and during both normal and severe winter conditions.

Council staff are putting together ideas for providing greater information to the public via the Council Web Site, local media, Variable Message Signs etc, using the local media before the start of winter to highlight the council's preparations and the part that road users need to do to be prepared for the winter season

R13.7 Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders to ensure improved service for the public.

A pre winter meeting will be set up to include all Council participants, police, local bus operators, hospitals etc

R13.8 Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code.

Winter Maintenance Plan produced annually usually with Committee approval, from this year on it will, in order to comply with the change in definition be known as the Winter Services Plan

R13.9 Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.

Part of winter operations route sheets, is available on the website

R13.10 Authorities should prepare contingency Winter Service Plans for severe weather conditions which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent highway authorities.

All main routes are prioritized and would be actioned according to their priority, majority of priority 1 routes are bus routes, the bus route changes are checked by PTU prior to winter, access to hospitals are on the priority system as are the fire and police stations

R13.11 Authorities should explore the potential for mutual aid in salt supply and other aspects of winter service and should make contingency arrangements in advance.

See R13.4

R13.12 Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.

Aberdeen City already has this provision within the Weather Service Contract, met office are available 24hrs per day to deal with any queries

R13.13 Authorities should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.

Daily meeting with supervisors to discuss workload, staff deployment, forecast etc, around 1.00pm operations are set up for evening, overnight and early morning operations. Weekly rota set up to ensure staff availability

R13.14 To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.

All staff have the required training for their role, this includes Prime Mover(Gritter) City and Guilds, Use of winter forecasts, graph interpretation, scenario training by Met Office and Vaisala

R13.15 Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.

Drivers and staff go through early season training on routes and equipment, this is usually during the first two weeks of winter operations

R13.16 Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase.

See R13.3

R13.17 As a means of enhancing local salt storage capacity, authorities and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of a season or provision of land.

This has been implemented in previous years where Balmedie Quarry has been used to stockpile additional salt. Aberdeen City are currently completing the lease of a property which will allow the storage of 4,500 tonnes of salt, and are talking with our salt supplier to stockpile salt there which we would pay for only when used. Additional salt storage is also available with the council having taken a lease of premises at 54 Park Road

R13.18 Authorities should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.

Scotland Exel are currently out for a framework agreement on the supply of salt but doubts are held as to whether this would benefit Aberdeen

R13.19 Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment in facilities.

These are already being carried out see previous answers

R13.20 All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.

Post and pre winter meetings are held looking at all operations looking at staff, plant and materials

Appendix C

Priority Definitions

Extract from Winter Maintenance Plan

1.0 Background

The City Council's winter maintenance policy provides a detailed specification and operational plan for the reduction of the effects of winter weather on the roads and footpaths of the city. It is reviewed every year by officers, taking on board any lessons learned from the experience of the previous winter.

2. Priorities and Standards

2.1 General

The Roads Sub-Committee agreed that the priorities for treatment and standards of treatment be determined in accordance with the relative importance of any particular road in the Road Network, and that the relevant Corporate Director be requested to endeavor to curtail the level of expenditure within the sum provided in the approved annual budget, bearing in mind the conditions which pertain and the policies set down in the report.

- 2.1.1 Priority 1 routes will be principal roads or other classified roads serving as the main routes of major traffic distributors. Priority 1 routes should also carry heavy traffic flows or serve as major public service bus routes or give access to public service or emergency facilities providing an essential public service. In special circumstances a road which does not meet the above definition may be considered a priority 1 route if it is regularly used and presents special hazards because it is habitually liable to drifting snow or freezing because of altitude or exposure etc. A road need not be considered a priority route at all times.
- 2.1.2 The standard to be aimed at on Priority 1 routes is that these routes should never become impassable to traffic unless there are abnormal conditions. Snow and ice clearance should be started as soon as practical when the need for it becomes apparent. Equipment and resources should be provided and should be capable of being deployed sufficiently quickly to be able to salt for ice or clear a moderate snowfall of up to 50 millimetres depth (2 inches) within two and a half hours of the physical start of operations.
- 2.1.3 There should be, for these routes, a 24 hour a day, 7 day per week availability of crews and equipment with the standby arrangements being such that the response time for an instruction from a responsible officer of the authority to commence winter maintenance operations to the start of snow or ice clearing on site should not be greater than one hour.
- 2.1.4 Consideration should be given to the pre-salting of priority 1 routes on receipt of an adverse weather forecast to prevent the formation of ice or to make the clearing of snow or ice from the surface of the road less difficult.
- 2.1.5 A list of priority one routes should be drawn up. The routes will be collated into convenient lengths to be dealt with by one or more salt stores and the need to keep mileage, which is run empty for reloading to an absolute minimum.

- 2.1.6 The priority one routes should be reviewed annually in the late summer/autumn months to take account of changes in the road layout e.g. change from single to dual carriageway or in the light of new development and particularly the opening of new community facilities e.g. schools, health centres or similar, or in the light of changes in the road network and amendments to the routing of Public Transport.
- 2.1.7 Priority 2 routes will be principal and other classified roads not included in the priority 1 list but which serve as main roads or as traffic distributors and which carry medium traffic flows or give access to community or public facilities of a non essential nature.
- 2.1.8 In order to provide an efficient and effective use of labour and plant several of the Priority 2 Routes are included in the Priority 1 routes, the remaining Priority 2 routes will only be treated once the combined Priority 1& 2 routes have been opened to traffic. The remaining Priority 2 roads will be dealt with on an Area Response basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. Additional resources from external Contractors may be employed to assist in the operation
- 2.1.9 Priority 3 locations are access roads, service roads, cul de sacs and minor roads where it could be expected that residents and employees etc could make their way with some difficulty in all but abnormal conditions to the nearest higher priority route.
- 2.1.10 The standard for Priority 3 locations would be that they would not normally be treated unless conditions were severe enough to prevent the passage of emergency vehicles, where it was considered in the light of prevailing weather forecasts that the conditions might be expected to persist for some time or that there was an exceptional depth of snow packed snow or ice. In the case of a medical emergency or an event such as a funeral the location in question would be treated. Priority 3 locations due to width of access, or they are dead ends will not always be accessible with normal winter maintenance plant and would not be treated until all routes of a higher priority had been opened to traffic.
- 2.1.11 Non Aberdeen City Council maintained roads and roads or lanes providing a secondary means of access for service vehicles together with roads where there are no direct accesses to any habitations would not be treated except in the case of a medical emergency.

2.2 Priorities and Standards - Footways

- 2.2.1 The priority with regard to the treatment of footways is that, precedence will be given to those footways in the City for which the Council is responsible and which carry the greatest number of pedestrians. This means the central areas of the City where the shopping and commercial facilities etc are concentrated.. Precedence will also be given to footways and gradients, which are so steep, that would be dangerous when covered with ice or hard packed snow.
- 2.2.2 The standard to be aimed at for footways on the Priority 1 list is that, these footways should be kept in a safe condition for pedestrians during the whole of the business day. In "normal" conditions snow or ice clearance should be started as soon as practicable when the need for such treatment becomes apparent. Equipment and resources should be provided and should be capable of being

deployed sufficiently quickly to be able to begin treatment of a moderate snowfall within 2 hours.

2.2.3 All other footways in the city will be considered to have a lower priority although again precedence will be given to the more heavily trafficked routes, footways in the vicinity of major public services, medical or community facilities providing an essential public service and where numbers of infirm, elderly, accompanied infants and young children are likely to congregate. These footways will be treated only when the Priority 1 routes have been treated and made safe for pedestrian movement and will be dealt with on an Area Response basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity.

During forecasts of snow or ice or for periods of snow or ice council employees will be deployed to treat Priority 1 footways and then continue into the Areas, additional resources from external Contractors may be employed to assist in the operation

2.2.4 Other equipment and resources should be deployed to deal with particular situations as conditions dictate, particularly where treatment has not been carried out and there is a public need for such treatment at individual locations, e.g. bus stops, pedestrian crossings, traffic islands and the like.

2.2.5 Privately maintained footways will not normally be treated.

2.3 Grit Bins

2.3.1 On lower priority routes both on carriageways, lay-bys and footways, grit bins should be provided where they can be sited without inconvenience or danger to residents and road users.

2.3.2 These grit bins should be provided, maintained and kept filled by the Council so that the salt, salt/sand mixtures would be readily available to Council employees, local residents or any other road user should they choose to use the facility. The locations and condition of all grit bins should be reviewed annually in late summer/autumn. It should be noted that whilst making use of grit bins, care should be taken as it is common for them to be used by some members of the public for the disposal of rubbish, such as glass, sharp metal and, in some instances, syringes which could result in injury to the user should they inadvertently come into contact with this material. Hazard warnings should be positioned on the lid of the grit bin

2.3.3 It is recommended that all grit bins be highlighted for public use with a telephone number to call allowing members of the public to inform on the location of the empty grit bin. Calls will be monitored on a daily basis during the winter and twice daily during periods of snow and ice.

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COMMITTEE	Enterprise, Planning & Infrastructure	DATE	31 May 2010
DIRECTOR	Gordon McIntosh		
TITLE OF REPORT	Roads and Transport Related Additional £2.5 M Capital Budget Programme		
REPORT NUMBER:	EPI/10/162		

1 PURPOSE OF THE REPORT

This report brings together the proposed roads and transportation programme for the £2.5M additional Capital budgets for 2010-2011. This is presented as a provisional programme. Members are asked to approve the specific schemes where detailed and the budget headings for the remainder.

2 RECOMMENDATIONS

1. the Committee approves the schemes listed in the Appendices as the detailed proposals for expenditure within budget headings.
2. instruct appropriate officials to implement the detailed programme.
3. agree for officers to amend the programme in consultation with local members should priorities change during the year.
4. grant approval to appropriate officers to award contracts on receipt of a valid tender submission subject to necessary funding in the approved revenue and capital budget
5. remainder of programme to be brought forward to the September Committee, and if agreeable by members, by way of the Bulletin

3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's Additional Capital budget of £2.5M for 2010 - 2011.

4. SERVICE & COMMUNITY IMPACT

Aberdeen is an even more attractive place in which to do business (VD&FL).

Continue to invest in proper maintenance of roads, pavements and street lights (VD&FL);

5. OTHER IMPLICATIONS

This report has no direct implications in relation to Equalities & Human Rights Impact Assessment.

The implementation of the programme will assist roads and footways within the City being maintained to an acceptable standard thus reducing the risk of injury to members of the public.

6. REPORT

This report brings together, for members' information, the proposed programme for Additional Capital Funding spends for both Roads and Transportation for 2010/2011.

Proposed split of budget:

Roads and Carriageways	£1,850,000
Drainage	£ 250,000
Footpaths	£ 200,000
Lighting	<u>£ 200,000</u>
Total	<u>£2,500,000</u>

The appendices set out the proposed programme of works which will be funded through this approved Capital budget

£200,000 has been allocated, as part of this capital budget, for planned lighting improvements. This will be used, in the majority, for the replacement of lighting columns that have been identified as potentially dangerous or beyond their design life. All new street lights are being designed with energy reduction being a major consideration this reduces the energy bill and also lowers Aberdeen City Council's carbon footprint. Proposed programme for Street Lighting is in **Appendix A**.

Footway resurfacing in has been allocated a budget of £200,000. The programme has been formulated on the basis of detailed surveys and targeted at footways categorised as being in a bad. The condition of sections of footway included in the programme are shown in the report under **Assessed Condition**, in order to maintain a standard level of comparison all footways have been assessed by the same person The detailed programme is set out in **Appendix B**.

The Capital carriageway resurfacing programme has been allocated a budget of £1,850,000. The programme is generally prepared on the basis of the results of the road condition surveys of the existing infrastructure. The survey identifies sections of road as falling into one of three categories, Green – acceptable condition, Amber – causing concern and should be considered for treatment and Red – of concern and requiring treatment.

The condition of sections of carriageway included in the programme are shown in the report under **Assessed Condition**, in order to maintain a standard level of comparison all roads surfaces have been assessed to the same criteria. The detailed programme is set out in **Appendix C**. Due to the severity of the weather from the floods in September and October through to the snow and extremely low temperatures from December to March many road surfaces have suffered significant deterioration since the Road Condition Survey was carried out and staff have and are currently reassessing these roads and changes to the proposed programme may be necessary during this financial year.


Road Condition Survey

Aberdeen	% Red	% Amber	% Green	% Red+Amber	Km Red	Km Amber	Km Green	Km Red+Amber	Road Lengths Km
A Roads	5.5	19.4	75.1	24.9	4.209	14.769	57.322	18.978	76.3
B Roads	5.7	21.2	73.0	27.0	2.685	9.945	34.170	12.63	46.8
C Roads	6.7	24.1	69.2	30.8	6.303	22.510	64.586	28.813	93.4
U Roads	7.9	24.3	67.8	32.2	54.893	169.333	471.473	221.226	695.7
Network	7.5	23.7	68.8	31.2	25.792	86.106	272.27	111.896	912.2

Many of the problems associated with damage to roads are caused by water flowing between the blacktop layers, in order to reduce this effect £250,000 has been allocated to repair poor or faulty drainage. This programme of works is included within **Appendix D**

Monies still requiring allocation are £548,000 for resurfacing operations and £75,000 for drainage operation

7. REPORT AUTHOR DETAILS

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**Appendix A
Street Lighting Programme**

Additional Budget - £200K					
Scheme	Estimate £'000	Area	Height	No.	Comments
Desswood Place - Column Replacements	15	C	10m	10	Corroded Steel
Abergeldie Area - Column Replacements	50	S	6/8m	55	Corroded Steel
Stanley Street - Column Replacements	15	S	6m	11	Corroded Steel
Victoria Street - Column Replacements	13	S	10m	9	Corroded Steel
Davidson Area - Phase 2	50	N	6/8m	30	Old Concrete or corroded steel
Abbotswell Area - Phase 2	30	S	6/8m	35	Old Concrete
Works in Association with Footways	27	All	6/8m	35	Old Concrete or corroded steel

£200

185

**Appendix B
Additional Capital Footway Programme 2010-2011**

Name of Road	Location and Description of Works	Length (m)	Quantity (sq.m)	Rate	Estimated Cost
School Road, Peterculter	East Side from Lochnagar Road to Crown Place. Investigate damaged footway surface and resurface footway in bitmac.			Sum	£10,000
Willowpark Crescent	South Side from Mastrick Drive to o/p No 7. Renew kerbs and resurface footways with bitmac. Reinstate adjacent badly potholed carriageway.	35	85	£70.00	£10,000
Seafield Gardens	West Side - excluding loop. Relay stone kerbs and resurface footways with bitmac	134	280	£70.00	£19,600
Forbesfield Road	East Side, No 4 to No 32. Relay stone kerbs and resurface footway with precast concrete slabs.	131	423	£85.00	£35,955
Burnieboozle Crescent	West Side from no 69 to no 105. Relay stone kerbs and resurface footways with bitmac	175	396	£70.00	£27,720
Duthie Terrace (Location No 1)	Remove specific mature trees, reinstate footway in slabs and plant new young trees in order to upgrade overall condition of footway			Sum	£20,500
Burns Road (Location No 2)	Remove specific mature trees, reinstate footway in slabs and plant new young trees in order to upgrade overall condition of footway			Sum	£17,225
Forbesfield Road/ Brighton Place/ Beaconsfield Place /Richmondhill Road	Remove specific mature trees, reinstate footway in slabs and plant new young trees in order to upgrade overall condition of footway			Sum	£10,000
Woodburn Avenue/Woodend Place	Remove specific mature trees, reinstate footway in slabs and plant new young trees in order to upgrade overall condition of footway			Sum	£17,000
Sanday Road/Stronsay Avenue/Westray Road/King's Gate	Remove specific mature trees, reinstate footway in slabs and plant new young trees in order to upgrade overall condition of footway			Sum	£12,000
Ruthrieston Place/Circle	Remove specific mature trees, reinstate footway in slabs and plant new young trees in order to upgrade overall condition of footway			Sum	£10,000
Gray Street/ Braeside Avenue /Pittodrie Street/ Cattofield Place	Remove specific mature trees, reinstate footway in slabs and plant new young trees in order to upgrade overall condition of footway			Sum	£10,000
				TOTAL	£200,000.00

**Appendix C
Capital Works Resurfacing Programme 2010-2011**

Name of Road	Location and Description of Works	Assessed Condition	Area (Sq m)	Estimated Cost
Wellington Road Northbound	Craigshaw Road to Abbotswell Road Resurface Carriageway	10	1300	£46,000
Wellington Road Northbound	Extension of scheme in Main List at Tesco Junction, southwards to Abbotswell Road Resurface Carriageway	10	1000	£30,000
Wellington Road Southbound	Extension of Scheme in Main List at Greenbank Road Junction. From Greenbank Road to Craigshaw Drive	10	2300	£69,000
A93 North Deeside Road	Brighton Place to Station Road East Resurface Carriageway	10	3750	£131,000
B979 Malcolm Road	Crombie Circle Northwards Resurface Carriageway	10	1440	£50,000
Balgownie Road	Bodachra Road to Harehill Road Resurface Carriageway	10	1600	£40,000
Balgownie Road	Harehill Road to Tarbothill Road Resurface Carriageway	10	2000	£50,000
Balgownie Road	Tarbothill Road to Denmore Gadens Resurface Carriageway	10	2000	£50,000
Balgownie Road	Braehead Way to the Parkway Resurface Carriageway	10	1800	£45,000
Walker Place	Walker Road to Craig Place Resurface Carriageway	10	750	£30,000
Riverview Drive, Dyce	Todlaw Walk to Asda Roundabout Resurface Carriageway	10	4200	£105,000
South College Street	Junction Palmerston Road Resurface Carriageway	10	600	£30,000
Riverside Drive	Extension of Roundabout Resurfacing from MainList at South College Street /Queen Elizabeth Bridge Resurface Carriageway	10	1100	£60,000
Great Southern Road	Bridge of Dee Northwards Resurface Carriageway	10	2800	£98,000
Springhill Road	Greenfern Road to Ythan Road Resurface Carriageway	10	2100	£60,000
C93C Clinterty Borrowstone Road	Borrowstone to Wynford Resurface Carriageway	10	600	£30,000
Wingate Road	Tillydrone Road to Car Park Resurface Carriageway	10	1600	£48,000
Kingswells Avenue	Kingswood Drive to Kingswells Crescent Resurface Carriageway	10	4400	£110,000
A974 Stoneywood Road	Extension to Junction at Old Stoneywood Road from Main List. From South of Greenburn Drive to Stoneywood Terrace	10	7500	£150,000
Broad Street	Upper Kirkgate to Queen Street Resurface Carriageway	10	2000	£70,000
			Total	£1,302,000

**Appendix D
Drainage Operations**

Name of Road	Location and Description of Works	Estimated Cost
Various	Capital Gully Replacements	£80,000
Various	Upgrading Hakes	£20,000
C89C Chapel of Stonewood Fairley Road	Opposite Junction Kingswells Crescent	£10,000
C55C Pitmedden Road	At Station House Install New Drainage	£25,000
Culter House Road	Bellenden Walk Renew Culvert	£10,000
Kirk Brae Cults	Drainage Upgrade	£10,000
Dyce Drive	Drainage Upgrade	£20,000
	Total	£175,000

