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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 30 August 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 **TUESDAY, 7 SEPTEMBER 2010 at 2.00 pm.**

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES

B U S I N E S S

1 Request for Deputation

(i) Dr Paul Arnell – this request relates to item 9.5 on the agenda

2 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 10 of this agenda be considered with the press and public excluded.

3 MINUTE, COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST

3.1 Minute of Previous Meeting of 31st May, 2010 (Pages 1 - 50)

3.2 Committee Business Statement (Pages 51 - 78)

3.3 Motions List (Pages 79 - 80)

4 **MOTIONS**

4.1 Motion by Councillor Graham

That the Committee considers the conversion of the existing zebra crossing facility on Provost Fraser Drive to a Puffin crossing. The funding for the conversion to come from the 2010/11 Non-Housing Road Safety and Traffic Calming budget or some other future budget.

5 **PERFORMANCE MANAGEMENT AND SERVICE ISSUES**

5.1 Performance Report (Pages 81 - 104)

6 **FINANCE**

6.1 Capital Budget Progress Report (Pages 105 - 118)

6.2 Revenue Budget Monitoring (Pages 119 - 128)

7 **ENTERPRISE**

7.1 Draft-Master International Trade Plan 2011-2012 (Pages 129 - 146)

7.2 Applications for Funding from the International Twinning Budget 2010/2011 (Pages 147 - 154)

7.3 Bi-Annual Sector Skills Need Audit (Pages 155 - 182)

8 **PLANNING**

8.1 City Centre Development Framework (Pages 183 - 242)

8.2 Resourcing a High Quality Planning System (Pages 243 - 254)

8.3 The KIMO International Conference and Annual General Meeting to be held in Lithuania 8-10 October 2010 (Pages 255 - 258)

9 INFRASTRUCTURE

PROPOSED TRAFFIC ORDERS COMING TO COMMITTEE FOR THE FIRST TIME

- 9.1 Various, Small Scale Traffic Management and Development Associated Proposals (New Works) (Pages 259 - 298)

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

- 9.2 Various Traffic Orders and Traffic Management Schemes - Summer 2010 (Pages 299 - 314)

OTHER INFRASTRUCTURE, TRANSPORTATION, ROADS AND PARKING ISSUES

- 9.3 Community Transport Scheme (Pages 315 - 320)
- 9.4 Aberdeen City Multi Operator Travelcard (Pages 321 - 324)
- 9.5 Osborne Place Culvert Structural Improvements (Pages 325 - 330)
- 9.6 Disabled Persons' Parking Places (Scotland) Act 2009 Implementation Update (Pages 331 - 352)
- 9.7 Strategic Public Transport (Pages 353 - 368)
- 9.8 Winter Maintenance 2010-2011 (Pages 369 - 372)
- Members please note that copies of the Winter Maintenance Service Plan are available in the Member's library.**
- 9.9 Grampian Radio Network - Tender for the Replacement of the Two Way Radio System (Pages 373 - 376)
- 9.10 Options for Relocation of Intelligent Transport Systems (Pages 377 - 384)

ITEM NOT FOR PUBLICATION

10 OTHER INFRASTRUCTURE, TRANSPORTATION, ROADS AND PARKING ISSUES

10.1 Glashieburn Flood Prevention Scheme - Tender Award (Pages 385 - 390)

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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ABERDEEN, 31 May, 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, Cormie, Crockett, Greig (from article 28 onwards), Jaffrey, Milne, Noble (as a substitute for Councillor Corall), Penny, Reynolds (as a substitute for Councillor Greig from article 1 to 27), Robertson and Kevin Stewart.

Councillor Graham was in attendance for article 6 only.

DETERMINATION OF EXEMPT ITEMS OF BUSINESS

1. Prior to considering the matters before the Committee, the Committee resolved, in terms of Section 50A(4) of the Local Government (Scotland) Act 1973, to exclude the press and public from the meeting for articles 26 and 27 only, so as to avoid disclosure of exempt information of the class described in the following paragraphs of Schedule 7(A) to the Act:- article 26 (paragraph 6 and 12); and article 27 (paragraphs 8 and 12).