Network

A Roads

B Roads

C Roads

U Roads

Authority	Red	Amber	Green	RCI	Red	Amber	Green	RCI	Red	Amber	Green	RCI	Red	Amber	Green	RCI	Red	Amber	Green
1	8.6	32.0	59.4	40.6	8.0	29.4	62.7	37.3	8.1	30.0	61.8	38.2	5.4	28.7	66.0	34.0	9.5	33.8	56.6
2	7.3	25.2	67.5	32.5	5.4	25.6	69.0	31.0	5.5	25.2	69.3	30.7	4.3	22.1	73.6	26.4	10.0	26.7	63.3
3	7.8	35.1	57.2	42.8	4.6	26.6	68.8	31.2	8.2	40.2	51.6	48.4	8.1	36.1	55.8	44.2	8.1	34.6	57.4
4	5.4	27.1	67.5	32.5	7.6	27.6	64.7	35.3	5.7	29.3	65.0	35.0	4.1	27.6	68.3	31.7	5.3	25.7	69.1
5	6.2	26.2	67.6	32.4	6.4	23.5	70.0	30.0	6.1	22.9	71.0	29.0	5.3	21.7	73.0	27.0	6.4	28.0	65.6
6	9.2	35.5	55.2	44.8	6.4	28.6	65.1	34.9	5.0	29.6	65.4	34.6	7.6	34.3	58.2	41.8	13.0	40.9	46.0
Aberdeen	7.5	23.7	68.8	31.2	5.5	19.4	75.1	24.9	5.7	21.2	73.0	27.0	6.7	24.1	69.2	30.8	7.9	24.3	67.8
8	9.5	37.4	53.1	46.9	9.9	35.9	54.2	45.8	10.7	31.1	58.2	41.8	5.3	42.2	52.5	47.5	10.3	38.9	50.8
9	4.6	29.0	66.4	33.6	2.7	21.2	76.1	23.9	4.4	26.7	68.9	31.1	3.0	26.5	70.4	29.6	6.5	34.8	58.7
11	6.9	25.6	67.5	32.5	3.3	19.0	77.7	22.3	2.5	16.9	80.6	19.4	5.0	23.4	71.5	28.5	8.1	27.6	64.3
12	6.6	31.5	61.9	38.1	3.7	21.6	74.7	25.3	5.7	33.4	60.8	39.2	5.0	31.5	63.6	36.4	9.4	34.5	56.1
13	11.1	32.8	56.1	43.9	6.1	18.1	75.8	24.2	6.9	35.2	57.9	42.1	8.9	28.3	62.8	37.2	13.0	35.3	51.7
14	17.3	38.0	44.7	55.3	12.6	31.6	55.7	44.3	15.6	45.9	38.6	61.4	12.6	44.1	43.3	56.7	25.3	32.4	42.2
15	4.6	21.3	74.1	25.9	4.0	20.2	75.8	24.2	3.7	19.9	76.4	23.6	3.2	18.7	78.2	21.8	6.0	23.8	70.2
16	6.7	26.2	67.1	32.9	4.9	22.8	72.3	27.7	6.6	22.0	71.4	28.6	7.2	23.4	69.4	30.6	6.9	27.3	65.8
17	9.4	30.6	60.0	40.0	14.3	26.8	58.9	41.1	7.0	27.6	65.4	34.6	14.6	40.6	44.8	55.2	7.0	28.2	64.8
18	8.2	31.9	59.9	40.1	8.2	26.0	65.9	34.1	7.0	29.7	63.3	36.7	9.4	34.7	55.8	44.2	8.1	32.9	59.0
19	3.7	23.7	72.7	27.3	3.3	23.0	73.7	26.3	4.0	23.5	72.5	27.5	1.1	14.6	84.3	15.7	4.6	27.2	68.3
20	10.3	34.2	55.5	44.5	7.8	27.9	64.3	35.7	9.0	34.9	56.1	43.9	9.4	37.5	53.1	46.9	12.4	35.6	51.9
21	7.1	32.2	60.7	39.3	1.9	20.0	78.2	21.8	3.7	30.2	66.1	33.9	4.3	31.6	64.1	35.9	12.1	39.1	48.8
22	3.8	23.3	72.9	27.1	2.6	14.7	82.7	17.3	3.9	26.1	70.0	30.0	3.0	22.3	74.7	25.3	4.5	25.0	70.5
23	7.9	30.1	61.9	38.1	3.8	22.7	73.5	26.5	7.4	31.6	61.0	39.0	6.1	30.9	63.1	36.9	9.2	31.3	59.5
24	11.7	32.4	55.9	44.1	11.1	27.1	61.8	38.2	9.6	25.0	65.4	34.6	7.2	24.4	68.4	31.6	12.5	35.0	52.5
25	6.5	26.2	67.3	32.7	5.0	18.2	76.7	23.3	3.5	22.9	73.6	26.4	6.2	27.0	66.7	33.3	7.8	28.8	63.4
26	5.6	26.6	67.7	32.3	2.6	16.0	81.4	18.6	5.7	26.4	67.9	32.1	9.2	35.7	55.0	45.0	5.7	27.8	66.5
27	11.1	35.0	53.9	46.1	4.4	20.6	75.0	25.0	5.2	20.9	73.9	26.1	9.6	29.0	61.4	38.6	12.7	39.3	48.0
28	7.6	29.8	62.5	37.5	5.6	23.3	71.1	28.9	5.1	24.6	70.3	29.7	8.1	33.3	58.6	41.4	8.4	31.1	60.5
29	13.1	31.0	55.9	44.1	4.6	19.7	75.7	24.3	5.1	28.6	66.4	33.6	9.9	31.6	58.6	41.4	15.2	32.1	52.7
30	3.7	22.0	74.4	25.6	3.7	17.1	79.1	20.9	3.8	21.0	75.2	24.8	1.9	15.9	82.2	17.8	4.2	24.6	71.1
31	7.3	30.5	62.2	37.8	4.3	19.6	76.1	23.9	5.6	26.9	67.5	32.5	7.9	25.6	66.5	33.5	8.6	35.8	55.6
32	5.1	24.6	70.3	29.7	5.1	20.5	74.5	25.5	3.7	20.3	76.0	24.0	3.0	15.1	81.9	18.1	5.6	27.2	67.3
33	3.9	20.5	75.6	24.4	3.2	18.7	78.0	22.0	3.0	17.4	79.7	20.3	2.8	18.8	78.4	21.6	5.1	23.2	71.7
Scotland LA	7.1	28.9	64.0	36.0	5.6	24.0	70.4	29.6	6.2	28.7	65.1	34.9	5.4	27.9	66.6	33.4	8.4	30.9	60.6

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	31 May 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Albury Mansions Road Un-adoption
REPORT NUMBER:	EPI/10/135

1. PURPOSE OF REPORT

A request has been received from the residents of Albury Mansions for the access road to Albury Mansions to be un-adopted and removed from the list of public roads. This report deals with the reasons for this request and explains the implications involved in the un-adoption of a road.

2. RECOMMENDATION(S)

It is recommended that the Committee note the contents of this report and :

- 1) make a decision with regard to whether the access road leading to Albury Mansions from Albury Road may be un-adopted by Aberdeen City Council and removed from the list of public roads ; and
- 2) if it is agreed in principle that the road may be removed from the list of public roads instruct officers to carry out the procedure in accordance with the Roads (Scotland) Act and if no representations are received to remove the road from the list of public roads without returning to Committee. If representations are received a follow-up report be presented to Committee for further consideration.

3. FINANCIAL IMPLICATIONS

There is the cost of publishing a notice in a local newspaper which is not considered significant and could be absorbed by the Council in their costs for advertising road traffic orders, road closures, etc.

There will be a saving due to the removal of the cost of maintenance of the access road and lighting along with the winter maintenance costs.

4. SERVICE & COMMUNITY IMPACT

The Community Plan encourages people and communities to be engaged in decisions made on services which will affect them.

5. OTHER IMPLICATIONS

None

6. REPORT

Albury Mansions is a short cul-de-sac serving a development of 62 flatted properties and takes direct access from the northern end of Albury Road within the Ferryhill residential area. The road is currently adopted and forms part of the controlled parking zone of the Ferryhill area.

Private car parking areas at the end of the cul-de-sac serve the development and due to the close proximity of the site to the commercial area of the city centre, indiscriminate parking by non-residents has impacted on the availability of residents parking and the general environmental amenity enjoyed by the residents of Albury Mansions.

A planning application was submitted in July 2009 on behalf of the residents for the erection of a gate across the access road leading to the car parks to ensure that they were only used by residents and the application was subsequently approved on the 16th September 2009.

At the time of the application Roads officers did not raise an objection to the application as there were no road safety implications and the gate was set back far enough back from the carriageway of Albury Road so that it would not cause any obstruction.

It will be noted that the erection of a gate within the adopted public road requires that the road be removed from the list of adopted roads. The planning permission does not in its own right allow for a change of status of the cul-de-sac and can only be implemented following the agreement of the Roads Authority to un-adopt the road which would then be seen to form a private access to the development.

However, following the planning approval the residents proceeded to purchase a gate and their contractor started to erect the gate on site. This work was stopped by a roads inspector working for the Street Occupations Section of the Council who advised the contractor that the road was adopted and they did not have the necessary permission to carry out works within the adopted road and effectively block the road with a gate.

Discussions were held with the Factor representing Albury Mansions and it became very clear that they were not aware of the adopted status of the cul-de-

sac serving Albury Mansions and was an oversight by the agents. Pre-application enquiries or discussions with officers would have brought this to their attention and avoided the problems that arose. It is acknowledged that the response of the Roads officer, at the time of the planning application, should have advised of the adopted status of the road but this was not picked up at the time of the application. However this omission does not remove or diminish the responsibility of the applicant to make the appropriate pre-application enquiries.

The situation was considered further by the Factor representing the residents with regard to other possible options and a further planning application was submitted locating two separate gates at the entrances to the car parks so that they were outwith the adopted road. Whilst this application was approved the majority of residents did not feel that the solution resolved all of the amenity issues and that it would also involve significant extra expense as two gates were now required. The preferred solution of the residents to the problem is for the access road to be un-adopted and removed from the list of public roads so that the residents may erect a gate at the original location in line with the first planning permission.

Members will be aware that an adopted road is a road which is managed and maintained by the local authority and has been constructed to certain standards specified by the Council. It is generally recommended that an access road serving more than 3 properties is adopted by the Council so that the interests of the residents are looked after with regard to the maintenance of the road and lighting, access for refuse vehicles and snow clearing all of which could result in significant costs to residents if the road is not adopted.

For many property developments such as Albury Mansions where a general access leads to private parking, the access is not adopted and considered to be a private access under the ownership and management of the properties that it serves. In such cases the road is not offered for adoption by the council.

At a recent meeting all 15 residents in attendance voted in favour of the un-adoption of this access road along with 17 mandatory votes from residents who were unable to attend the meeting giving a total of 32 residents in favour of the un-adoption of the road. They all agreed to accept any consequential expense resulting from the un-adoption of this road as they will have to take over the responsibility of all the future maintenance of the road and lighting. There were 2 postal votes from residents against the un-adoption of the road.

Roads officers have concern and reservations with regard to the un-adoption of the road as this will place a potential future burden on the residents should maintenance issues arise. However given the background to the matter, officers would not offer objection to the request for the road to be removed from the adopted list of roads due to the minimal extent of the adopted road and that the residents have clearly decided that they would rather have the access road un-adopted and are prepared to take over the management and maintenance of the road along with the associated financial responsibilities.

A road may be removed from the list of public roads under the Roads (Scotland) Act Part 1 Section 1. The local authority must :

- (a) give notice of their intention to the frontagers of the road ; and
- (b) publish a notice of such intention in at least one newspaper circulating the area.

The authority should then consider any representations received within 28 days prior to deciding whether to proceed with the removal of the road from the list of public roads.

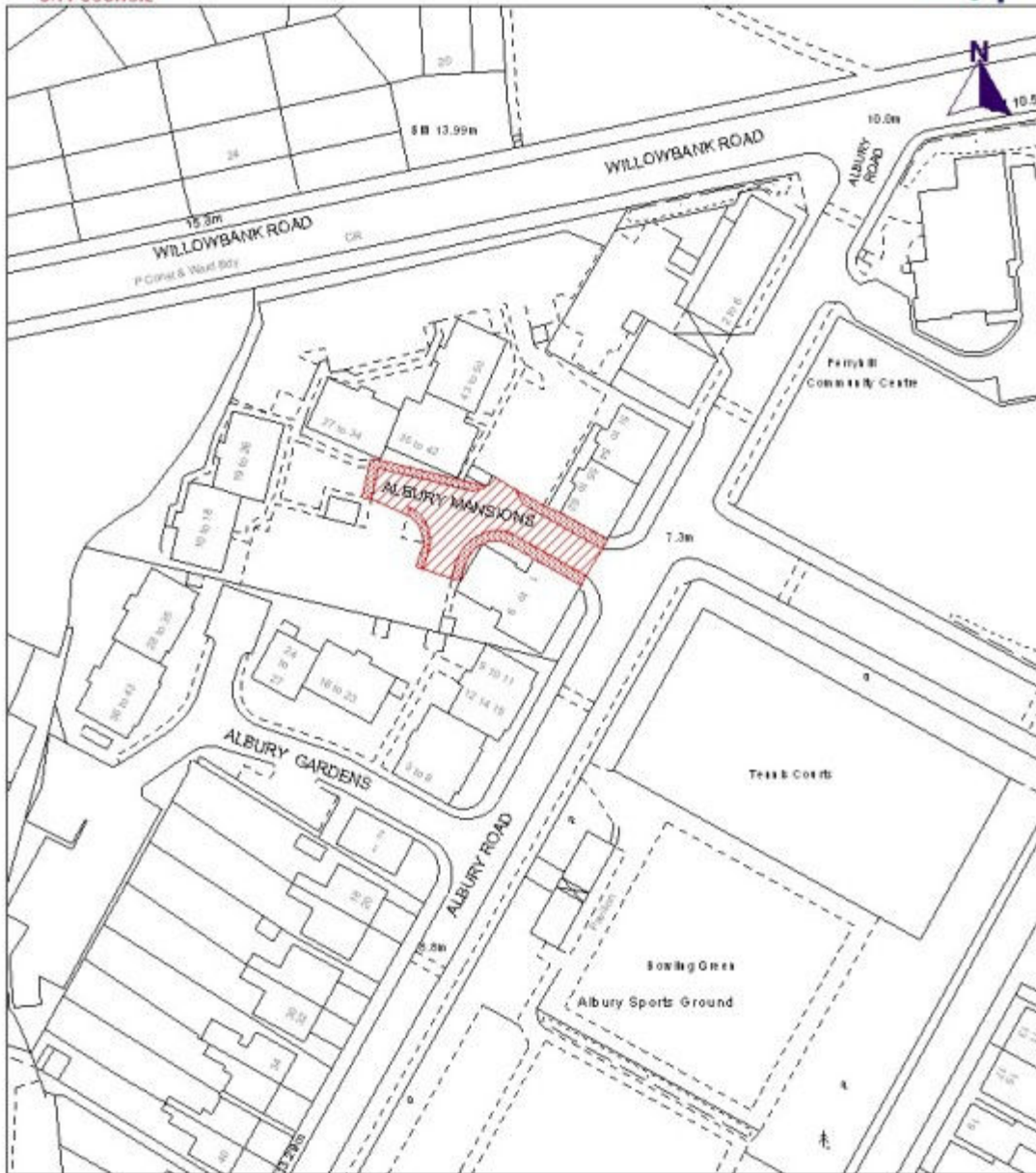
Councillor Irene Cormack, one of the local members, was in attendance at the meeting with the residents and fully supports the residents in their request to have the road unadopted and removed from the list of public roads. Councillor Cormack is satisfied that they are aware of the implications involved.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Plan of Site



Title: Albury Mansions, Aberdeen
Un-adoption of Access Road

Scale: 1:1000

Date: 27 April 2010

Map Ref: NJ9305SE

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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning & Infrastructure DATE 31st May 2010

DIRECTOR Gordon McIntosh, Enterprise, Planning and Infrastructure

TITLE OF REPORT Golden Square Car Park

REPORT NUMBER EPI/10/160

1. PURPOSE OF REPORT

This report provides the Committee with an update on negotiations with the Aberdeen Branch of the Royal British Legion (ARBL) in relation to their vacation of the car park in the centre of the square.

2. RECOMMENDATION(S)

It is recommended that the Committee;

- a) approve the proposed levels of donations to ARBL in lieu of their income from charitable donations for parking within Golden Square for a period of five years
- b) that in year four officers commence discussions with ARBL as to the future of funding arrangements as the position regarding public finances will be clearer at that time
- c) instruct officers to conclude legal agreements to this effect and to establish the car park operations as soon as resources permit

3. FINANCIAL IMPLICATIONS

Provision has been made within both the Non-Housing Revenue and Capital budgets in 2010/11 for income from the car parking operation and costs to set up the car park in the centre of the square respectively.

4. SERVICE & COMMUNITY IMPACT

This proposal accords with National Outcomes 12 and 14 and especially the local outcome to minimise the global impact of transport within the Single Outcome Agreement 2009/10.

The pertinent policies within the Local Transport Strategy are MAN CP1, MAN CP2, MAN CP5 and MAN CP6

5. OTHER IMPLICATIONS

Officers will require to conclude a legal agreement between the City Council and ARBL setting out the details of this report. A detailed review of the proposals by

solicitors within Legal and Democratic Services has confirmed that State Aid would not apply in this instance.

6. REPORT

At its meeting on 29th November 2009 the Enterprise, Planning and Infrastructure Committee approved the proposals and agreed that officers continue discussions with the Royal British Legion on a range of issues arising from their traditional (but informal) involvement with parking arrangements at this location and to report back on these, but otherwise to prepare a bid for capital funding from the 2010/2011 capital plan on the basis of a spend to save to cover the cost of carrying out works to allow the enforcement of a traffic order.

Officers have continued discussions with ARBL to ascertain various details around income levels, costs, allocation of donations and phasing of payments.

Officers have explored options for the phasing of payments to ARBL as set out in the original report, based on a five year phased reduction and staying within the overall limits of 200000Euros. Appreciating that the exchange rate fluctuates at any time a preferred option based around an overall income level of £160000/year has been set out to ARBL to meet these requirements. The preferred option for payments is as follows:

Year	Share	Payment
1	25.0%	£40,000
2	23.1%	£37,000
3	21.3%	£34,000
4	19.4%	£31,000
5	17.5%	£28,000

Total £170,000

During the course of the discussions representatives of ARBL have asked if it is possible to establish a level of payment beyond the five year period. It is believed they have conveyed similar requests to senior elected members. Given that it is unclear what the Council's financial position will be in 2015/16 officers agreed that they would propose to Committee that such a request would be considered as part of the budget process at that time. By entering into discussions with ARBL in year four of the agreement the direction public finance is moving in at a national level and how this impacts on the available funding within the City should be clearer.

Subject to the Committee making a decision it is envisage that the Council would take over the running of the Car Park during July 2010 which would allow time for the operation to be established on a clear legal footing i.e. car park machines to be installed, signs to be erected and spaces to be marked clearly. Some of the preparatory work could be undertaken with the car park partially operating e.g. areas barriered off, which would still allow ARBL to derive charitable contributions for a few weeks longer.

While it would be desirable to have a legal agreement formed between both parties prior to the Council introducing its operations, it is not absolutely necessary. The contents of the agreement would include much of the detail within this report but could also include any specific information that Councils would wish to see to ensure they are 'following the public pound' e.g. details of where the monies provided have been used to ensure they are supporting local charities and ex-servicemen.

Appendix 1 provides a briefing note provided by ARBL for members information as to what the organization does and how it supports ex-servicemen and their families and other local charities.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

None

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RBLS Aberdeen Albyn Branch Commitment to Ex Service Persons Welfare

The primary reason that the Albyn Branch has managed to operate so successfully since the 2nd world war is due to the income from car parks around Aberdeen. Initially there were many car parks operated by ex-servicemen in Aberdeen but in recent times only the centre of Golden Square has been available to us. This car park has been run and maintained by the RBLS Aberdeen Albyn Branch for well over 60 years, before the Hammerman Incorporation of Aberdeen passed ownership to the Aberdeen Council by the Blench Charter of 23rd September 1950.

Throughout this period ex-servicemen have been employed to receive donations which have generated income in excess of £50,000 per year for the last three years.

Financial projections show that without this income the Aberdeen Albyn Branch will have to considerably reduce expenditure, specifically with regard to charitable donations and welfare events that benefit Branch Members and other British Legion Branches around the Aberdeen area. A total loss of income may sound the death knell for our Branch, although we could carry on for a few years with significantly reduced events and donations it is unlikely that the organisation as we know it could exist for the long term.

Just to put into perspective the support the Albyn Branch provides for ex-service persons in Aberdeen and Aberdeenshire locations, the following bullet points have been listed:

- **Recipients of Charitable Donations (During the past 5 Years)**
 - Erskine House (provide support with over 20 beds in the Fairview nursing home.
 - Aberdeenshire Area wheelchair fund
 - Local Salvation Army
 - SSAFA (Soldiers, Sailors, Airmen and Families Association)
 - Aberdeen Cadets, Army, Sea and Air Training Corps
 - Gordon Highlanders Association
 - Aberdeen Parachute Regiment
 - Italy Star Association North of Scotland Branch
 - Lord Provost's Charitable Trust
 - Guide Dogs for the Blind (Aberdeen)
 - 2nd Battalion Highlanders
 - Scottish Horse Regimental Association Club

- **Remembrance and Ceremonial Events Attended**
 - Remembrance day Aberdeen parade and service
 - Kirking of the Council
 - Royal British Legion Scotland Annual Conferences at Perth
 - Support for various trips abroad and in UK by regimental organisations

- **Branch Membership Welfare Events (Annual Programme)**
 - Three Social Evening events (now at the RUA Club Aberdeen)
 - Three - 1 day coach trips for branch members. (Visiting other local Legion Clubs)
 - Three/four Weekend Breaks and Weekday Breaks to hotels (Subsidised events)
 - Home visits for members who are sick or cannot attend events
 - Hospital visits for members by a committee member
 - Bereavement grants

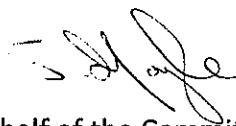
- **Employment for Ex-Forces Personnel**
 - Car Park Attendants
 - Office Welfare Events Organiser
 - Office Treasurer
 - Office Secretary

- **Additional Costs to the Branch**
 - Wages
 - Rent and Rates for the office
 - Other office costs including heating and lighting, printing, telephone, postage etc.

The Committee and members of the Aberdeen Albyn Branch of the Royal British Legion Scotland are not interested in donations from the Aberdeen Council; this could not be justified to other charitable organisations.

What we believe is justifiable would be a reasonable level of financial compensation to enable us to continue to operate the Albyn Branch without a significant reduction of the charitable donations and welfare events. We are conscious of the fact that this compensation could not be of an indefinite nature but feel that it could be possible to provide a reasonable share of the income from the Golden Square inner circle car park based on the Branch membership size, whilst the Branch continues to operate.

We feel that this would suitably compensate us for over 60 years of custodianship and maintenance of the centre circle of Golden Square.



On behalf of the Committee of the Albyn RBLs

ABERDEEN CITY COUNCIL

COMMITTEE Housing and Environment DATE 25 May 2010

DIRECTOR Peter Leonard

TITLE OF REPORT Air Quality Action Plan Update

REPORT NUMBER: HE/010/40

1. PURPOSE OF REPORT

The purpose of this report is to provide additional information in support of the report to the Housing and Environmental Committee of 13 April 2010, with specific reference to air quality monitoring on Market St and emissions from Aberdeen Harbour.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- a) notes the information regarding emissions from Aberdeen Harbour and the monitoring of air quality, including Market Street; and
- b) approves recommendations A, B and D of the report of 13 April 2010, namely;
 - A) approves the draft Air Quality Action Plan for public consultation and submission to the Scottish Government
 - B) instructs the Director, Housing and Environment to prepare a final Air Quality Action Plan for Committee consideration following the completion of the consultation; and
 - D) refers the report to the Enterprise, Planning and Infrastructure Committee for information due to the links between air quality, transport and planning

3. FINANCIAL IMPLICATIONS

There are no financial implications associated with this update report.

4. SERVICE & COMMUNITY IMPACT

This report is linked to the improvement in the health of the people of Aberdeen and a reduction in health inequalities. In terms of 'Vibrant, Dynamic and Forward Looking' the report relates to policy commitments in Transport, Environment and Health. An Equality and Human Rights Impact Assessment is not required for this Report.

5. OTHER IMPLICATIONS

There are no other implications associated with this report.

6. REPORT

Background

- 6.1 A report describing proposed measures to improve air quality contained within the draft Air Quality Action Plan was considered by the Housing and Environment Committee of 13 April 2010. The Committee requested the provision of further information on air quality monitoring, particularly on Market Street, and the contribution to emissions from shipping berthed in the harbour.

Air quality monitoring

- 6.2 National guidance prescribes the type of equipment that should be used to monitor air quality and locations where monitoring should be carried out. As the air quality objectives are health based, monitoring is carried out at locations of relevant population exposure for the specific pollutants of concern i.e. nitrogen dioxide (NO₂) and particles (PM₁₀) in Aberdeen.
- 6.3 Where a risk of exceedance of an objective has been identified through the Local Air Quality Management (LAQM) process, authorities should monitor in these areas using approved continuous monitoring equipment such as the 6 stations in Aberdeen. These stations are audited every 6 months and data is checked daily and ratified by external agents appointed by the Scottish Government. Site selection is determined by various criteria including population exposure, risk of exceedances of objectives, traffic flows, pavement width, proximity to major junctions, bus stops and other pollution sources.
- 6.4 Indicative levels of NO₂ are also measured via diffusion tubes attached to lampposts and downpipes at approximately 40 locations across Aberdeen. These measurements are used to monitor trends and identify locations of potential exceedances. There are 20 sites in the city centre and almost all exceed the annual mean objective. Maximum levels are on Market St (70-80ugm⁻³), Union St close to the Holburn St junction (60-70ugm⁻³) and on parts of King St (70ugm⁻³).
- 6.5 It is not possible to measure PM₁₀ concentrations via diffusion tubes. While other semi-portable systems are available, costs are approximately £6300 (compared to <£10 for diffusion tubes), require a power supply and may be subject to vandalism, for example if attached to lampposts in parts of the city. Continuous monitoring via the existing

stations has been considered the most appropriate measurement technique for PM10 monitoring.

Emissions from Shipping

- 6.6 Monitoring measures the total concentration of a pollutant at a specific location, it is not possible to distinguish the contribution from different sources such as traffic, shipping or industrial sources.
- 6.7 The consultant Cordah was contracted to model emissions from the Harbour in 2004. This modelling predicted that shipping accounted for annual mean NO₂ and PM₁₀ concentrations of 3-10ugm⁻³ and 1-1.5ugm⁻³ respectively. Emissions may have been over-estimated due to a number of worst-case assumptions. Prior to the commencement of construction works associated with the Union Square development, the annual mean NO₂ and PM₁₀ concentrations at the continuous monitoring station on Market St were 50-60ugm⁻³ and 51-52ugm⁻³ respectively. It was concluded that emissions from shipping contribute to exceedances of the annual mean objectives, however traffic is the main source of the raised levels.
- 6.8 In 2004 Aberdeen Harbour Board also commissioned Aberdeen University to carry out a study of the impact of harbour activities on air quality. The study concluded that the harbour was not a major contributor to city centre pollution levels. Monitoring of NO₂ showed a significant gradient of low levels at the harbour mouth to high levels at the Market Street area. A NO₂ monitoring exercise by the environmental health service from 2005-2008 similarly showed lower levels at the harbour mouth away from road traffic and Harbour internal activities such as the loading of cargo, with highest levels close to Market Street.
- 6.9 It is also worth noting that Technical Guidance describes the pollution sources and processes that authorities must consider when undertaking annual air quality assessment reports, including occasions when specific sources such as airports, railway and bus stations, shipping and industrial sources must be considered in detail. Using the criteria within the guidance, which considers the size, type and number of vessel movements, exceedance of the air quality objectives would not be predicted at Aberdeen Harbour and no Detailed Assessment is required. Furthermore, the guidance considers emissions of sulphur dioxide (SO₂) to be the main pollutant of concern associated with shipping. Both the Cordah modelling and the Aberdeen University study confirmed SO₂ emissions associated with the vessel movements in Aberdeen are well below objective levels.
- 6.10 Emissions from vessels are controlled by EU legislation specifying the fuel composition. There are therefore limited actions the authority can take to reduce emissions. However, the draft Air Quality Action Plan

recognises that shipping and activities at the Harbour do contribute to air pollution within the City Centre. The Plan includes a measure to consider initiatives to improve air quality in the Harbour area.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Air Quality Action Plan and Air Quality Update report to the Housing and Environment Committee of 13th April 2010

COMMITTEE Housing and Environment DATE 13 April 2010

DIRECTOR Peter Leonard

TITLE OF REPORT Air Quality Action Plan and Air Quality Update

REPORT NUMBER: HE/010/40

1. PURPOSE OF REPORT

The purpose of this report is for the Committee to consider the proposed Actions contained in the draft Air Quality Action Plan, approve the draft Plan for public consultation and to give authorisation for Officers to proceed with a tender exercise for a service and maintenance contract of the 6 continuous air quality monitoring stations.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- a) approves the draft Air Quality Action Plan for public consultation and submission to the Scottish Government
- b) instructs the Director, Housing and Environment to prepare a final Air Quality Action Plan for Committee consideration following the completion of the consultation:
- c) give authorisation for Officers to proceed with a tender exercise for a 3 year service and maintenance contract for the 6 continuous air quality monitoring stations, with the option for a 1 year extension:
- d) refer the report to the Enterprise, Planning and Infrastructure Committee for information due to the links between air quality, transport and planning.

3. FINANCIAL IMPLICATIONS

Implementation of the Air Quality Action Plan will have significant financial implications that cannot be specified at this time. General costs for the various measures proposed are included within the draft Action Plan in Appendix 2 of this report. Implementation of a number of Actions is already committed from existing expenditure, for example the Aberdeen Western Peripheral Route (AWPR), Union Street pedestrianisation, additional Park and Ride facilities and other infrastructure measures. Grant assistance has been provided for other measures such as the feasibility of a City Centre Low Emission Zone (LEZ) and Vehicle Emission Testing. Additional resources will be required to support further actions. Progress on the implementation of the Plan is subject to the availability of such resources (revenue and capital) in the context of the development of services 5 year costed business plan and Council priorities. Future reports containing detail project costs will be referred to the relevant Housing and Environment, Enterprise, Planning and

Infrastructure and Finance and Resources Committees as they become available.

The service and maintenance contract for the continuous monitoring stations has historically been renewed annually with the equipment provider to maintain continuity with on site equipment repair, telemetry processes, software and technical support. While the current provider has provided a good service, best value may be achieved via competitive tendering. No additional costs are anticipated from a tendering process.

4. SERVICE & COMMUNITY IMPACT

This report is linked to the improvement in the health of the people of Aberdeen and a reduction in health inequalities. In terms of 'Vibrant, Dynamic and Forward Looking' the report relates to policy commitments in Transport, Environment and Health. An Equality and Human Rights Impact Assessment is not required for this Report and the report has been Screened for Strategic Environmental Assessment.

5. OTHER IMPLICATIONS

Member states are required to meet EU air quality objectives by specified dates. The UK government was unsuccessful in an application to the EU parliament for an extension to the deadline to meet the annual mean PM10 (fine particles) objective. An application is currently being made for an extension for compliance with the nitrogen dioxide objective. There are currently no fiscal measures imposed by the Scottish government for failure to meet national air quality objectives. However, should EU fines be imposed on the UK, then the Scottish government may pass on the fines to those authorities failing to address air quality issues within their areas.

6. REPORT

Introduction

- 6.1 Poor air quality exacerbates pre-existing heart and lung conditions, is estimated to reduce the life expectancy of every person in the UK by 6 months, with increased reduction in life expectancy in cities with poor air quality, and cost an approximate £15 billion on health care per year.
- 6.2 Local authorities have a statutory duty under the Environment Act 1995 to regularly review and assess air quality in their areas in accordance with national guidelines. Where an air quality objective is exceeded or predicted to be exceeded the authority has a statutory duty to declare the affected area an Air Quality Management Area (AQMA) then produce and implement an Action Plan to improve the air quality in the designated area.

6.3 The following 3 AQMAs have been designated in Aberdeen due to exceedances of national objectives for nitrogen dioxide (NO₂) and fine particles (PM₁₀):

- City Centre (Union Street, Market Street, Commerce Street, Virginia Street and parts of Guild Street, King Street and Holburn Street)
- Anderson Drive corridor/Haudigan roundabout
- Wellington Road (Queen Elizabeth II Bridge – Balnagask Road)

The AQMAs are shown in the draft Air Quality Action Plan in Appendix 1. It should be noted that a review of the boundaries of the AQMAs is ongoing and will be reported to a future meeting of the Housing and Environment Committee. Road traffic is the main source of the elevated pollution levels in these areas. On Union Street buses are the main source of the raised emissions while on Market Street and Wellington Road HGVs are the principal source. Although cars produced proportionately less pollution, they amount to over 70% of the traffic volume and hence increased congestion, which leads to the aforesaid elevated pollution levels.

6.4 An Air Quality Action Plan was produced for the City Centre in 2005. However, this Plan is now outdated and a new Action Plan is required to cover all 3 AQMAs. The consultant AECOM Environment was appointed in spring 2009 using funding from the Scottish Government to support the authority in the development of the Action Plan. Various options that could be implemented were identified and subsequently considered at a stakeholder workshop that took place in October 2009. Stakeholders included the North East Transport Partnership for Aberdeen and Shire (NESTRANS), bus and freight providers, environmental groups, Aberdeen Harbour and Community Councils.

6.5 Following feedback from the workshop and in consultation with Officers from various Council Services, AECOM developed the draft Action Plan shown in Appendix 1. Various options to tackle traffic pollution are examined and measures are identified as appropriate to take forward in Aberdeen. Although infrastructure measures such as the AWPR and pedestrianisation of Union Street will reduce pollution levels, it is clear additional measures are necessary if national standards are to be met. The Council will need to consider measures that may be unpopular and provide the commitment and financial support to ensure measures are implemented.

6.6 The Council, given its role in the community and its statutory requirement to improve air quality, needs to build on the Local Transportation Strategy and lead by example. The following paragraphs, 6.8 to 6.19 inclusive, summarise some of the key measures within the draft Action Plan.

6.7 As a number of the subject matters impact on Planning and Infrastructure functions, this report recommends referral of the Committee Report and draft Action Plan to the Enterprise, Planning and Infrastructure Committee for further consideration and approval.

Modal Shift and Influencing Travel Choice

- 6.8 The Council can encourage the public and businesses to consider more environmentally friendly forms of transport by facilitating modal change. Measures include: working more closely with the bus operators to support reliable, comfortable and frequent services; encouraging existing and new developments to produce and implement Travel Plans and support to introduce Car Clubs and Car Pool systems.
- 6.9 The availability of local air quality information can be important for people affected by asthma and other health problems. Data from the 6 continuous air quality monitoring stations is updated daily both on the council's website and a dedicated Scottish Government air quality website. The Council can build on the data provision by greater public awareness of air quality issues and pollution levels, use of Variable Message Systems and the development of an 'Airtex' Alert System to inform vulnerable citizens of occasions of poor air quality.

Lower Emission and Cleaner Vehicles

- 6.10 The Council can promote the use of Greener Vehicles by supporting the provision of electric vehicle recharge points and Compressed Natural Gas or other appropriate refueling stations and the introduction of differential parking charges, for example for electric and hybrid vehicles. The Council should also, within current financial constraints, lead by example by demonstrating best practice in the purchase and operation of its own fleet, one example being commitment to the retrofitting of particulate abatement equipment to the most polluting vehicles using Scottish Government grant aid (at a net cost of £1566 per vehicle).

Low Emission Zone

- 6.11 Members may be aware that the Council has received EU funding to undertake a feasibility study into a Low Emission Zone (LEZ) for the City Centre. A LEZ is a geographically defined area where the most polluting of vehicles are restricted, deterred or discouraged from access and use. The objective of a LEZ is to reduce the use and number of more polluting vehicles in a particular area by setting emission standards or criteria for vehicles entering the zone, with the aim of improving local air quality. Members may be aware of the current LEZ which operates in London and has an associated congestion charge. Equally effective, however, are non-charging LEZs which focus on buses and operate, for example in Oxford or Norwich. The adoption of LEZs can be one of the most effective means of reducing pollution levels. The consultant AECOM was appointed in February 2010 to undertake the feasibility study.

Road Infrastructure and Traffic Management

- 6.12 A number of road infrastructure and traffic management measures are already committed that will improve air quality in the AQMAs. These include the AWPR, Union Street pedestrianisation, Haudigan roundabout and a High Occupancy Lane on Stonehaven Road. Other

infrastructure measures, including the Third Don Crossing and increased parking for new development, will have a detrimental impact on air quality. The planning process must therefore ensure that development and road infrastructure measures do not adversely impact on air quality, or if negatives impacts are predicted, ensure appropriate mitigation measures are adopted.

- 6.13 The Plan identifies various other potential measures including the replacement of the former weighbridge at Porthlethen thereby reducing the need for some HGVs to use the Harbour weighbridge and the development and implementation of a Commercial Vehicle Delivery Strategy.

Planning and Policies

- 6.14 Stakeholder feedback from the workshop identified the need for improved structural and local planning, improved links with other strategies and support from Chief Executives across the public sector as key factors if significant air quality improvement is to be achieved. For example the Air Quality Action Plan requires integration with the Local Transport Strategy, the Regional Transport Strategy and the NHS Grampian Health and Transportation Action Plan that is currently being developed.
- 6.15 Large new developments both within the AQMA and elsewhere in Aberdeen City and Aberdeenshire can significantly impact on air quality, for example from increased traffic generated by the developments. Through improved Development Control applicants will be required to carry out a suitable air quality assessment where appropriate and, if the assessment identifies a likely negative impact on air quality, identify adequate mitigation measures. The development of Supplementary Planning Guidance and the use of Section 75 agreements under the Town and Country Planning (Scotland) Act 1997, where developers are required to provide monetary contributions to offset negative impacts, are proposed to support local planning policies.

Non - Traffic Measures

- 6.16 Various non-traffic measures have been identified in the draft Action Plan, including the control of biomass developments. Biomass fuels are being encouraged to help the UK meet stringent targets under the Climate Change Act. However, these installations can emit fine particulate matter and contribute to poor air quality. It is therefore essential that, through the planning process, biomass boilers are installed in appropriate locations using the most effective design and abatement technology to minimise emissions.

Implications of the Action Plan

- 6.17 The Draft Air Quality Action Plan considers practical measures that can be introduced in Aberdeen to improve air quality that will have limited impact on the commercial viability of the city. However, should these measures fail to achieve an acceptable improvement in air quality the Council may be required to consider innovative and perhaps

controversial measures that will result in further significant improvement in air quality.

- 6.18 The plan, if adopted following consultation, will require identified revenue to support short term measures such as improved awareness of air quality issues and capital funding for infrastructure projects.
- 6.19 The Council is developing a Climate Change Strategy to meet the requirement to reduce greenhouse gas emissions. Greenhouse gas emissions are not necessarily the same as those that cause air quality problems, therefore it is important the Air Quality Action Plan and Climate Change Strategy compliment each other. Many of the actions proposed e.g. to reduce car dependency, promote the use of cleaner vehicles and improve planning policies, will have a positive effect on reducing green house gas emissions and support sustainable development for the City.

Proposed Tender for Service and Maintenance of Air Quality Monitoring Equipment

- 6.20 The authority has operated continuous air quality monitoring equipment for a number of years. This equipment has been serviced and maintained by the supplier to maintain compatibility between the on site equipment, data transfer, software and technical support. This arrangement has been satisfactory. However, technology has advanced and there are now new methods for data collection and transfer and software systems available. To ensure best value, approval is requested to proceed with a tendering process for a 3 year service and maintenance contract with the option for a 1 year extension. No additional costs are envisaged over the period of the proposed contract.

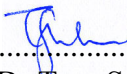
7. REPORT AUTHOR DETAILS

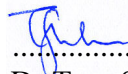
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8. BACKGROUND PAPERS

None

Draft Air Quality Action Plan 2010

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Aberdeen City Council Draft Air Quality Action Plan 2010

Rev No	Comments	Checked by	Approved by	Date
1	Client Submission - DRAFT	TAS		26/02/10
2	Client Submission - DRAFT	TAS		03/03/10
4	Client Submission – FINAL DRAFT for ACC Internal Consultation	TAS		04/03/10

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Executive Summary

Introduction

Following the recent declaration of two Air Quality Management Areas (AQMAs), Aberdeen City Council (ACC) had a statutory duty under the Local Air Quality Management (LAQM) framework to produce this Air Quality Action Plan (AQAP). The aim of the AQAP is to describe the measures that ACC will take to improve air quality in Aberdeen, particularly in the two recently declared AQMAs and the city centre AQMA that was originally declared in 2001. This AQAP supersedes the 2006 AQAP.

It is necessary to improve air quality in Aberdeen to protect the health of the city's inhabitants.

ACC commissioned AECOM to assist with the production of the AQAP.

Why has this AQAP been produced?

ACC undertakes monitoring of the main local air pollutants associated with urban areas: nitrogen oxides (NO_x; consisting of nitrogen oxide (NO) and nitrogen dioxide (NO₂)) and fine particulate matter (PM_{2.5} and PM₁₀). The results of the monitoring clearly indicate that health based national objectives and statutory European limits are being exceeded in the city. Predictive modelling studies have also been used to better understand the spatial extent of the problem, and to help determine likely pollutant concentrations in the future.