REQUEST FOR DEPUTATION

2. The Committee had before it, in accordance with Standing Order 10(1), the following requests for deputation:-

- (1) RSCDS Aberdeen Branch – in relation to item 8.3 (New Car Parking Orders – Extended Operational Hours) (article 28 of this minute refers);
- (2) The Bridge Club – in relation to item 8.3 (New Car Parking Orders – Extended Operational Hours);
- (3) Aberdeen Performing Arts – in relation to item 8.3 (New Car Parking Orders – Extended Operational Hours);
- (4) Reverend Scott M. Rennie – in relation to item 8.3 (New Car Parking Orders – Extended Operational Hours);
- (5) Mr. Martin Wilson – in relation to item 8.4 (Old Aberdeen, Sunnybank, Tillydrone and Seaton) (On-Street Parking Places, Waiting Restrictions and Associated Traffic Management) (article 29 of this minute refers);
- (6) Old Aberdeen Community Council - in relation to item 8.4 (Old Aberdeen, Sunnybank, Tillydrone and Seaton) (On-Street Parking Places, Waiting Restrictions and Associated Traffic Management);

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- (7) Aberdeen University Students Association - in relation to item 8.4 (Old Aberdeen, Sunnybank, Tillydrone and Seaton) (On-Street Parking Places, Waiting Restrictions and Associated Traffic Management); and
- (8) Mr. Albert Craig - in relation to item 8.4 (Old Aberdeen, Sunnybank, Tillydrone and Seaton) (On-Street Parking Places, Waiting Restrictions and Associated Traffic Management).

The Committee also had before it a late request from the Northern Arts Bridge Club – in relation to item 8.3 (New Car Parking Orders – Extended Operational Hours). The Convener advised that this request had been submitted following the deadline of Standing Order 10(1), and recommended that the Committee suspend the Standing Order to hear the deputation.

The Committee resolved:-

- (i) to suspend Standing Order 10(1), and therefore to hear the late request for deputation from the Northern Arts Bridge Club; and
- (ii) to hear the remaining requests for deputation, along with the accompanying reports.

MINUTE OF PREVIOUS MEETING

3. The Committee had before it the minute of its previous meeting of 20 April, 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.

In relation to item 29, Mr. Mike Cheyne, Roads Manager, circulated the response received from the Minister of Transport, Infrastructure and Climate Change regarding the Committee's request that the Cycling, Walking and Safer Streets

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(CWSS) grant monies be unringfenced. The letter explained that as part of the concordat agreement between the Scottish Government and COSLA, the Scottish Government had agreed to relax ring-fencing on some funding streams allocated to local authorities. However, the funding for the delivery of CWSS projects remained ring-fenced. Any extension to the relaxation of ring-fencing would be subject to agreement with COSLA.

Additionally, the letter highlighted that the Council had received £117,000 from the £5 million allocated to Scotland for roads maintenance due to bad weather earlier in the year. On that basis, the Minister was unable to agree to the request.

The Committee resolved:-

- (i) to delete items 1 (University of Aberdeen – Old Aberdeen Campus – Informal Consultation on Controlled Parking Zone), 2 (The Aberdeen City Council (Various Roads in Aberdeen) (Area South) (Traffic Management) Order 2008), 3 (Golden Square, Aberdeen – Car Parking Arrangements), 8 (Achieving Our Potential : Tackling Poverty and Income Inequality in Aberdeen City), 19 (Glashieburn Flood Prevention Scheme), 20 (Furnishings Contract), subject to the matter being dealt with later on the agenda;
- (ii) to delete item 11 (Aberdeen City and Shire Economic Future Project Update);
- (iii) in relation to item 10 (Peacock Visual Arts Centre/Northern Light) to request officers to ensure that the report back on this item include full details of the implications of the Council's decision on the original proposal submitted by other parties as well as the current position with the other proposals;
- (iv) in relation to item 25 (Aberdeen Western Peripheral Route – Progress Report) to request officers to circulate a briefing note to all elected members regarding the legal challenges submitted to the AWPR and the implications of this;
- (v) in relation to item 29 (Capital Budget Progress Report) to:- (a) note the response from the Minister of Transport, Infrastructure and Climate Change; (b) approve the continued expenditure of the £30,000 from the Cycling Walking and Safer Streets (CWSS) proposed programmes; (c) to request officers to write to COSLA asking that the CWSS monies be unringfenced; and (d) to delete the item thereafter;
- (vi) to delete item 32 (Roads and Transport Related Budget Programmes); and
- (vii) to otherwise note the updates contained within the statement.