Based on the monitoring and modelling work undertaken by the Council, several areas have been identified as unlikely to be meeting national objectives and European limits, and hence the Council have declared AQMAs. The air quality problem in Aberdeen is predominantly a result of emissions from road vehicles, as is the case elsewhere in the UK, and this is reflected in the locations of the AQMAs:

- **City Centre** (originally declared in 2001, last amended in 2005; including Union Street, Market Street, Virginia Street, Commerce Street, and parts of Holburn Street, Guild Street and King Street)
- **Anderson Drive** (declared December 2008, incorporating the whole of Anderson Drive and the area around the Haudagain roundabout); and
- **Wellington Road** (declared December 2008, from the Queen Elizabeth II Bridge to Balnagask Road)

Maps of the AQMAs are provided in Appendix 1.

The national air quality objectives and statutory European air quality limit values that are currently being exceeded or at risk of being exceeded are the:

- NO₂ annual and hourly mean; and
- PM₁₀ annual and daily mean (national objectives only);

The aim of the AQAP is to describe the measures that ACC will take to improve air quality in Aberdeen, particularly with regard to the two recently declared AQMAs and the city centre AQMA that was originally declared in 2001. The main pollutants of concern in Aberdeen, NO₂ and fine particulate matter, are known to have an adverse effect on health; studies have demonstrated that poor air quality is estimated on average to reduce the life expectancy of each person in the UK by an average of 7-8 months with estimated annual health costs of up to £20 billion (HMSO, 2007). Therefore it is necessary to improve air quality in Aberdeen to protect the health of the city's inhabitants.

Concentrations well in excess of the relevant objectives and limit values have been measured, particularly within parts of the city centre AQMA (such as Union Street and Market Street), but also at the north end of the Anderson Drive AQMA (around Haudagain roundabout). It is clear that bold and far reaching measures, on a range of fronts, will be necessary to reduce these pollutants to ensure compliance.

Draft Air Quality Action Plan Measures

A large number of potential measures to improve air quality have been discussed and analysed as part of the process of producing this AQAP. A consultation event was held in October 2009 to get the views of a wide range of interested bodies,

businesses and groups. The measures that were identified have been considered in terms of their potential air quality impact, practicality, feasibility, public acceptability, cost, and other environmental and social factors.

The result of the process is the following list of measures. The majority are concerned with reducing the impact of transport emissions, identified as the main cause of the air quality problem in Aberdeen. The list is long; this is a reflection of the fact that action is required on as wide a range of initiatives as possible to address the air quality problem. The measures have been grouped into 6 categories. Actions that have been scored through were considered, but deemed not appropriate to take forward within the draft Action Plan.

Ref.	Measure
1	MODAL SHIFT & INFLUENCING TRAVEL CHOICE
1.1	Increase Bus Use
1.2	Improve Cycling & Walking Provision
1.3	Travel Plans
1.4	Improve public awareness of air quality issues
1.5	Car Clubs / Car Pool Schemes
1.6	Crossrail
1.7	Rail Freight
1.8	Public Transport Subsidies
1.9	Congestion Charge / Road Toll
2	LOWER EMISSIONS & CLEANER VEHICLES
2.1	Green Vehicle procurement & Fuel/Charging Infrastructure
2.2	Eco-driving
2.3	Emissions Testing & Idling Enforcement
2.4	Taxis
2.5	Low Emission Zone
3	ROAD INFRASTRUCTURE
3.1	Pedestrianisation
3.2	Road Building / Junction Alterations
3.3	Traffic Calming
4	TRAFFIC MANAGEMENT
4.1	Intelligent Transport System (ITS)
4.2	High Occupancy Vehicle (HOV) Lane
4.3	Freight and Commercial Vehicle Access
4.4	Speed Regulation
5	PLANNING & POLICIES
5.1	Produce Supplementary Planning Guidance
5.2	Integration of AQAP with Local Transport Strategy (LTS) and Regional Transport Strategy (RTS)
5.3	Integration of AQAP with Health and Transport Action Plan (HTAP)
5.4	Road Hierarchy
5.5	Car Parking Policies
5.6	National Lobbying
5.7	Move Receptors (people) from AQMAs

Ref.	Measure
5.8	Relocate Major Employers
6	NON-TRANSPORT MEASURES
6.1	Control Biomass Installations
6.2	Industry Permitting
6.3	Tree Planting
6.4	Shipping

Consultation

This Air Quality Action Plan is in Draft form. During the consultation period it is important that stakeholders comment on the plan. It will then be necessary for all comments to be considered and the plan revised if appropriate. Once the plan has been approved by ACC members and the Scottish Government, the Council will require to ensure that the measures are implemented and progress reported.

Please direct your comments to:

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Figure 3: Anderson Drive AQMA46

● Introduction

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Based on the monitoring and modelling work undertaken by the Council, several areas have been identified as unlikely to be meeting national objectives and European limits, and hence the Council have declared AQMAs. The air quality problem in Aberdeen is predominantly a result of emissions from road vehicles, as is the case elsewhere in the UK, and this is reflected in the locations of the AQMAs:

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Concentrations well in excess of the relevant objectives and limit values have been particularly measured within parts of the city centre AQMA (such as Union Street and Market Street), but also at the north end of the Anderson Drive AQMA (around Haudagain roundabout). It is clear that bold and far reaching measures, on a range of fronts, will be necessary to reduce these pollutants to ensure compliance. The source apportionment studies that have been undertaken show that the source of the problem varies depending up on the proportions of various vehicle types and the pollutant in question. For instance on Union Street, buses contribute to the ambient NO₂ concentrations to the greatest extent, whereas for Wellington Road, HGVs are the main source of the raised pollution levels. When comparing the pollutants, cars are comparatively more important emitters of PM₁₀ than NO_x.

● Description of Local Authority Area

Aberdeen is situated on the east coast of Scotland by the North Sea and has a population of approximately 220,000. The city acts as a focus for employment, service and leisure activities both for residents of Aberdeen and the surrounding area.

There is little heavy industry within the city and much of the economy is based around services to the oil industry. Road traffic is the main source of atmospheric pollution. Aberdeen's road transportation system is constrained by the River Dee to the south of

the city and the River Don to the north therefore there are limited routes to either arrive at or pass around the city. A Western Peripheral Route is at the early stages of construction and due to open in 2012/13. The A90 and A96 trunk roads, A93 North Deeside Road, A956 Ellon Road and A956 Wellington Road are the most significant routes to converge or pass through the city centre. Much of the commuter traffic entering the city comes from neighbouring Aberdeenshire.

Aberdeen Harbour is located in the city centre and is a thriving environment acting as the UK's main base for supply vessels to offshore installations. There is also a daily fish market and regular ferries to Shetland and Orkney Islands. Aberdeen Airport (Dyce) is located around 7 km to the northwest of the city.

- **Consultation**

This Air Quality Action Plan is in Draft form. During the consultation period it is important that stakeholders comment on the plan. It will then be necessary for all comments to be considered and the plan revised if appropriate. Once the plan has been approved by ACC members and the Scottish Government the Council will require to ensure that the actions are implemented and progress reported.

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- **Report Structure**

The remainder of the report is structured as follows:

- Section 2 provides an overview of relevant air quality legislation and guidance and a summary of the pollutants which are of concern;
- Section 3 contains background to the air quality problem in Aberdeen, including a review of the reports that ACC have produced under the LAQM framework, and a review of pollutant monitoring results in the city;
- Section 4 discusses the approach taken in developing this AQAP;
- Section 5 summarises the results of the appraisal of the various actions to improve air quality;
- Section 6 summarises the outcomes of the appraisal and discusses the necessary steps towards ensuring the actions within this plan are implemented;
- References are then provided; and finally the
- Appendices contain additional figures and information referred to within the body of the report.

• Legislative Context

• Policy Context/Framework

Overview of Recent Air Quality Legislation and Policy

The provisions of Part IV of the Environment Act 1995 (Environment Act Part IV, 1995) establish a national framework for air quality management, which requires all local authorities in England, Scotland and Wales to conduct local air quality reviews. Section 82(1) of the Act requires these reviews to include an assessment of the current air quality in the area and the predicted air quality in future years. Should the reviews indicate that the standards prescribed in the Air Quality Strategy (HMSO, 2007) will not be met, the local authority is required to designate an Air Quality Management Area (AQMA). Action must then be taken at a local level to ensure that air quality in the area improves.

The Air Quality Strategy

The Air Quality Strategy identifies several ambient air pollutants that have the potential to cause harm to human health. These pollutants are associated with local air quality problems, with the exception of ozone, which is recognised as being a regional problem.

The Air Quality Strategy set standards for the pollutants that are associated with local air quality. These objectives aim to reduce the health impacts of the pollutants to negligible levels. The most important pollutants with regard to road traffic are nitrogen dioxide (NO₂) and particulate matter of under 10 µm in diameter (PM₁₀).

The following guidance and strategic documents are important with regard to air quality:

- The technical and policy guidance notes, LAQM.TG(09) and LAQM.PG(S)(09), issued by the Government to assist local authorities in their Local Air Quality Management responsibilities (Defra, 2009a,b);
- Planning Policy Statement 23: Planning and Pollution Control (PPS 23) (ODPM, 2004);
- 'Development Control: Planning for Air Quality', published by the National Society for Clean Air and Environmental Protection (NSCA, 2006). (It should be noted that the NSCA are now known as Environmental Protection UK (EPUK));
- Planning Advice Notice 51 (PAN 51): Planning Environmental Protection and Regulation (Scottish Executive, 2006).
- Institute of Air Quality Management (IAQM), Position on the Description of Air Quality Impacts and the Assessment of their Significance, (IAQM, 2009)
- LAQM Low Emission Zone Guidance, (The Scottish Government, 2009); and
- Low Emissions Strategies: using the planning system to reduce transport emissions (Defra, 2010).

• Pollutants of Concern

Nitrogen Dioxide

The Government and the Devolved Administrations adopted two Air Quality Objectives for nitrogen dioxide (NO₂) to be achieved by the end of 2005. In 2010, mandatory EU air quality limit values on pollutant concentrations will apply in the UK. The EU limit values for NO₂ are the same as the national objectives for 2005 (HMSO, 2007):

- An annual mean concentration of 40 µg/m³; and
- An hourly mean concentration of 200 µg/m³, to be exceeded no more than 18 times per year.

In practice, meeting the annual mean objective has been and is expected to be considerably more demanding than achieving the 1-hour objective. The annual mean objective of 40 µg/m³ is currently widely exceeded at roadside sites throughout the UK, with exceedences also reported at urban background locations in major conurbations.

There is considerable year-to-year variation in the number of exceedences of the hourly objective, driven by meteorological conditions which give rise to winter episodes of poor dispersion and summer oxidant episodes. Analysis of the relationship between 1-hour and annual mean NO₂ concentrations at roadside and kerbside monitoring sites indicate that exceedences of the 1-hour objective are unlikely where the annual mean is below 60 µg/m³ (AEA, 2008). Exceptions were found to be related to a regional pollutant event in December 2007.

NO₂ and nitric oxide (NO) are both oxides of nitrogen, and are collectively referred to as NO_x. All combustion processes produce NO_x emissions, largely in the form of NO, which is then converted to NO₂, mainly as a result of its reaction with ozone in the atmosphere. Therefore the ratio of NO₂ to NO is primarily dependent on the concentration of ozone and the distance from the emission source.

In addition, in recent years a trend has been noted whereby NO₂ concentrations have been increasing at certain roadside monitoring sites, despite emissions of NO_x falling. The 'direct NO₂' phenomenon is having an increasingly marked effect at many urban locations around the country and must be considered when undertaking modelling studies and in the context of future local air quality strategy.

Particulate Matter

This assessment considers the annual mean and daily mean air quality standards, as specified in the Air Quality Strategy for England, Scotland, Wales and Northern Ireland, (HMSO, 2007). Two objectives have been adopted for PM₁₀, to be achieved by the end of 2010:

- An annual mean concentration of 18 µg/m³ (gravimetric); and
- A 24-hour mean concentration of 50 µg/m³ (gravimetric) to be exceeded no more than 7 times per year.

Particulate matter is composed of a wide range of materials arising from a variety of sources, and is typically assessed as total suspended particulates or as a mass size fraction. National and European Objectives/Limit Values apply for the PM₁₀ fraction and national objectives also apply for the PM_{2.5} fraction. These express particulate levels as the total mass size fraction at or below an aerodynamic diameter of 10 and 2.5 µm respectively.

Both short-term and long-term exposure to ambient levels of particulate matter are consistently associated with respiratory and cardiovascular illness and mortality as well as other ill-health effects. Particles of less than 10 µm in diameter have the greatest likelihood of reaching the thoracic region of the respiratory tract.

It is not currently possible to discern a threshold concentration below which there are no effects on the whole population's health. Recent reviews by WHO and the Committee on the Medical Effects of Air Pollutants (COMEAP, 1998) have suggested exposure to a finer fraction of particles (PM_{2.5}, which typically make up around two thirds of PM₁₀ emissions and concentrations) give a stronger association with the observed ill health effects, but also warn that there is evidence that the coarse fraction (between PM₁₀ – PM_{2.5}) also has some effects on health.

Emissions of PM₁₀ have decreased considerably since 1970, mainly due to the decline in coal use and the result of legislative and technical control of emissions from both road traffic and industrial sources. Industrial processes and road transport were the main sources of PM₁₀ in 2005. In general diesel vehicles emit a greater mass of particulate per vehicle kilometre than petrol-engine vehicles (AEA, 2007).

- **Air Quality in Aberdeen**

- **Local Air Quality Management**

An Air Quality Management Area (AQMA) has been in place in the centre of Aberdeen since June 2001, centred on Union Street and Market Street as a result of past and predicted exceedences of the annual mean NO₂ objective (ACC, 2009). The AQMA was extended in 2003 and again amended in 2005 to include adjoining roads.

The 2004 Detailed Assessment (ACC, 2004) indicated that 2010 Scottish objectives for PM₁₀ may be exceeded in the city centre, and an AQMA was declared for the pollutant covering the same area as for NO₂.

The 2006 Updating and Screening Assessment (ACC, 2006) found that NO₂ and PM₁₀ levels were similar to previous years within the AQMA. Potential exceedences of PM₁₀ were identified along the east coast and close to major roads, whilst diffusion tube measurements of NO₂ suggested that there may be potential exceedences of the annual mean along commuter routes. The 2007 progress report indicated that there was a risk of exceeding the annual mean NO₂ objective outside of the existing AQMA, in the following areas:

- South Anderson Drive / Anderson Drive / North Anderson Drive (A90);
- Great Northern Road / (St Machar Drive – Auchmill Road) / Auchmill Road (A96);
- King Street (A956); and
- Wellington Road (A956).

A Detailed Assessment was undertaken for these four areas for both NO₂ and PM₁₀ (ACC, 2008a). The assessment also considered projected scenarios with and without the Western Peripheral Route (AWPR). The Detailed Assessment concluded that exceedences of the annual mean objectives for NO₂ and PM₁₀ were likely at the Haudagain roundabout (A90/A96) and Wellington Road (Queen Elizabeth II Bridge to Balnagask Road) in 2010 without the AWPR. Exceedences were predicted in 2010 on Wellington Road with the AWPR, whilst concentrations were predicted to be slightly below the objective with the AWPR at the Haudagain roundabout. Since the AWPR will not be operational until 2012/13, it was considered prudent to declare AQMAs for NO₂ and PM₁₀ in both areas, and along the length of Anderson Drive.

The 2009 Further Assessment (ACC, 2009b) considered the new Anderson Drive and Wellington Road AQMAs corridors in light of further traffic data and monitoring data; no changes were proposed to the AQMAs.

In support of this document, ACC commissioned a modelling study focussing on the city centre AQMA and surrounding roads (ACC, to be published Spring 2010). The modelling study considers concentrations of NO₂ and PM₁₀.

In summary, based on the work undertaken by ACC, several areas have been identified in the past decade as unlikely to be meeting national objectives and European limits, and hence the Council have declared AQMAs. As is the case elsewhere in the UK, the air quality problem in Aberdeen is predominantly a result of emissions from road vehicles, and this is reflected in the locations of the AQMAs:

- **City Centre AQMA** (originally declared in 2001, last amended in 2005; including Union Street, Market Street, Virginia Street, Commerce Street, and parts of Holburn Street, Guild Street and King Street)
- **Anderson Drive AQMA** (declared December 2008, incorporating the whole of Anderson Drive and the area around the Haudagain roundabout); and
- **Wellington Road AQMA** (declared December 2008, from the Queen Elizabeth II Bridge to Balnagask Road).

Whilst exceedences of the annual mean objectives are more widespread for PM₁₀ than for NO₂, the Scottish annual mean PM₁₀ objective is not mandatory, whereas the NO₂ annual mean EU limit value is mandatory and legally binding. There are, however, less stringent mandatory EU objectives for PM₁₀. Levels of PM₁₀, particularly around the Market Street area, are at risk of exceeding the EU objective.

During 2010, ACC will undertake a review of the boundaries of its AQMAs, based primarily on the latest pollutant monitoring results, and recent modelling studies. ACC has also secured funding to undertake a Low Emission Zone feasibility study, which will be undertaken during the year.

- **Pollutant Monitoring**

NO₂ Monitoring

Automatic monitoring of NO₂ has been undertaken at six sites in Aberdeen in recent years:

- Market Street: a city centre kerbside site (within existing AQMA);
- Union Street: a city centre roadside site (within existing AQMA);
- Errol Place: an urban background site close to the city centre;
- Anderson Drive: a roadside site between Headland Court and Broomhill Road (within the new AQMA);
- Wellington Road: a roadside site (within the new AQMA); and
- King Street: a kerbside site (to the north of the city centre AQMA)

Monitoring began at the Errol Place station in 1999, Union Street and Market Street in 2000, Anderson Drive in 2005, Wellington Road in 2008, and King Street in 2009. The Market Street monitoring site was removed in October 2008 due to the redevelopment of the adjoining area and relocated to a site approximately 400m to the south of the original site.

Data and statistics are reported annually by ACC through the LAQM process (refer to ACC Updating and Screening Assessments and Progress Reports (e.g. ACC, 2009 and ACC, 2008)). However the monitoring data since 2003 at these sites can be summarised as follows:

- The highest concentrations, in excess of the mandatory EU limit values have been recorded at the Market Street and Union Street sites:
 - At the Market Street roadside site, concentrations increased considerably between 2006 and 2008 (from approximately 55 to 73 $\mu\text{g}/\text{m}^3$), prior to its decommissioning; this increase was attributed in the main to considerable construction activity in the vicinity of the site. Market Street is a heavily trafficked route, with a particularly high proportion of HGVs;
 - At the Union Street roadside site, concentrations have fluctuated between approximately 48 and 64 $\mu\text{g}/\text{m}^3$, with no obvious trends emerging. Union Street is the main shopping street in Aberdeen, through which almost all bus routes pass;
 - Exceedences of the hourly limit value have also been recorded at both Union Street and Market Street;
- At the Anderson Drive roadside site, concentrations have fluctuated between approximately 23 and 28 $\mu\text{g}/\text{m}^3$, with no obvious trends emerging;
- Early data from the Wellington Road site indicate concentrations of NO₂ around the EU Limit value of 40 $\mu\text{g}/\text{m}^3$; and
- At the urban background Errol Place site concentrations have fluctuated between approximately 23 and 30 $\mu\text{g}/\text{m}^3$, with no obvious trends emerging.

There is also a network of passive diffusion tubes located across the city measuring concentrations of NO₂. Annual mean concentrations up to 80 $\mu\text{g}/\text{m}^3$, double the annual mean EU limit value have been measured, but again no obvious annual trends emerge.

PM₁₀ Monitoring

Continuous monitoring of PM₁₀ is undertaken at the same sites as for NO₂. The monitoring data since 2003 at these sites can be summarised as follows:

- Concentrations in excess of the annual mean Scottish 2010 objective (18 $\mu\text{g}/\text{m}^3$) were recorded at all sites;
- At the Market Street roadside site, concentrations in excess of the 2004 annual and daily mean objective (of 40 $\mu\text{g}/\text{m}^3$) have been recorded; concentrations increased considerably between 2006 and 2008 (from approximately 50 to 85 $\mu\text{g}/\text{m}^3$), attributed to considerable construction activity in the vicinity of the site;
- At the Union Street roadside site, concentrations have fluctuated between approximately 19 and 25 $\mu\text{g}/\text{m}^3$, with no obvious trends emerging. Union Street is the main shopping street in Aberdeen, through which almost all bus routes pass;
- At the Anderson Drive roadside site, concentrations have fluctuated between approximately 17 and 18 $\mu\text{g}/\text{m}^3$;
- Early data from the Wellington Road site indicate concentrations of PM₁₀ around 25 $\mu\text{g}/\text{m}^3$; and

- At the urban background Errol Place site concentrations have fluctuated between approximately 17 and 22 $\mu\text{g}/\text{m}^3$, with no obvious trends emerging.

It is very important to note that PM_{10} concentrations at the urban background site have consistently been higher than those at the roadside Anderson Drive site. This 'anomaly' is likely to be due to coastal influences (sea salt). ACC will be undertaking a monitoring study during 2010 to investigate in further detail the 'coastal' contribution to the PM_{10} fraction.

The values quoted above were derived from TEOM data using a correction factor of 1.3; if the 1.14 factor had been used lower values would have been reported.

- **Modelling Studies**

ACC have undertaken recent dispersion modelling studies, focusing on the three AQMAs, and the pollutants NO_2 and PM_{10} . The 2009 Further Assessment (ACC, 2009b) examined the Anderson Drive and Wellington Road AQMAs, and the 2010 city centre modelling study (ACC, to be published Spring 2010) focussed on the city centre AQMA and surrounding roads. Further details regarding the studies are provided in the reports, These studies involved analyses of the source contribution to the overall concentrations, and estimations of the numbers of properties affected.

Source Apportionment

Table 1 contains the source apportionment information for four roads/areas, where the highest concentrations have been predicted within the three AQMAs.

The contribution from traffic is provided, and compared with the background source contributions (i.e. all other sources). The contribution from different vehicle types is also provided (these have been calculated using the February 2010 version of the Emissions Factor Toolkit (v4.1)).

Table 1: Source Apportionment

Road	Source Contribution	NO _x	PM ₁₀	Traffic Source Breakdown			
				Vehicle Type	NO _x	PM ₁₀	PM _{2.5}
Union St	Background	18%	59%	Car/Taxi	18%	44%	40%
				LGV	6%	15%	15%
				Bus/Coach	65%	34%	37%
	Traffic	82%	41%	OGV1	8%	5%	5%
				OGV2	4%	2%	2%
Wellington Rd	Background	36%	56%	Car/Taxi	14%	35%	31%
				LGV	7%	16%	17%
				Bus/Coach	10%	5%	6%
	Traffic	64%	44%	OGV1	26%	18%	18%
				OGV2	44%	25%	27%
Haudagain Roundabout	Background	8%	52%	Car/Taxi	23%	50%	46%
				LGV	6%	12%	13%
				Bus/Coach	23%	11%	12%
	Traffic	92%	48%	OGV1	21%	13%	13%
				OGV2	27%	14%	15%
Market St	Background	11%	42%	Car/Taxi	13%	35%	32%
				LGV	5%	13%	14%
				Bus/Coach	34%	19%	21%
	Traffic	89%	58%	OGV1	27%	20%	20%
				OGV2	21%	13%	14%

The following observations can be made:

- For NO_x, road traffic is the greatest single contributor, whereas for PM₁₀, the road traffic contribution is from the background sources.
- With regards to NO_x, cars, despite making up the greatest proportion of the traffic, are generally responsible for the least emissions. However for PM₁₀, cars are responsible for a far greater proportion of the total emissions.
- The results for Union Street indicate that for NO_x, buses are the single greatest contributor (65%), but for PM₁₀ the bus contribution is smaller (34%), and the car contribution is greatest (44%).
- For Wellington Road, HGV emissions (OGV1 and OGV2) contribute to the greatest extent, and to a lesser extent the same is true for Market Street.
- For the Haudagain roundabout, cars contribute more significantly to the total, particularly with regards PM₁₀ and PM_{2.5}.

Population Exposure

Technical guidance, LAQM.TG(09), requires local authorities to estimate the number of people who are predicted to be exposed to pollutant concentrations above the Air Quality Strategy objectives, in order to assist Defra and the Devolved Administrations to quantify the health benefits of improving air quality within the LAQM regime.

In the 2009 Further Assessment and 2010 City Centre modelling study reports (ACC, 2009b; ACC, 2010) estimations of population exposure were made based upon local knowledge, and given in accordance with the following terminology (number of properties exposed to concentrations in exceedence of air quality objective):

- Few <10
- Tens 10-100
- Hundreds 100-1000
- Thousands >1000

Wellington Road AQMA:

- *Few* (<10) properties are likely to be exposed to concentrations of NO₂ in excess of the annual mean Standard.
- By 2012, it was deemed unlikely that any properties would be exposed to concentrations of NO₂ in excess of the Standard.
- *Hundreds* (100-1000) of properties are likely to be exposed to PM₁₀ concentrations in excess of the annual mean Standard.
- By 2012 or 2016, it was deemed likely that the number of properties exposed to PM₁₀ concentrations in excess of the Standard would be in the *tens* (10-100) category
- It was added however: that given the discrepancies between the monitored and modelled values it was not appropriate to make a more accurate determination of the number of properties predicted to be exposed to concentrations above the Standard, nor the date by which there will be no properties exposed to concentrations above the Standard.

Anderson Drive AQMA:

- *Tens* (10-100) of properties are likely to be exposed to concentrations of NO₂ in excess of the annual mean Standard (restricted to the vicinity of Haudagain roundabout);
- By 2012 and 2016, it was deemed likely that the number of properties exposed to concentrations in excess of the Standard would be in the *few* (<10) category;
- *Hundreds* (100-1000) of properties are likely to be exposed to PM₁₀ concentrations in excess of the annual mean Standard.
- By 2012 and 2016, it was deemed likely that the number of properties exposed to concentrations in excess of the Standard will be in the *tens* (10-100) category, and mostly clustered around busier junctions.
- It was again added however: given the discrepancies between the monitored and modelled NO₂ it was not appropriate to make a more accurate determination of the number of properties predicted to be exposed to concentrations above the Standard, nor the date by which there will be no properties exposed to concentrations above the Standard.

City Centre AQMA:

- *Hundreds* (100-1000) of properties are likely to be exposed to concentrations of NO₂ in excess of the annual mean Standard;
- By 2012 and 2016, it was deemed likely that the number of properties exposed to concentrations in excess of the Standard would be in the *hundreds* and *tens* categories respectively;
- *Thousands* (>1000) of properties are likely to be exposed to PM₁₀ concentrations in excess of the annual mean Standard.
- By 2012 and 2016, it was deemed likely that the number of properties exposed to concentrations in excess of the Standard will be in the *thousands* and *hundreds* categories respectively.
- It was again added however: given the discrepancies between the monitored and modelled NO₂ it was not appropriate to make a more accurate determination of the number of properties predicted to be exposed to concentrations above the Standard, nor the date by which there will be no properties exposed to concentrations above the Standard.

- **Summary: The Scale and Extent of the Air Quality Problem in Aberdeen**

NO₂ concentrations in excess of the mandatory EU annual mean limit value prevail near to some of the time main roads in Aberdeen, and major junctions, affecting in the order of '*thousands*' of properties. The main areas of concern, where concentrations are well in excess of the annual mean limit value (as high as double) have been measured, are Haudagain roundabout, Union Street, and Market Street. Exceedences of the hourly averaged limit value have also been measured on Union Street and Market Street. Traffic is recognised as being the most significant contributor, accounting for up to 90% of the total NO₂ concentration.

PM₁₀ concentrations in excess of the Scottish annual mean objective are widespread. Whilst the problems areas are associated with traffic, concentrations in excess of the annual mean objective have also been measured at the urban background Errol Place monitoring location. It is likely however that the measured concentrations here are affected by the site's proximity to the coast. Whilst the PM₁₀ exceedence areas cover a greater proportion of Aberdeen, and affect more people than for NO₂, it should be

acknowledged that the Scottish air quality objectives are not mandatory. Nevertheless it is the duty of ACC to reduce these concentrations as effectively as possible.

Whilst trends can be hard to identify due to meteorological influences, there is no evidence to suggest that roadside or background pollutant concentrations are decreasing in Aberdeen. Modelling studies predict that concentrations will fall in the coming years, however such reductions have not materialised in past years so such modelling outcomes must be treated with caution.

In the most polluted areas, traffic emission reductions of the order of 50-75% would be required for compliance with the mandatory NO₂ annual mean limit value.

• The Development of the Draft Air Quality Action Plan

• Introduction

This section of the AQAP describes the process followed in developing the plan. Due regard has been made to the following key guidance:

- Local Air Quality Management Technical Guidance, LAQM.TG(09) (Defra, 2009a); and
- Local Air Quality Management Policy Guidance for Scotland, LAQM.PG(S)(09) (Defra, 2009b)

In essence the plan needs to:

- Show that a wide variety of options have been considered;
This is demonstrated in Section 5.
- Quantify the source contributions, and hence allow appropriate measures to be identified;
This is covered in Section 3.
- Show how ACC will implement the actions;
The organisation/body responsible for implementing each action is indicated in Section 5
- Present clear timescales within which the actions can be implemented;
Potential timescales are indicated in Section 5; following consultation on the draft it will be possible to refine these further
- Where possible quantify the impact of the actions on air quality;
Where possible this has been undertaken, or the impact estimated.
- Show how ACC will monitor and evaluate the effectiveness of the plan.
This is discussed in draft form in the final section.

During the development of the plan there have been various communications and meetings involving several ACC Services, and other stakeholders, such as Nestrans. In particular, during October 2009 a meeting and workshop was held where potential measures to improve air quality were discussed. Members of NETCF (North East Transport Consultative Forum) were invited; approximately 35 members attended from a wide variety of bodies, organisations and businesses. A summary of the views expressed at the meeting is provided in Section .

In developing this plan, the following questions have been raised and considered:

- How feasible is the action / what barriers need to be overcome to allow it to be implementation?
- Over what timescale can the action be implemented?
- How 'acceptable' would the option be to the public?
- What would the likely costs associated with the action be, and to whom?
- How beneficial would the action be with regard to improving air quality?
- What would be the impact of the action with regards the wider environment and socio-economically?
- Who would be responsible for ensuring implementation and driving the action forward?

• Previous Air Quality Action Plan (2006)

Appendix 2 summarises the actions and progress made within the 2006 AQAP.

Typically, whilst significant progress has been made against many of the actions, there is a great deal of uncertainty regarding what the effect of the actions has been on air quality. No progress has been made for some of the actions, largely due the actions turning out to be unfeasible, for a variety of reasons.

In drawing up this new Draft AQAP, due regard has been given to the successes or otherwise, over the past 4 to 5 years, of actions within the 2006 AQAP. It is also noteworthy that the 2006 AQAP covered the city centre AQMA only. Many of the 2006 actions have been considered for inclusion within the new Draft AQAP, although the emphasis of many has been altered.

- **NETCF Feedback Summary**

Below is a summary of the feedback received from those present at the NETCF meeting of 8 October 2009, and from those who could not attend the meeting.

Action Heading	Comments
Encourage Modal Shift	<p>Need to:</p> <ul style="list-style-type: none"> - Change attitudes, habits and travel behaviour to discourage unnecessary car journeys; - Focus on getting people out of cars to free up road space for necessary vehicles; - Free up road space for alternative modes - cycling, walking and modern, clean, public transport; - Encourage public transport priority schemes and attractive public transport: important factors include fares, frequency, comfort, reliability and routes; and - Improve cycling and walking provisions (provide proper safe cycle lanes).
Road Infrastructure/ Traffic Management	<ul style="list-style-type: none"> - Road infrastructure/traffic management measures required to facilitate progress on other actions; - Respondents typically favoured by-pass and road infrastructure measures to decrease congestion, some respondents highlighted that road building only provides short term relief, and encourages more car trips; - Similarly, the benefits of infrastructure measures e.g. AWPR/3rd Don crossing, must be 'locked in' to improve effectiveness of sustainable transport modes and encourage behaviour change; - Alternative routes required to improve flow / reduce traffic volume and congestion on Market Street; - Pedestrianisation generally viewed favourably, although concerns that it may move problems elsewhere, and that it could hinder alternative transport routes for cross city travel, particularly bus providers; - Traffic management: small changes can have a cumulative large effect - Parking: Respondents typically favoured increased parking restrictions and parking charges, discourage commuters, reduce private non-residential parking spaces provided by employers; - Enforced vehicle delivery restrictions at peak hours; - Consider further Park and Rides with fast, reliable buses; - Idling vehicles easy to enforce, but need awareness campaign to promote the benefits; and - Better synchronised traffic lights to avoid stop, start, stop etc
Planning and Strategic Policies	<ul style="list-style-type: none"> - Improved master planning (structure plan); - Essential support from Chief Executives across the public sector & NHS Grampian to enable significant air quality improvement; - Improved links with other strategies e.g. NHS Grampian Public Health and Met office e.g. to enable messages to be sent to people suffering from chronic obstructive pulmonary disease (COPD); - Progress links with Health and Transport Action Plan; - New developments - 'lock in' funding for public transport improvements at early development stage e.g. subsidise over first 3 years;
Increase Cleaner Vehicle Usage	<ul style="list-style-type: none"> - Encourage and promote cleaner vehicles and fuels e.g. electric vehicles (new electric bike available with 60 mile range) - Refuelling and recharging stations required - Scrapping vehicles unlikely to extend to HGVs - Freight Quality Partnerships need to be meaningful and involve all key stakeholders - Public sector must take lead to encourage others - Remove most polluting diesel buses and lorries - ECO driving being implemented by commercial bus operators

Action Heading	Comments
General	<ul style="list-style-type: none"> - Range of measures needed, however need to communicate with public so don't fight against change - Improve public awareness. Also need to direct awareness at individual drivers e.g. via real time air quality information on VMS - Explore use of Park and Ride facilities for secure lorry parking at night - Commercial delivery strategy worth considering - Home zones an option - have limited air quality impact, but significant impact on road safety - Develop initiatives to improve efficiency of freight movement - Encourage rail freight increase by capitalising on rail gauge enhancements between Elgin and Mossend. - Rail freight increase difficult due to location of freight yard and rail line infrastructure
Least Favourable	<ul style="list-style-type: none"> - Road tolls and congestion charging generally viewed to be politically and economically unacceptable, although one comment considered peak period congestion charging a possibility. Only if essential traffic, including HGVs exempt from charge. - Measures that penalise bad behaviour rather than promote good behaviour - Light rail/tram - cost restrictive, limited route, disruption unpopular with public/business. Available resources should concentrate on improving attractiveness of bus fleet - Banning cars in city centre would kill city centre
Low Emission Zones	<ul style="list-style-type: none"> - Generally viewed as a good idea - Should focus on car users as they have travel options - Essential due to pollution levels - Adopted already in many European cities - Could have a massive benefit - Would need public buy-in and be linked to air quality. Support by public awareness, education materials and events, appropriate signage, journey plan information - Political PR?
Other general comments	<ul style="list-style-type: none"> - Subsidised public transport - great in theory, but who pays? Who pays to improve bus fleet? - Bus quality partnerships and Contracts - can be used to specify vehicle emission standards, however quality and convenience have greater impact on modal change and hence improved air quality - Current financial climate is challenging for councils e.g. should lead by example to increase green fleet, but financially difficult

• Action Appraisal

To help determine which actions should be adopted by the AQAP, a scoring system was devised to allow the various actions to be rated and compared.

Feasibility:

- Score:
- 1 - Readily feasible; no barriers
 - 2 - Feasible; minor barriers easily overcome
 - 3 - Potentially feasible
 - 4 - Unlikely to be feasible; significant obstacles to be overcome
 - 5 - Highly unlikely to be feasible

Public Acceptability:

- Score: 1 - Highly acceptable
 2 -
 3 - Neutral
 4 -
 5 - Highly unacceptable

Relative Cost:

The estimated costs relate to the cost of provision where the measure is infrastructure works e.g AWPR, P & R etc... However, where the measure is the development of a plan or a policy, or national lobbying, the costs relate to the provision of the plan/policy (e.g. staff time), and not the actual implementation of the actions within.

For the scoring it is the relative cost that is important, the figures provided are purely indicative. It has not been the intention to carry out a detailed cost analysis; nevertheless the costs will be refined following consultation.

- Score: 1 - Very low £ <10,000
 2 - £ 10,000 - 100,000
 3 - £ 100,000 - 1m
 4 - £ 1m - 10m
 5 - Very High £ >10m

Air Quality Benefit:

It is important to note that when compared to the necessary reductions to meet the air quality objectives, even a score of 1 ('very substantial benefits') is unlikely to ensure that the air quality objectives would be achieved in many areas. The annual mean concentrations provided are indicative.

- | | |
|--|---------------------------|
| Score: 1 - Very substantial benefits, covering wide geographic area, including AQMAs | >2 µg/m ³ |
| 2 - Significant benefits, covering wide geographic area, including AQMAs | 0.5 - 2 µg/m ³ |
| 3 - Small benefits, or significant benefits restricted spatially | 0 - 0.5 µg/m ³ |
| 4 - Negligible / imperceptible benefits | approx. 0 |
| 5 - No benefits / potentially dis-benefits | ≤ 0 |

Other Impacts:

- Score: 1 - Overall large benefits likely
 2 - Feasible; minor barriers easily overcome
 3 - Neutral (either no other impacts or beneficial/detrimental impacts approximately balanced)
 4 - Unlikely to be feasible; significant obstacles to be overcome
 5 - Overall large detrimental impacts likely

Cost/Air Quality Benefit:

The cost/AQ benefit score has been calculated by multiplying the 'cost' score by the AQ benefit score. The best possible score would be 1; the worst 25.

Total Score:

The total score has been calculated by summing the feasibility, public acceptability, cost/AQ benefit, and other impacts scores. The best possible score would be 4; the worst 40.

- **Draft Actions List Appraisal**

- **Action Appraisal**

All of the actions that have been appraised are detailed in Table 2. Details regarding timescales, responsibilities and funding are provided, along with the scores. Some of the scores (Air Quality Benefit, Cost/Benefit, and Total Score) are colour coded to help identify the actions that scored 'best'; lower (better) scores are shaded green, higher (worse) scores are highlighted red, 'medium' scores are highlighted in yellow.

The actions are categorised under the following six headings:

1. Modal Shift and Influencing Travel Choice
2. Lower Emissions and Cleaner Vehicles
3. Road Infrastructure
4. Traffic Management
5. Planning and Policies
6. Non-Transport Measures

Table 2: Appraisal of Actions

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
1 MODAL SHIFT & INFLUENCING TRAVEL CHOICE												
1.1a	Increase Bus Use	Park & Ride	S-L	Nestrans		2	2	4	3	12	2	18
1.1b		Commercial Bus fleet improvement	S-L	Nestrans	LABOF, Bus Companies	3	1	3	2	6	3	13
1.1c		QBP (currently voluntary)	S-L	ACC & Bus companies	LABOF, Bus Companies	2	1	2	3	6	2	11
1.1d		BPIP (currently voluntary), King St Improvements	S-L	ACC & Bus companies	LABOF, Bus Companies	3	2	3	2	6	2	13
Comments												
<p>Park and Ride schemes should encourage people to use public transport rather than private vehicles. By reducing the number of vehicles in the city centre they should also help ease congestion. However the relative cost is fairly high, and the air quality benefits are likely to be fairly small (based on studies undertaken so far, such as for the proposed A96 P&R near Dyce). Air quality benefits could be enhanced significantly if the buses that serviced the P&R were required to meet certain emissions conditions. ACC will investigate options to derive greater air quality benefits from P&Rs.</p> <p>Through Nestrans' LA Bus Operators Forum (LABOF) there is the opportunity to improve and modernise the commercial bus fleet in Aberdeen, and hence make catching the bus a more attractive alternative the private car. Newer more modern buses will also pollute less. Opportunities for enforcing particular emissions standard will be examined during the Low Emission Zone feasibility Study (refer to Action 2.5); the potential air quality benefits will be calculated.</p> <p>The Quality Bus Partnership (QBP) (ACC, Stagecoach, First Aberdeen) is voluntary; however it is an important partnership with a target of improving the bus services in the city. It has great potential to encourage more people to use the bus rather than the car.</p> <p>The Bus Punctuality Improvement Partnership (BPIP) has the specific aim of allowing bus services to run to time. It is likely to be relatively more costly than QBP as it involves more implementation of measures rather than policy development. The King Street route (within the city centre AQMA) is given as an example; currently there are delays at the King St/E N E St junction – improvements are being investigated to give buses priority. The aim is to make BPIP work on a voluntary basis before trying to make it a statutory measure.</p>												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
1.2a	Improve Cycling & Walking Provision	Core Paths Plan	S-L	ACC	ACC	2	1	3	4	12	2	17
1.2b		Cycling Strategy	S-L	ACC	ACC	2	2	3	4	12	2	18

Comments

The **Core Paths Plan** has been adopted and is statutory; implementation is ongoing.

The **Cycling Strategy** is currently being reviewed; nevertheless the implementation of cycling measures is ongoing, and being promoted to encourage cycling.