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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.

With regards motion 3 by Councillor Boulton that requested:-

“That a report be brought to the Enterprise, Planning and Infrastructure Committee on the number of potholes caused by poor road repairs carried out by utility companies. The report should outline the number of potholes created by poor repairs to the area dug up by utility companies, the cost to the Council and suggestions on how monies could be redeemed from the utility companies.”

The Committee had before it a tabled report by the Director of Enterprise, Planning and Infrastructure in response to this matter and to the Committee's request that a report on the process by which road repairs undertaken by third parties were inspected and monitored be submitted.

The report explained that during the winter period, the surface around covers for both Council and utility companies had suffered damage; the damaged surfaces around the utility companies' covers had been reported to them. An overview of the problem of surface damage was provided. Over the years, the Council had tried many different solutions to this problem; unfortunately none of the methods had been 100% successful.

With regards liability for the road repair, it was advised that at present utility companies had permanent liability for ironwork, as such they were required to maintain the ironwork and the immediate surrounding area. However, in terms of defective track work, it was advised that this area of work had two different time periods which were dependent on depth. Utility companies did not tend to repair potholes if a section of track was defective within the timescales then that section would be removed and reinstated, the liability period of 2 or 3 years would start again from this new repair date.

In order to carry out control of the works carried out by utility companies the service required staff to check on who was on the road, what work they were carrying out, and when the final reinstatement should be taking place. All of this information should be available through the Roadworks Register (symology), unfortunately because of deregulation, connection to properties could be carried out by independent contractors who did not always register the schemes. To try and improve inspection of utility operations and comply with the Transport (Scotland) Act 2005, a new structure had been developed, and approved by the Committee,

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and was currently awaiting for HR agreement of the grades for each position. Details of the current staffing position within this team were provided.

Finally, over the last two years the number of utility failures reported for the last two years were as follows:-

Defective Apparatus – 578 reported by ACC inspectors
Routine Inspection – 134 reported by ACC and public
Sample Inspection – 10 out of 547 tested
Coring - 18 out of 58 tested and 9 marginal of 58 tested
Total Failures = 749

In terms of performance, Aberdeen had recorded 31% coring failures and 16% for coring marginal, whilst the Scottish average for both was 34% and 9% respectively.

The Committee resolved:-

- (i) to note that separate reports on motions 2 (Councillor Adam – Condition of Pavement during Adverse Weather Conditions) and 4 (Councillor Young – Requirement for a Suitable Crossing or other means of assistance for the Residents of Clashieknowe Extra Care Housing) were to be considered later on today's agenda, and to delete both subject to the decision taken at that point; and
- (ii) in relation to motion 3 (Councillor Boulton – Potholes caused by Poor Road Repairs carried out by Utility Companies), to note the written report tabled by the Roads Manager, in this regard and to delete from the motions list.

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. Councillor Kevin Stewart declared an interest as Chair of Nestrans and also as a resident of the Middlefield area. None of the members involved considered it necessary to leave the meeting during the Committee's deliberation on the report before it.

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**MOTION BY COUNCILLOR GRAHAM – OPTION FOR THE HAUDAGAIN
ROUNABOUT**

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

“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; and that this Council also writes to NESTRANS and Aberdeenshire Council asking them to write to the Scottish Government in support of Aberdeen City Council.”

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

Thereafter the Committee heard from the Convener who advised that on the instruction of this Committee a letter was sent to the Minister for Transport, Infrastructure and Climate Change on 26 March 2010, regarding the Ministers' deliberations on improvements at the key trunk road Haudagain junction in Aberdeen. A letter of response from the Minister was received on 22 April, wherein he advised that now that the Aberdeen Western Peripheral Route Schemes and Orders had been approved by Parliament, consideration of the options against the planning and development background set out in your letter was being progressed by Transport Scotland prior to a decision being taken on a preferred option. He highlighted that he was aware that two of the options required the construction of a new link road through the Middlefield area and appreciated that there were sensitivities for the Council around the potential rehousing of local residents. He further highlighted that the Scottish Government should retain financial responsibility for the Haudagain roundabout until this work was complete. In light of the fact that a letter had recently been sent to the Minister regarding this matter, the Convener recommended that no further action be taken on this motion.