Encouraging more people to cycle and walk will reduce car trips; an additional benefit is the health impact. However it is anticipated that air quality improvements in the city centre as a consequence of the Core Paths Plan and Cycling Strategy will be minimal.

1.3a	Travel Plans	Existing Organisations	S-L	ACC & Nestrans	Businesses	3	2	2	3	6	1	12
1.3b		New Developments	S-L	ACC	Businesses	1	1	2	3	6	2	10
1.3c		Council	S-L	ACC	ACC	2	1	2	3	6	2	11

Comments

Travel Plans provide a framework to encourage employees to travel to work through sustainable means, and hence to minimise their impact on air quality.

ACC is responsible for ensuring that **new developments** submit a Travel Plan as part of the planning process. With regards to **existing commercial organisations** and businesses ACC will further promote the 'Travel Plan Builder Scheme' (www.northeastscotlandtravelplans.co.uk), and associated Sustainable Travel Grants. Potentially the air quality benefits from targeting existing organisations are greater than for new developments, however greater emphasis is required to persuade existing businesses to adopt greener practices.

ACC is currently updating its own Travel Plan. Whilst ACC employs a large number of people in the city area, it is envisaged that the greatest air quality benefits will be indirect due to the fact that ACC will be seen to be leading by example. It is therefore important that ACC make public and advertise their progress with implementing their Travel Plan, emphasising the environmental benefits.

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
1.4 a	Use of Variable Messaging System (VMS)	S-L	ACC & Transport Scotland	ACC	2	1	2	3	6	3	12	
1.4 b	ACC Website Improvements	S	ACC	ACC	1	1	2	4	8	3	13	
1.4 c	Improve public awareness of air quality issues	'Airtex' Alert Service	S-M	ACC	ACC	3	1	2	4	8	2	14
1.4 d		Get About Partnership	S-L	Get About		1	1	3	3	9	2	13
1.4 e		Information Events	S-L	ACC	ACC	1	1	2	3	6	3	11
1.4 f		Marketing Initiatives (Walk to School)	S-L	ACC	ACC	1	2	2	3	6	2	11

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score
Comments											
<p>It is very hard to measure the impact on air quality of raising the public awareness of air quality issues. However it is very likely that the more people are aware of the connection between their travel choices and the quality of the air they breathe, the more likely they are to change behaviour, and most importantly, their own and their friends and colleagues' habits.</p> <p>VMS is currently used in Aberdeen to provide drivers with general car parking guidance, enabling them to avoid driving unnecessarily looking for car parking spaces. The system has been recently adapted to include messages relating to the environment to encourage less car dependency. ACC will also consider the use of theVMS to post general air quality messages, particularly on peripheral city routes. These messages should raise awareness of air quality, especially during air pollution episodes. Further VMS signs are to be provided in and around the city, with the potential for further traffic management options.</p> <p>Improving the ACC website will provide a means for ACC to raise awareness of air quality issues, to highlight initiatives that people can take part in to improve air quality, and potential be used as a resource for schools. Whilst the air quality benefits are likely to be imperceptible, the costs will be relatively low.</p> <p>The 'Airtext' Alert service is used in a growing number of towns and cities, primarily to alert the vulnerable to episodes of poor air quality, and hence allow them to avoid more polluted areas. Air quality may benefit indirectly through greater awareness of the health implications of poor air quality.</p> <p>The Get About Partnership (www.get-about.com) is a group dedicated to improving public awareness of transport issues. Their aim is to promote healthy and sustainable transport choices. The group includes Nestrans, ACC, Aberdeenshire Council, Robert Gordon University, the University of Aberdeen, Aberdeen College, NHS Grampian, The Energy Savings Trust, and Dyce Transportation Management Organisation. As a member of the group ACC will promote awareness of air quality through the partnership.</p> <p>ACC will hold more information events, at locations such as schools. A laptop and screen has been purchased for public displays and promotion activities. ACC will develop an information package to be distributed at events. Initiatives such as 'Bike to work', 'safer routes to school', and 'walk to school' will be promoted and encouraged.</p>											

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
1.5a	Car Clubs / Car Pool Schemes	General Public	S-M	ACC	Businesses	2	1	2	3	6	3	12
1.5b		Corporate	S-L	ACC	Businesses	2	1	2	3	6	3	12
Comments												
<p>ACC is currently undertaking a study looking at the introduction of car clubs to Aberdeen. Car clubs are proving to be very popular in other UK cities; the trend amongst users is to sell their car, and just use car clubs. Users tend to plan their journeys more carefully, and therefore drive fewer kilometres than before, and car club fleets are modern, predominantly small vehicles, for urban driving.</p> <p>Corporate car pool schemes offer similar benefits.</p> <p>It is intended that the LEZ feasibility study (refer to Action 2.5) will further investigate the potential for low emission car clubs.</p>												
1.6a	Crossrail	Local rail improvements	S-L	Nestrans	Nestrans	2	1	5	2	10	2	15
1.6b		Infrastructure improvements	L	Nestrans	Nestrans	5	1	5	2	10	2	18
Comments												
<p>Crossrail is a frequent cross-city rail service between Inverurie, Aberdeen and Stonehaven, coupled with new stations (such as Kintore). It is to be delivered on an incremental basis, over approximately 7-10 years. Whilst local rail improvements, delivered as part of Cross-rail, are feasible albeit expensive, major infrastructure improvements are unlikely to be progressed due to the cost implications.</p>												
1.7	Rail Freight	Modal Shift from road to rail	M-L	Nestrans	see FAP, p.21	5	2	4	4	16	2	25
Comments												
<p>The Draft ACC Freight Action Plan discusses options to encourage modal shift from road to rail. However, whilst a transition to rail could result in air quality benefits, it is likely that any impacts within the city centre will be limited; in most instances the freight would still need to be transported by road to its final destination.</p>												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
1.8	Public Transport Subsidies	M-L	ACC & Nestrans	ACC	4	5	4	3	12	2	23	
Comments												
Public Transport subsidies are not considered to be feasible, due to cost feasibility and acceptability; the public are strongly against ACC subsidising bus companies.												
1.9	Congestion Charge / Road Toll	Congestion Charge / Road Toll	M-L	ACC & Nestrans	Public	4	5	4	1	4	3	16
Comments												
Whilst such a measure may lead to considerable air quality benefits it is not considered to be viable due to political, financial and public acceptably.												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
2 LOWER EMISSIONS & CLEANER VEHICLES												
2.1a	Green Vehicle procurement & Fuel/Charging Infrastructure	Council Fleet	S-L	ACC	ACC	2	2	3	3	9	3	16
2.1b		QBP	S-L	LABOF, ACC & Bus companies	ACC & Bus Companies	2	2	4	2	8	2	14
2.1c		FQ Forum	M-L	ACC & Nestrans	Businesses	3	2	4	2	8	2	15
2.1d		General Public / Local business Incentives	M-L	ACC		3	3	3	3	9	2	17

Comments

ACC is to continue procuring 'green' vehicles (all diesel vehicles Euro V, particulate traps fitted to Euro III and older vehicles). This is being implemented as part of ACC's Carbon Management Programme. An Energy Saving Trust grant application is proposed to help fund.

The **Quality Bus Partnership (QBP)** (ACC, Stagecoach, First Aberdeen) is voluntary rather than statutory. Nevertheless, it is an important partnership with a target of improving the bus services in the city. As partners, ACC will push to ensure that as 'green' vehicles as possible are procured by the bus companies. This will be examined in greater detail through the LEZ feasibility study.

Through the ACC Freight Action Plan (FAP) a Freight Quality Forum has recently been set up. Through this forum and through the framework set out in the FAP, ACC will examine ways of encouraging and assisting the procurement of greener vehicles by the freight industry. In particular Action 13 within the FAP can be used to encourage procurement of greener vehicles. The main problem is the associated costs.

ACC will examine opportunities to encourage smaller local businesses to use greener vehicles and fuels.

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score
2.2a	Energy Saving Trust driving simulator	S-L	ACC	EST	1	1	1	4	4	3	9
2.2b	Eco-driving Publicity	S-L	ACC	ACC	2	1	2	4	8	3	14
2.2c	FQ Forum, BQP	S-L	ACC & Nestrans	Bus Companies	2	1	2	3	6	3	12

Comments

There is the potential for all road users to use less fuel, and therefore save money and reduce air quality impacts, purely through altering their driving behaviour and looking after their vehicle.

The Energy Saving Trust (EST), for no cost, made their eco driving simulator available to Council staff over several days in 2009. ACC will seek to ensure this is a regular event, which is publicised locally, to raise awareness of how all drivers can reduce the impact of their driving on the environment.

ACC will consider ways to encourage other organisations and businesses and the public to drive more efficiently, through a marketing campaign.

ACC will use its role in both the FQ forum and BQP to encourage businesses and bus companies to train their drivers to drive more efficiently, to save fuel and reduce tyre wear. First Aberdeen already have a system in place whereby its bus drivers are monitored, and the drivers who drive most efficiently are rewarded. In the short time First Aberdeen have been running this scheme they have seen significant reductions in fuel consumption, and are recognising the economic benefit.

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
2.3a	Emissions Testing & Idling	Roadside Emissions Testing	S-L	ACC	ACC	2	2	2	4	8	3	15
2.3b	Enforcement	Idling Vehicles	S-L	ACC	ACC	1	2	1	4	4	3	11
Comments												
<p>The direct impact to air quality of roadside emissions testing is likely to be negligible. So far only a small number of vehicles have failed the test. Therefore to ensure maximum benefit ACC will ensure that the tests are publicised as widely and effectively as possible to raise awareness of the importance of car maintenance in reducing the environmental and health impact of driving.</p> <p>ACC has adopted the powers under the Road Traffic (Vehicle Emissions)(Fixed Penalty)(Scotland) Regulations 2003 that permit local authorities to request drivers to switch off vehicle engines being run unnecessarily when parked and to issue fixed penalty of £20 to those drivers who fail to co-operate. To date no fixed penalty notices have been served and the direct impact of enforcement of the powers is likely to be negligible. However, greater enforcement, for example via Environmental Wardens and greater publicity will contribute further to raising awareness of air quality issues.</p>												
2.4a	Taxis	Non-idling signs	S-M	ACC	ACC	2	2	2	4	8	3	15
2.4b		Licensing: vehicle inspections, emissions restrictions	S-M	ACC		3	1	3	3	9	2	15
Comments												
<p>ACC will encourage taxi drivers to turn off their engines at taxi ranks; signs will be put up, and leaflets delivered to the taxi companies explaining the rationale. Whilst the impacts to air quality may be imperceptible, and highly localised, the measures will contribute further to raising awareness of air quality issues.</p> <p>ACC will investigate options to improve the emissions profile of the licensed taxi fleet, potentially through further vehicle inspections, vehicle age restrictions, and emissions restrictions (this will be examined in greater detail in the LEZ feasibility study).</p>												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
2.5	Low Emission Zone	Low Emission Zone	M	ACC & Nestrans	ACC & Nestrans	3	3	3	1	3	2	11
Comments												
EU funding has been secured to undertake an LEZ feasibility study. This will be undertaken during 2010.												
In general terms a LEZ is a geographic area within which particular vehicle emissions restrictions are imposed. Whilst there are few LEZs in the UK there are many in Europe, ranging greatly in size and area, vehicles targeted, and method of enforcement.												
The feasibility study will consider various options, including the potential air quality benefits, spatial extent, costs, implementation and vehicle classes that could be restricted from entry to a LEZ.												
The costs would be heavily dependent on the nature of the LEZ.												
3 ROAD INFRASTRUCTURE												
3.1	Pedestrianisation of Union Street	of Union Street	M	ACC	ACC	2	2	4	3	12	2	18
Comments												
The pedestrianisation of a section of Union Street is to be completed by 2012. Modelling work has shown that (other than the obvious benefits for the pedestrianised section) there will be wider benefits due to the fact Union Street will not be such an attractive 'through route' for drivers. Nevertheless there will also be detrimental air quality impacts for routes circuiting the pedestrianised area. Other benefits include pedestrian safety and improved access to retail premises.												
ACC has no plans to pedestrianise other roads.												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
3.2a	Road Building / Junction Alterations	Aberdeen Western Peripheral Route	M	ACC	ACC, Aberdeenshire & Transport Scotland	2	2	5	2	10	3	17
3.2b		Third Don Crossing	M	ACC	ACC	3	3	5	5	25	3	34
3.2c		Berryden Corridor Improvements	M	ACC	ACC	3	2	5	4	20	3	28
3.2d		Haudagain Improvements	M	ACC	ACC, Aberdeenshire & Transport Scotland	3	2	5	3	15	2	22

Comments

Construction of the Aberdeen Western Peripheral Route (AWPR) will be complete by 2012/13. The Environmental Statement, and further modelling undertaken for the 2008 Detailed Assessment predicted significant air quality impacts in the centre of Aberdeen and on Anderson Drive, due to a reduction in traffic. The AWPR will provide a route around Aberdeen for traffic travelling from north to south. The benefits in Aberdeen out-weighed the detrimental impacts near to the proposed route.

ACC is currently undertaking an air quality assessment for the proposed Third Don Crossing (a third crossing of the River Don, 2-3 km north of the city centre). Based on an earlier air quality assessment undertaken in 2005 the scheme is predicted to have an overall detrimental impact, although the areas expected to be detrimentally impacted are not areas of concern. Beneficial impacts are likely in existing areas of poor air quality, such as King Street and the Haudagain roundabout.

ACC is undertaking an air quality assessment for the proposed Berryden Corridor improvements to the north of the city centre. The scheme is likely to improve the flow of traffic to and from the city from the north, but may bring traffic closer to certain properties. However, overall the air quality impacts were predicted to be neutral. The cost will be high, but it is favoured by the majority of the public.

ACC is proposing improvements to the Haudagain roundabout, currently an area of poor air quality within an AQMA. An air quality assessment has been undertaken. The improvements could lead to a reduction in exposure to pollutants, depending upon the finalised plans, due to the proposed road realignment and faster flowing traffic, although only a small area affected. The cost will be high, but it is favoured by the majority of the public.

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
3.3	Traffic Calming	S-L	ACC	ACC	2	2	3	5	15	2	21	
Comments												
Whilst traffic calming measures may discourage driving, traffic calming is primarily implemented for safety. Air quality benefits would not be anticipated due to a potential increase in vehicle emissions.												
4 TRAFFIC MANAGEMENT												
4.1	Intelligent Transport System (ITS)	To reduce city centre congestion	M	ACC	ACC	2	1	2	3	6	2	11
Comments												
ITS has the potential to significantly improve air quality through reducing congestion. As is the case in many urban areas nationwide, congestion is responsible for poor air quality. The relative costs will be low as the system is in place, and therefore only requires updating and refinement. ACC will investigate specific ITS interventions to improve air quality.												
4.2	High Occupancy Vehicle (HOV) Lane	Stonehaven Road	M-L	ACC	ACC	2	3	3	3	9	3	17
Comment												
ACC is considering the implementation of a HOV lane on Stonehaven Road to the south of the city centre. Through encouraging people to car share it has the potential to reduce the number of vehicles on the road and hence improve air quality; however the air quality assessment is yet to be undertaken. It can be uncertain predicting the impact of measures such as HOV lanes, mainly due to the uncertainty regarding the effect that the lane would have on vehicle flows and speeds. It will not be feasible for it to be progressed until the AWPR is operational and the proposed P&R to the south is also operational.												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score
4.3a	HGV Priority Measures	M	ACC	ACC	3	3	3	3	9	3	8
4.3b	Freight and Commercial Vehicle Access	M	ACC	ACC	3	2	2	3	6	2	3
4.3c	Freight Consolidation Centre	M	ACC	ACC	3	2	5	3	15	2	22
4.3d	Weigh Bridge relocation	S-M	VOSA		3	2	3	3	9	3	17

Comments

Freight is responsible for a significant proportion of road traffic emissions in Aberdeen; particularly on roads such as Market Street and Wellington Street (refer to Section).

ACC is considering various HGV priority measures, such as the HOV lane on Stonehaven Road and junction alterations on Wellington Road. Through reducing congestion in this manner the impact of HGVs on air quality is likely to reduce.

The Freight Action Plan (FAP) has identified that current HGV delivery restrictions may actually be contributing to congestion. Action 24 of the FAP highlights the need for the restrictions to be reviewed. ACC will review the Commercial Delivery Strategy, with due regard for opportunities to reduce emissions, and consideration of enforcement.

Currently there is a statutory requirement for HGVs once loaded to visit the nearest weighbridge. This means that freight may be required to use the Aberdeen Harbour facility and hence contribute to pollution levels on Market Street. Consideration is being given to the re-instatement of the former weighbridge at Portlethan which may result in fewer HGVs requiring to travel along Market Street to use the Harbour facility.

An intermodal freight consolidation centre scoping study will be undertaken to consider the demand for such a facility, options and cost implications. Whilst the costs of a new facility would be high, there would be the potential for air quality improvements should fewer vehicles need to travel through the city centre.

4.4	Speed Regulation	20 mph areas	S-L	ACC	ACC	3	2	2	5	10	2	17
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Comments

20 mph speed regulation may discourage driving, but would be primarily implemented for safety. Air quality benefits would not be anticipated due to a potential increase in vehicle emissions.

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score
5 PLANNING & POLICIES											
5.1a	Produce Development Control	S	ACC	ACC	1	1	2	3	6	2	10
5.1b	Supplementary Planning Contributions	S	ACC	ACC	2	2	2	4	8	3	15
5.1c	Guidance Construction Code of Practice	S	ACC	ACC	2	1	2	4	8	3	14
Comments											
<p>Through development control ACC can prevent developments going ahead, or implement planning conditions, to protect air quality. By producing supplementary planning guidance (SPG) for air quality, ACC will be able to further reduce the impact of new development, both during construction and once operational. ACC will seek for new developments to have beneficial impacts where possible. The SPG will provide a framework whereby Section 75 monetary contributions can be sought from developers where adverse impacts are predicted. Such contribution could be used to fund measures (within this AQAP) to improve air quality. The SPG will also consider a Construction Code of Practice, which developers would be required to follow to minimise impacts from construction sites and construction vehicles.</p>											
5.2	Integration of AQAP with Local Transport Strategy (LTS) and Regional Transport Strategy (RTS)	M	ACC and Nestrans	ACC	2	1	1	4	4	3	10
Comments											
<p>The LTS is due for renewal in 2012. It is very important that both the LTS and RTS have a strong air quality focus, thereby raising the profile of air quality issues and ensuring that air quality concerns are given high priority.</p>											

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
5.3	Integration of AQAP with Health and Transport Action Plan (HTAP)	Highlight Health Impacts	S	ACC / NHS	ACC	2	1	1	4	4	3	10
Comments												
The Health and Transport Action Plan (HTAP) is being developed by NHS Grampian for the Grampian region with Grampian Police, Grampian Fire and Rescue, NESTRANS, ACC and Aberdeenshire Council. ACC will ensure that the actions within the AQAP and the HTAP complement one another, and where appropriate are implemented in a coordinated manner.												
5.4	Road Hierarchy	Reclassification of Union St / Denburn (requires TRO)	S	ACC		2	2	1	4	4	3	11
Comments												
Union Street is an A-road, and consequently is identified by satellite navigation systems as a priority route. By reclassifying Union Street (and Denburn Rd), this should reduce unnecessary traffic from using Union Street, and reduce congestion. ACC will investigate reclassification through a TRO.												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score
5.5a	Low Emission Vehicle Parking Incentives	S-M	ACC		3	2	2	3	6	2	3
5.5b	Limit car parking for new developments	S-L	ACC		3	2	1	4	4	2	11
5.5c	Development of Local and Regional Car Parking Policies	S-M	ACC & Nestrans	ACC & Nestrans	2	3	4	2	8	2	15
5.5d	Workplace Parking Levy	M-L	ACC		5	4	2	3	6	2	17

Comments

ACC will consider the feasibility of encouraging drivers to use low emission vehicles through city centre parking incentives. This will also be examined further through the LEZ feasibility study.

ACC will consider the feasibility of further limits on car parking for new developments. Potential obstacles could include business acceptability issues.

Through the development of local and regional car parking policies, the potential exists for significant air quality benefits to be realised. ACC will work with Nestrans to ensure that the Policies are formulated with due regard for air quality considerations.

Currently, under Scottish law, a workplace parking levy would not be lawful and therefore is unfeasible.

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
5.6a	National Lobbying	Incentives/funding/tax breaks for Low Emission Initiatives	S-L	ACC	ACC	2	2	1	3	3	3	10
5.6b		Shipping Emissions Reductions	S-L	ACC	ACC	3	2	1	4	4	3	12
5.6c		HGV/Bus Scrappage schemes	S-L	ACC	ACC	4	2	1	2	2	2	10
Comments												
ACC will lobby nationally whenever appropriate to influence policies that may affect air quality in Aberdeen. The relative cost here refers to the cost to ACC of staff time. Incentives/funding/tax breaks for Low Emission Initiatives could have a significant air quality impact. ACC would also like to lobby nationally for more stringent shipping emissions regulations and fuel standards.												
A hypothetical HGV/Bus scrappage scheme would be envisaged to have potential significant air quality benefits, although it is unlikely to be feasible.												
5.7	Move Receptors (people) from AQMAs		S-L	ACC		5	4	4	2	8	3	20
Comments												
Such a measure was widely agreed to be unfeasible.												
5.8	Relocate Major Employers		S-L	ACC	Businesses	4	4	5	2	10	3	21
Comments												
Such a measure was widely agreed to be unfeasible.												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score	
6 NON-TRANSPORT MEASURES												
6.1	Control Biomass Installations	Enforce new developments to only install 'cleanest' biomass boilers	S-L	ACC		2	2	2	4	8	4	16
Comments												
Biomass boilers and combined heat and power (CHP) plant have received a considerable level of attention recently as they are more and more frequently integrated into low-carbon developments, and encouraged by the UK Government to help meet climate change and renewable energy targets. However, alongside the benefits, these installations also have the potential to create local air quality problems, as a widespread uptake of biomass technology utilising wood fuel could lead to an increase in fine particulate emissions. ACC will ensure that through the planning process appropriate assessment of proposed boiler installations are undertaken, and new developments will install only the 'cleanest' boilers.												
6.2	Industry Permitting		S-L	ACC and SEPA		2	1	2	3	6	2	11
Comments												
ACC will continue to review permit applications, and request additional abatement to minimise impacts to as low level as possible.												
6.3	Tree Planting	Pro-active planting of tree species with a positive air quality impact and avoid planting varieties that may have detrimental air quality impact	S-L	ACC	ACC	2	2	2	4	8	3	15
Comments												
ACC are currently developing a tree planting policy. Whilst trees are all perceived to be good for air quality, it is now well-known that certain species can have a detrimental air quality impact in an urban environment. Whilst the likely impacts will be very small, ACC will ensure that such species that have an adverse impact on air quality are not planted.												

Measure	Detail	Timescale	Responsibility for driving forward	Funding	Feasibility	Public Acceptability	Relative Cost	AQ Benefit	Cost/AQ Benefit Score	Other Impacts (e.g. Carbon)	Total Score
6.4	Shipping	Consider actions available at Aberdeen Harbour	S-L	ACC & Aberdeen Harbour	2	1	3	3	9	2	14
Comments											
The harbour is critical to the economy of Aberdeen, and in certain respects is the focus of the city. In conjunction with Aberdeen Harbour ACC will investigate initiatives to improve air quality in the environs of the harbour.											

- Appraisal Discussion**

Modal Shift and Influencing Travel Choice

Typically most measures scored well, although those that would deliver the greatest air quality benefit would also be the most unfeasible and unacceptable (1.9 Congestion charging / Road tolls).

The measures with the best total score would not necessarily deliver significant air quality benefits (e.g. 1.4f Marketing initiatives), but scored well due to being readily feasible, acceptable and of low cost. Measures likely to give more significant benefits scored comparatively worse due to greater costs (e.g. 1.1b Bus fleet improvement).

The Park and Ride option did not score as well as may have been expected. Air quality benefits could be enhanced significantly if the buses that serviced the P&R were required to meet certain emissions conditions. ACC will investigate options to derive greater air quality benefits from P&Rs.

In summary numerous measures have been identified to encourage modal shift. Whilst no one measure was predicted to result in significant air quality benefits, the combined impact of the many measures should result in a significant impact. The majority of the measures scored well in terms of feasibility and acceptability, with relatively fast implementation.

Public Transport Subsidies and Congestion Charging (1.8 and 1.9) will not be included within the draft AQAP.

Lower Emissions and Cleaner Vehicles

Measure 2.5 (LEZ) scored very well, and promises the greatest air quality benefits, of any action in the draft plan. It will be the subject of a feasibility study during 2010.

The other measures that scored best overall, again were predicted to offer very small to negligible air quality benefits and scored well by virtue of their low cost, feasibility and acceptability (e.g. Eco-driving (2.2)).

Green vehicle procurement (2.1) was generally identified to offer the greatest beneficial air quality impacts, and will be considered in conjunction with the LEZ study.

All of the measures will be included in the Draft AQAP.

Road Infrastructure

The pedestrianisation of (a section of) Union Street is expected to be complete by 2012. Overall, benefits will be likely, although there will also be localised detrimental impacts ouwith the city centre AQMA,

Of the road building measures, only the AWPR was predicted to result in a beneficial air quality impact. However the improvements at Haudagain also have the potential to result in a localised beneficial impact. ACC will ensure that the final proposals offer the maximum air quality benefit. An air quality assessment is currently being undertaken for the Third Don Crossing; however it is not anticipated that the scheme will deliver overall air quality benefits. Similarly the Berryden corridor improvements are not likely to benefit air quality overall. Traffic calming (3.3) is primarily implemented for safety; air quality benefits would not be anticipated and therefore it will not be in the draft AQAP.

Traffic Management

No one measure was predicted to offer significant air quality benefits, however, the combined impact of the measures should result in a significant impact.

Of the measures, ITS (4.1) resulted in the best overall score, primarily due to scoring favourably for feasibility, acceptability and cost. It also has the potential to significantly improve air quality locally by reducing congestion.

Measures to address freight (4.3) typically did not result in particularly favourable scores, mainly due to issues regarding feasibility and cost.

Speed regulation (4.4) will not be included within the draft AQAP; air quality benefits would not be anticipated.

Planning and Policies

Within planning and policies, the direct impact to air quality was determined to be fairly minimal for most actions. However for many of the actions the associated costs are low, and the actions can be implemented quickly.

National lobbying scored well, in part due to the minimal costs involved in lobbying. However the likelihood of the lobbying being successful (e.g for HGV/bus scrappage schemes) was typically low.

Car parking policies were determined to have the potential to have a significant air quality impact, ACC will explore ways in which air quality issues can be given high priority.

The following actions will not be in the draft AQAP: Workplace Parking Levy (5.5d), Movement of Receptors (5.7) or Relocation of Employers (5.8).

Non-Transport Measures

The non-transport measures that were considered will all be a part of the draft AQAP. Typically none of the measures are considered, on their own, to have a significant air quality impact, although the control of biomass installations, and industry permitting are clearly essential, and without which air quality could deteriorate further.

With regards to options to minimise the impact of the shipping and the harbour, ACC will investigate various initiatives in liaison with the Harbour.

• **Measures to be Implemented**

The measures in Table 3 over the following pages, categorised under the following six headings, form the Draft AQAP.

1. Modal Shift and Influencing Travel Choice
2. Lower Emissions and Cleaner Vehicles
3. Road Infrastructure
4. Traffic Management

5. Planning and Policies
6. Non-Transport Measures

Table 3: AQAP Draft Measures

Measure	Detail	Timescale	Responsibility (for driving forward)	
1 MODAL SHIFT & INFLUENCING TRAVEL CHOICE				
1.1 a	Increase Bus Use	Park & Ride	S-L	Nestrans
1.1 b		Commercial Bus fleet improvement	S-L	Nestrans
1.1 c		QBP (currently voluntary)	S-L	ACC & Bus companies
1.1 d		BPIP (currently voluntary), King St Improvements	S-L	ACC & Bus companies
1.2 a	Improve Cycling & Walking Provision	Core Paths Plan	S-L	ACC
1.2 b		Cycling Strategy	S-L	ACC
1.3 a	Travel Plans	Existing Organisations	S-L	ACC & Nestrans
1.3 b		New Developments	S-L	ACC
1.3 c		Council	S-L	ACC
1.4 a	Improve public awareness of air quality issues	Use of Variable Messaging System (VMS)	S-L	ACC & Transport Scotland
1.4 b		ACC Website Improvements	S	ACC
1.4 c		'Airtext' Alert Service	S-M	ACC
1.4 d		Get About Partnership	S-L	Get About
1.4 e		Information Events	S-L	ACC
1.4 f		Marketing Initiatives (Walk to School)	S-L	ACC
1.5 a	Car Clubs / Car Pool Schemes	General Public	S-M	ACC
1.5 b		Corporate	S-L	ACC

Measure		Detail	Timescale	Responsibility (for driving forward)
1.6 a	Crossrail	Local rail improvements	S-L	Nestrans
1.6 b		Infrastructure improvements	L	Nestrans
1.7	Rail Freight	Modal Shift from road to rail	M-L	Nestrans
1.8	Public Transport Subsidies		M-L	ACC & Nestrans
1.9	Congestion Charge / Road Toll	Congestion Charge / Road Toll	M-L	ACC & Nestrans
2 LOWER EMISSIONS & CLEANER VEHICLES				
2.1 a	Green Vehicle procurement & Fuel/Charging Infrastructure	Council Fleet	S-L	ACC
2.1 b		QBP	S-L	LABOF, ACC & Bus companies
2.1 c		FQ Forum	M-L	ACC & Nestrans
2.1 d		General Public / Local business Incentives	M-L	ACC
2.2 a	Eco-driving	Energy Saving Trust driving simulator	S-L	ACC
2.2 b		Publicity	S-L	ACC
2.2 c		FQ Forum, BQP	S-L	ACC & Nestrans
2.3 a	Emissions Testing & Idling Enforcement	Roadside Emissions Testing	S-L	ACC
2.3 b		Idling Vehicles	S-L	ACC
2.4 a	Taxis	Non-idling signs	S-M	ACC
2.4 b		Licensing: vehicle inspections, emissions restrictions	S-M	ACC
2.5	Low Emission Zone	Low Emission Zone	M	ACC & Nestrans
3 ROAD INFRASTRUCTURE				
3.1	Pedestrianisation	of Union Street	M	ACC
3.2 a	Road Building / Junction Alterations	Aberdeen Western Peripheral Route	M	ACC

Measure		Detail	Timescale	Responsibility (for driving forward)
3.2 b		Third Don Crossing	M	ACC
3.2 e		Berryden Corridor Improvements	M	ACC
3.2 d		Haudagain Improvements	M	ACC
3.3	Traffic Calming		S-L	ACC
4 TRAFFIC MANAGEMENT				
4.1	Intelligent Transport System (ITS)	To reduce city centre congestion	M	ACC
4.2	High Occupancy Vehicle (HOV) Lane	Stonehaven Road	M-L	ACC
4.3 a	Freight and Commercial Vehicle Access	HGV Priority Measures	M	ACC
4.3 b		Commercial Delivery Strategy (routing, timing, idling control)	M	ACC
4.3 c		Freight Consolidation Centre	M	ACC
4.3 d		Weigh Bridge	S-M	VOSA
4.4	Speed Regulation	20 mph areas	S-L	ACC
5 PLANNING & POLICIES				
5.1 a	Produce Supplementary Planning Guidance	Improve Development Control	S	ACC
5.1 b		Section 75 monetary contributions	S	ACC
5.1 c		Construction Code of Practice	S	ACC
5.2	Integration of AQAP with Local Transport Strategy (LTS) and Regional Transport Strategy (RTS)		M	ACC and Nestrans
5.3	Integration of AQAP with Health and Transport Action Plan (HTAP)	Highlight Health Impacts	S	ACC / NHS
5.4	Road Hierarchy	Reclassification of Union St / Denburn (requires TRO)	S	ACC

Measure		Detail	Timescale	Responsibility (for driving forward)
5.5 a	Car Parking Policies	Low Emission Vehicle Parking Incentives	S-M	ACC
5.5 b		Limit car parking for new developments	S-L	ACC
5.5 c		Development of Local and Regional Car Parking Policies	S-M	ACC & Nestrans
5.5 d		Workplace Parking Levy	M-L	ACC
5.6 a	National Lobbying	Incentives/funding/tax breaks for Low Emission Initiatives	S-L	ACC
5.6 b		Shipping Emissions Reductions	S-L	ACC
5.6 c		HGV/Bus Scrappage schemes	S-L	ACC
5.7	Move Receptors (people) from AQMAs		S-L	ACC
5.8	Relocate Major Employers		S-L	ACC
6 NON-TRANSPORT MEASURES				
6.1	Control Biomass Installations	Enforce new developments to only install 'cleanest' biomass boilers	S-L	ACC
6.2	Industry Permitting		S-L	ACC and SEPA
6.3	Tree Planting	Pro-active planting of tree species with a positive air quality impact and avoid planting varieties that may have detrimental air quality impact	S-L	ACC
6.4	Shipping	Consider actions available at Aberdeen Harbour	S-L	ACC & Aberdeen Harbour

- Implementation of the Action Plan**

Once adopted, the Council will ensure that the plan is implemented, and will monitor each measure to determine the progress achieved and any associated improvements in air quality. This shall be achieved through regular meetings of the Council's Air Quality Working Group. Timescales for the implementation of the proposed Actions will be further refined following completion of the consultation on the draft Action Plan. Progress will also be reported to the Scottish Government through the Local Air Quality Management review and assessment regime. The Plan will additionally be reviewed and updated to account for changes in Council policies, funding and pollution levels.

- **Summary**

The following three Air Quality Management Areas (AQMAs) have been designated in Aberdeen due to existing and predicted exceedences of national air quality objectives and European limit values for nitrogen dioxide (NO₂) and fine particles (PM₁₀):

- **City Centre** (including Union Street, Market Street, Commerce Street, Virginia Street and parts of Holburn Street, King Street and Guild Street)
- **Anderson Drive** (incorporating the whole of Anderson Drive and the area around the Haudagain roundabout)
- **Wellington Road** (Queen Elizabeth II Bridge to Balnagask Road)

Road traffic is the main source of the raised NO₂ concentrations and significantly contributes to the PM₁₀ concentrations. It is necessary to improve air quality to protect the health of the city's inhabitants and comply with the objectives.

This draft Air Quality Action Plan describes the measures Aberdeen City Council will take to improve air quality in the three AQMAs and replaces the outdated 2006 City Centre Action Plan. Measures to be implemented have been categorised into the following six headings:

1. Modal Shift and Influencing Travel Choice
2. Lower Emissions and Cleaner Vehicles
3. Road Infrastructure
4. Traffic Management
5. Planning and Policies
6. Non-Transport Measures

It is clear that a range of innovative and far reaching measures must be implemented to achieve considerable reduction in pollution levels and compliance with the air quality objectives. Many of the proposed Actions are committed infrastructure measures such as the Aberdeen Western Peripheral Route and pedestrianisation of Union Street or build on existing plans and policies. Additional measures aim to support modal shift and reduce car dependency, encourage the use of cleaner vehicles, promote greater awareness of the air quality issues in Aberdeen and consider further traffic management measures. A feasibility study is also ongoing into the potential for a Low Emission Zone in Aberdeen which could significantly improve air quality.

The Council will consult widely on the Draft Air Quality Action Plan. Following this consultation the Council's Air Quality Working Group will review the comments received and amend the draft Plan if required. It is anticipated that the final Action Plan will be issued around October/November 2010.

Once adopted the implementation of the Action Plan will need to be monitored and the Plan reviewed and updated to account for changes in Council policies, funding opportunities and pollution levels. This will be achieved via regular meetings with the Air Quality Working Group. Progress also must be reported to the Scottish Government through the Local Air Quality Management regime.

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Appendices

Appendix 1: Air Quality Management Area Maps

Figure 1: City Centre AQMA

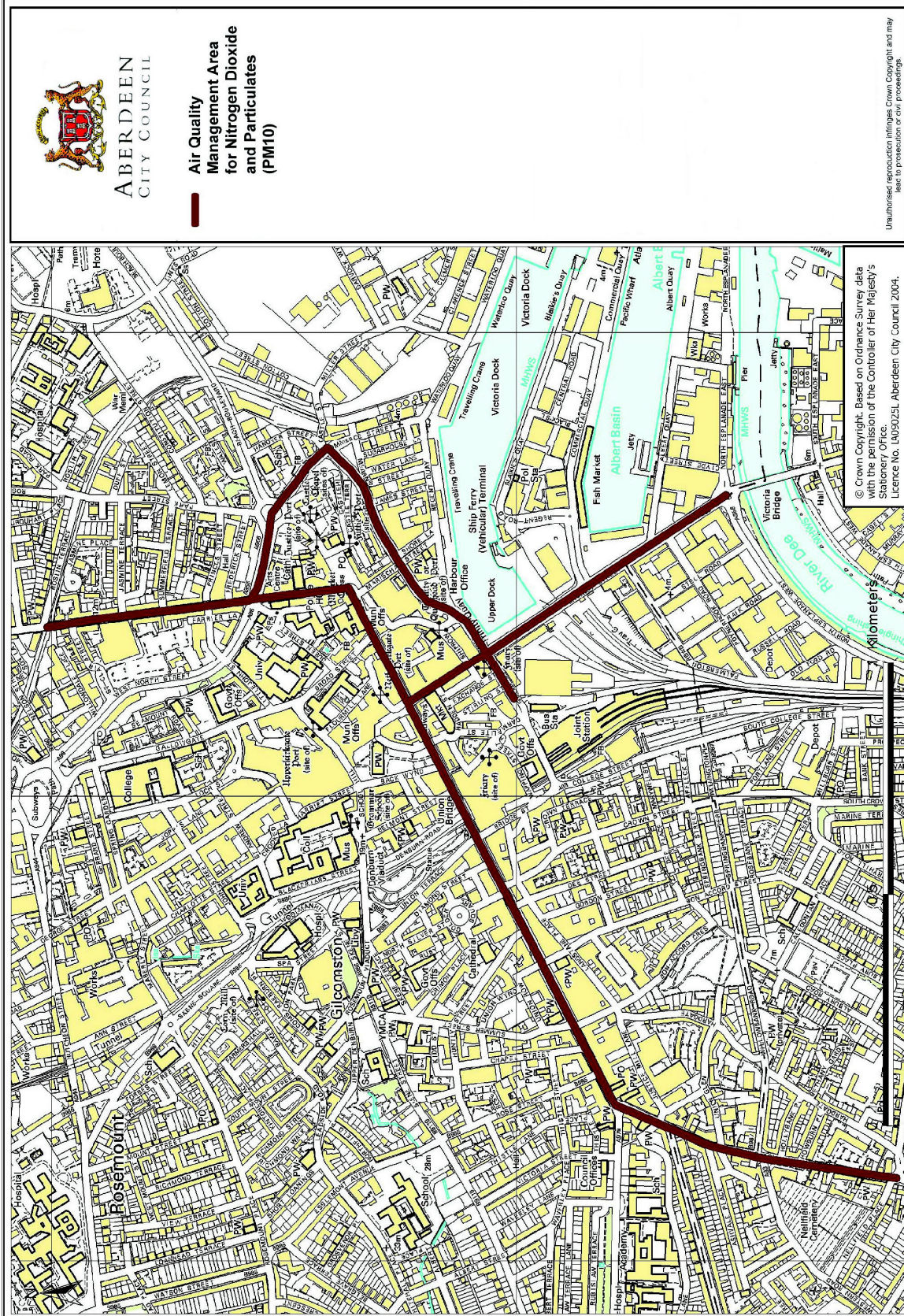
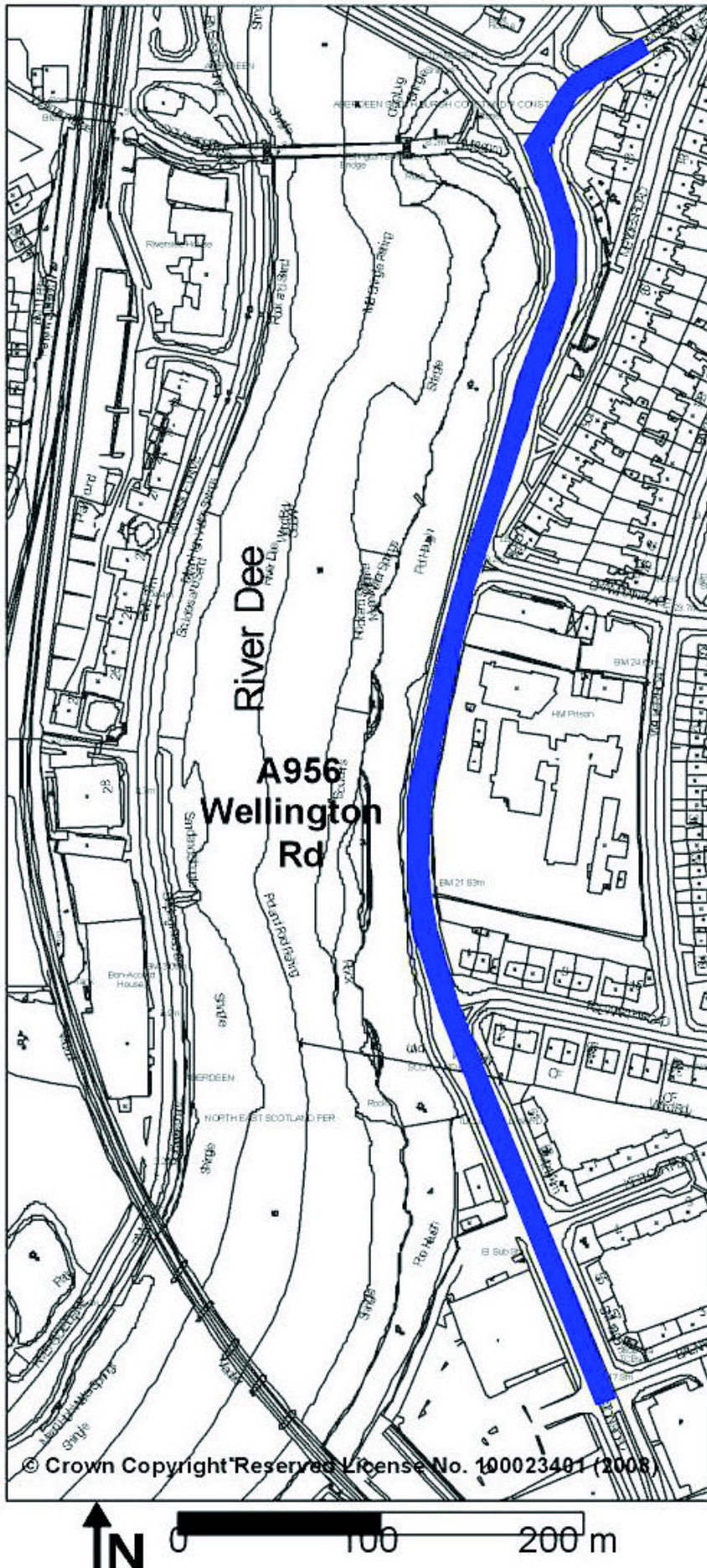


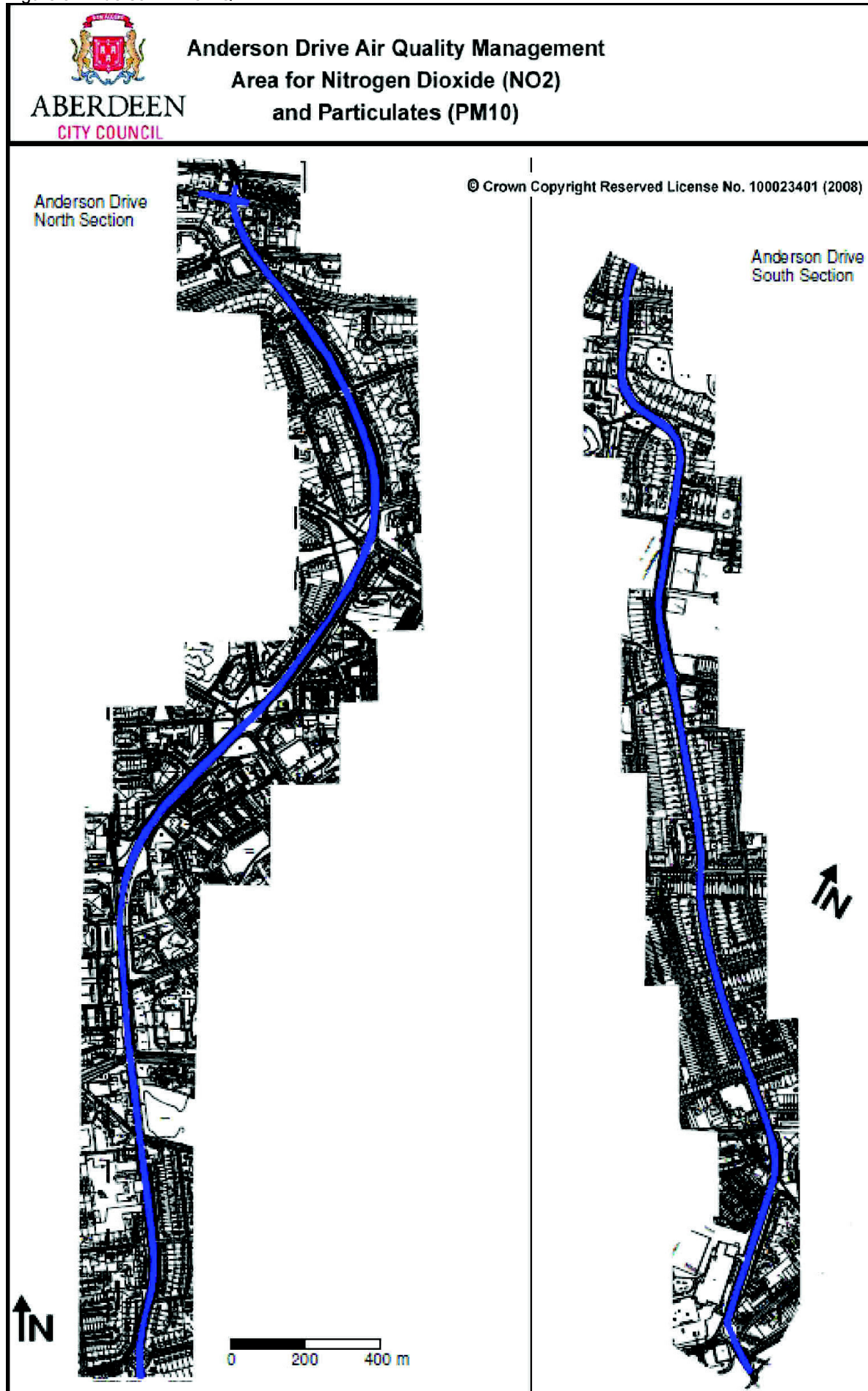
Figure 2: Wellington Road AQMA



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Wellington Road
Air Quality Management
Area for Nitrogen Dioxide (NO₂)
and Particulates (PM₁₀)

Figure 3: Anderson Drive AQMA



Appendix 2: 2006 AQAP Summary

2006 AQAP Summary					
Ref	2006 Proposed Action	Time Frame	Are impacts Quantifiable?	AQ AP page	Progress
Short Term Actions (up to 2 years)					
1	Raise Public Awareness	Actions within 6 months	NO	17	<ul style="list-style-type: none"> - Web-based public information system; - Reports available online etc. - Air Quality issues promoted at ECO and other events (e.g. Aberdeen Highland Games), Air Quality leaflet produced in 2006; - Variable Message System provides general information on air quality <p>Summary: Awareness raised, the likely impact on air quality unknown.</p>
2	Use of cleaner fuels in own fleet; replace council vehicles	Gradual	NO	18	<ul style="list-style-type: none"> - Council Policy to replace LGVs after 7yr, HGVs after 9yr. - All purchased diesels Euro 5; - Particulate traps fitted to pre-Euro 4; - 2 LGVs on LPG; - Vehicle tracking system on many refuse vehicles with aim of reducing routes & improving efficiency; - Joint Aberdeen City/Shire contract in 2006 - council fleets incorporating fuel efficiency <p>Summary: The Council fleet is cleaner than it was, but progress has been slower than originally envisaged. The likely impact on air quality unknown.</p>
3	Roadside Emissions Testing	intermittent	NO	18	<ul style="list-style-type: none"> - Testing undertaken during 3 days in 2008; 12 vehicles failed, 199 passed. - No further testing in 2009. <p>Summary: The likely impact on air quality unknown, but assumed to be negligible. However the scheme has been successful in raising awareness; greater publicity would have been useful.</p>
4	Idling vehicles/ request engine switch off	ongoing	NO	19	<ul style="list-style-type: none"> - Training provided for Traffic Wardens; no FPN served - Traffic wardens replaced by new Community Wardens in 2008, community wardens not yet trained. <p>Summary: The likely impact on air quality unknown, enforcement remains a problem.</p>
5	Support Increased use of Public transport	n/a	NO	19	<ul style="list-style-type: none"> - Bus Action Plan completed; - Quality Bus Partnership formed; - During 2007-2009 approximately £1m was invested on upgrading bus corridors, and other improvements. <p>Summary: Since 2006 bus services have improved. Data on the impact this has had on passenger numbers (and hence on modal shift) are not reported here.</p>
6	Advisory Signs for HGVs to avoid AQMA	within 12 months of approval of plan	NO	19	<ul style="list-style-type: none"> - VMS Car Park Guidance system (CPG) for city centre introduced in 2007; <p>Summary: No progress with regards advisory signs for HGVs due to issues regarding feasibility and acceptability.</p>

2006 AQAP Summary					
Ref	2006 Proposed Action	Time Frame	Are impacts Quantifiable?	AQ AP page	Progress
7	Development Control - Green Transport Plans	ongoing	NO	20	<ul style="list-style-type: none"> - Development of regional car-share database; - Introduction of Sustainable Travel Grant Scheme; - Green Transport Week; - Bike Week; - Green Transport Plans now always required for large developments; - Council updated Travel Plan; and - Local Transport Strategy adopted (2008-12). <p>Summary: Good progress made; however the likely impact on air quality unknown.</p>
8	All new developments/ road schemes within City require AQ assessments	Ongoing	YES	20	<ul style="list-style-type: none"> - Many air quality assessments undertaken, and mitigation measures sought. (e.g. Aberdeen Western Peripheral Route (AWPR), Union St Pedestrianisation) <p>Summary: Many large developments/road schemes are still at planning stage, or have been approved. The air quality impacts of these are unlikely to result in a significant degradation in air quality, due to planning control. Some schemes, predicted to improve air quality.</p>
Medium Term Actions (2 to 5 years)					
9	2 new Park & Rides	2011	YES	21	<ul style="list-style-type: none"> - A90 and A96 Park & Rides committed. - Existing Bridge of Don P&R may relocate further north & increase capacity. - Bus Action Plan considers bus priority options. <p>Summary: Traffic modelling to demonstrate the likely benefits in AQMAs not undertaken; therefore the likely impact on air quality in AQMAs unknown, but assumed to be small</p>
10	Pedestrianisation of Union St	2011-12	YES	22	<ul style="list-style-type: none"> - Traffic management /road infrastructure improvements completed/ongoing. - Expected completion by 2012 to align with AWPR. <p>Summary: Dispersion modelling indicates overall beneficial impacts. Refer to Section .</p>
11	Parking Policy	ongoing	NO	23	<ul style="list-style-type: none"> - New zones in Ferryhill and George St. - Council currently developing Car Parking Strategy; - NESTRANS developing regional Parking Strategy <p>Summary: The likely impact on air quality unknown, but likely to be negligible to date.</p>
12	Accord Card		NO	23	<ul style="list-style-type: none"> - Accord card introduced for bus users; - Integrated ticketing considered in Bus Action Plan <p>Summary: The likely impact on air quality likely to be negligible.</p>
Long Term Actions - subject to extensive public consultation					
13	Restrict traffic through AQMA using VMS		YES	24	<ul style="list-style-type: none"> - Originally stated that this "would only progress if other measures failed". <p>Summary: Not progressed; action concluded to be unfeasible, costs would be too large.</p>

2006 AQAP Summary					
Ref	2006 Proposed Action	Time Frame	Are impacts Quantifiable?	AQ AP page	Progress
14	Low Emission Zones		YES	25	<ul style="list-style-type: none"> - Originally stated that this "would only progress if other measures failed". <p>Summary: Funding was secured for LEZ feasibility study, to be undertaken in 2010.</p>
15	AWPR	2012/13	YES	26	<ul style="list-style-type: none"> - Route finalised March 2006, EIA published Dec 2006; - Public Enquiry heard December 2008 and reported April 2009 - Anticipated completion 2011/12 <p>Summary: Notable air quality benefits predicted for the city centre and Anderson Drive.</p>
16	Cross-rail from/to city & outwith city	Phase implementation over 7 years	YES	26	<ul style="list-style-type: none"> - NESTRANS developing rail action plan breaking down components of Cross-rail. - Laurencekirk station opened May 2009. - Proposals for Kintore being developed. - (subject to appropriate traffic modelling being undertaken) <p>Summary: Beneficial air quality impacts likely.</p>

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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure DATE 31 May 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT Parking Enforcement

REPORT NUMBER: EPI/10/164

1. PURPOSE OF REPORT

The Scottish Government is presently consulting on proposals to issue revised guidance to local authorities in Scotland on a variation to the level of parking penalty charges. The report seeks support from committee for these proposals. The report also seeks authorisation from committee to implement existing powers in relation to the removal and impounding of illegally parked vehicles and to appoint a contractor to deliver the service.

2. RECOMMENDATION(S)

It is recommended that the committee:

a. supports the Scottish Government proposals to issue revised guidance to local authorities in Scotland on a variation to the level of parking penalty charges and instructs the Head of Asset Management and Operations to respond to the relevant Scottish Government consultation expressing such support for the reasons detailed in the report.

b. authorises the setting of the £80 level of penalty charge should the Scottish Government implement its proposals following the conclusion of their consultation provided that this level can be set without the requirement for a traffic order consultative process.

c. authorises the Head of Asset Management and Operations to arrange for implementation of existing powers in relation to the (i) removal, storage and disposal of illegally-parked vehicles where such vehicles are obstructively or dangerously parked or are apparently being used by persons whose parking has persistently resulted in the issue of penalty charge notices, and (ii) immobilisation of illegally-parked vehicles where such vehicles are apparently being used by persons whose parking has persistently resulted in the issue of penalty charge notices.

d. authorises the Head of Asset Management and Operations to arrange for the taking of all other action which may be necessary or desirable in implementation of recommendation c above.

e. instructs the Head of Asset Management and Operations to commission a service for the immobilisation of vehicles, and for the removal, storage and disposal of vehicles, as mentioned in recommendation c. above.

3. FINANCIAL IMPLICATIONS

The budgeted income in 2010/11 for parking penalty charges is £1.6M. If the level of penalty charge is increased from £60 to £80, and this improves parking compliance thereby resulting in 10% fewer penalty charge notices being issued, then the budgeted income for a full year would rise to £1.9M. If 5% fewer penalty charge notices are issued at the increased level, then the budgeted income for penalty charges for a full year would rise to £2M. The number of penalty charge notices issued at the increased level would have to drop by 25% before the effect of the level increase became income-neutral.

The immobilisation, removal, storage and disposal service would be delivered by a contractor. There should be little additional cost to the Council in contracting for this service with most of the immobilisation, removal, storage and disposal costs being met by vehicle owners. All additional costs will be contained within the car parking budget in the trading account. The relevant statutory prescribed sums or charges are as follows; removal (£150), storage (£20 for each period of 24 hours (or a part thereof)) and disposal (£150).

There is currently £2M of outstanding penalty charges and use of these powers should enhance our ability to recover such debt.

4. SERVICE & COMMUNITY IMPACT

This proposal accords with National Outcomes 12 and 14 and especially the local outcome to minimise the global impact of transport within the Single Outcome Agreement 2009/10.

The pertinent policies within the Local Transport Strategy are as follows:

MAN CP1 ACC is committed to implementing a more comprehensive parking policy and charging regimes aimed at discouraging parking for non-priority users and providing an adequate supply of short stay parking to satisfy the needs of business, shoppers and visitors.

MAN CP2 ACC will undertake a review of parking policy, charges and systems. This will include reviewing charges with respect to both inflation and comparison with bus fares. On-street parking which reduces network capacity along major corridors will also be reviewed.

MAN CP5 ACC will continue to support and promote the national Blue Badge Scheme and will ensure an adequate supply of blue badge spaces is provided at the most convenient locations.

MAN CP6 ACC will continue to support and promote the local Green Badge Aberdeen Close Proximity Parking Scheme.

5. OTHER IMPLICATIONS

Fewer parking contraventions will contribute to safer roads, improved traffic flow and greater availability of spaces for legitimate parking, such as by resident permit holders.

Increased compliance with parking restrictions should free up city warden time to deal with additional relevant traffic, safety and environmental work. There is a risk that the numbers of representations and appeals may increase due to an increased penalty charge level. However, with an anticipated overall reduction in the number of penalty charge notices being issued, the net result should be additional time for debt recovery work by relevant staff.

6. REPORT

The current levels of penalty charges were set in accordance with guidance issued by Scottish Ministers in 2001, the objectives being to secure a high level of compliance and a self-financing parking enforcement system. Current charge levels applying in Aberdeen and the two new levels proposed by the Scottish Ministers are as follows:

	Paid within statutory 14 day period (50% discounted rate)	Paid thereafter but prior to service of notice to owner	Paid between service of notice to owner and service of charge certificate	Paid after service of charge certificate
Current	£30	£60	£60	£90
Proposed	£40	£80	£80	£120
Proposed	£50	£100	£100	£150

Scottish Ministers expect local authorities to introduce the lower of these two proposed levels. It is anticipated that traffic orders will not be required in order to increase the level of charges. In our consultation response we shall seek confirmation that the level may be increased by notification by means of a statutory notice and that there is no need to advertise for objections through a traffic order process.

Non-compliance

The current penalty charge level does not present a sufficient deterrent to non-compliance with parking restrictions.

Scottish Ministers last issued guidance on the level of charges in 2001. The levels of charges have not been amended in line with inflation and, had the £60 charge tracked inflation, it would now amount to approximately £75. The value of the charge as a deterrent is therefore diminishing.

Around 46,000 penalty charge notices were issued during 2009/10. This represents the number of contraventions dealt with by city wardens and not the actual number of contraventions committed which cannot be quantified.

The current cost of a resident's permit is up to £120. Most penalty charges are paid at the discounted rate of £30. Residents would need to be issued with a penalty charge notice 5 times in a year to make purchase of a permit a more financially attractive option. There has been a substantial reduction in residents' permits issued in 2009.

Increased Expenditure

The cost of delivering a parking enforcement service has increased each year since decriminalised parking was introduced in Aberdeen in 2003. The cost of employing each parking attendant has risen by 30% since then. To meet increased public demands for parking enforcement over wider geographic areas and during more extensive hours, we have had to increase the number of officers undertaking parking attendant duties through our city warden service. This involved an increase in 2009 from 40 to 74 officers enforcing parking restrictions. The cost of delivering our parking enforcement service in 2010/11 will be £2.9M.

Vehicle Removal etc

Powers to remove, store and dispose of vehicles illegally, obstructively or dangerously parked, or to immobilise vehicles illegally parked, are contained within legislation including the Road Traffic Act 1991 and the Road Traffic Regulation Act 1984 (both as modified by the Road Traffic (Permitted Parking Area and Special Parking Area) (Aberdeen City Council) Designation Order 2003), the Removal and Disposal of Vehicles Regulations 1986 and traffic orders. However these powers have not been used in Aberdeen in delivering our parking enforcement service. Use of the powers is desirable to reduce safety risks caused by dangerously-parked vehicles and to improve traffic flows affected by obstructive parking. It would also serve to deter persistent contraveners of parking restrictions. Use of the powers should also assist debt recovery by enabling officers to engage with vehicle owners with outstanding debts. The powers may also be used to deal with misuse of disabled badges where sufficient evidence of this misuse is available. Vehicles displaying a valid disabled badge parked obstructively or dangerously would be removed from the location to the nearest suitable location. In the present context (and leaving aside the cases of abandoned or broken down vehicles where removal powers do apply) only illegally, obstructively or dangerously parked vehicles can be removed.

The Council does not have suitable recovery vehicles to remove vehicles or readily available premises in which to store removed vehicles. It is proposed that these services are delivered by an external service provider selected through the appropriate procurement process. Removal services in Glasgow, Edinburgh, Dundee and Perth are contracted to external service providers. Their experience is that as the level of demand drops as the power to tow away starts to be used so it would be more appropriate to have an external provider to share risk.

Following committee approval officers will develop operating procedures in liaison with Grampian Police.

REPORT AUTHOR DETAILS

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7. BACKGROUND PAPERS

Decriminalised Parking Enforcement – Variation of level of penalty charge notices Consultation Paper available at www.scotland.gov.uk/consultations

Guidance on Decriminalised Parking Enforcement Outside London, Local Authority Circular 1/95, The Department of Transport

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