Councillor Graham, seconded by Councillor Adam, moved the terms of the motion.

As an amendment, the Convener, seconded by the Vice-Convener, moved:-
That no action be taken.

On a division, there voted:- for the motion (6) – Councillors Adam, Allan, Boulton, Cormie, Milne and Graham; for the amendment (10) – the Convener, the Vice-Convener; and Councillors Clark, Cormie, Jaffrey, Noble, Penny, Reynolds, Robertson and Kevin Stewart.

The Committee resolved:-

(i) to adopt the amendment; and

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- (ii) to request officers to circulate the letter recently sent to the Minister for Transport, Infrastructure and Climate Change on this matter, as well as the letter of response received to Councillor Graham.

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

7. With reference to article 18 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 20 April 2010, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information on the terms of the following motion submitted 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.”

By way of background the report advised that the matter raised in Councillor Young's motion, had been explored previously and at that time it was found that a pedestrian crossing could not be justified due to the small number of pedestrian crossings. However, 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 extra care home.

The findings of the study of vehicular and pedestrian movements, as well as pedestrian related accidents at a 220 metre length of road on Scotstown Road opposite the housing complex were provided. In summary, the study had concluded that the crossing point, in question, at Clashieknowe to the adjacent bus stop did not generate a large amount of pedestrian movement with only 20 pedestrians crossing during the course of the day and only four residents from the care home. In addition to this, roads officers had contacted the Housing Improvement Officer from the Housing and Environment Service to ascertain the current status of the care home and were advised that the Council was actively considering the future of the care home given its age and the current design of the building, however, there was no current timescale for a decision on its future.

In terms of the pedestrian crossing at the existing location of the school crossing patroller, it was advised that the majority of pedestrian movement crossing Scotstown Road were occurring further south at the point where the school crossing patroller was situated. As such, it was decided that the surveys be undertaken at this location also, however, it was appreciated that this route was

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much longer and the bus stop was some 300 metres away, compared with the 55 metres to the stop adjacent to the care home. The survey found that the volume of pedestrians at this location meant that the provision of a signalised puffin crossing could be justified to aid pedestrians at this location.

In conclusion, it was advised that given the low number of pedestrian movements at the original location identified by Councillor Young, it would be inappropriate to promote the installation of a controlled crossing at the particular location on Scotstown Road. However, the volume of pedestrians crossing was clearly far higher further to the south at the location of the School Crossing Patroller and, therefore it was proposed to install an appropriate crossing facility at this alternative location in the future once the appropriate funding was identified.

The Committee resolved:-

- (i) that no further action was required in relation to a pedestrian crossing from Clashieknowe care home to the nearby bus stop;
- (ii) to 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;
- (iii) to remove Councillor Young's motion from the outstanding motions list; and
- (iv) to otherwise note the content of the report.

PERFORMANCE, MONITORING AND TARGET SETTING, 2009/2010 – EPI/10/159

8. The Committee had before it an update by the Director of Enterprise, Planning and Infrastructure Service performance as at March, 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 31 March, 2010; and (4) a table providing additional information on the performance of road defect repairs.

In relation to the Service's performance figures for average sickness absence, the Committee heard from Mr. Brian Wright, Human Resources, who advised that the Section had undertaken a review of the Council's indicator for sickness absence reporting and that they were very confident of the accuracy of the new

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arrangements for sickness monitoring that would be rolled out very soon. The figures for sickness absence were to be included within the Performance Report submitted to the Committee at its next meeting on 7 September, 2010.

The Committee resolved:-

- (i) to note that the Service's performance figures for average sickness absence would be contained within the performance report submitted to the Committee at its meeting on 7 September, 2010; and
- (ii) to otherwise note the performance to date.

ENTERPRISE, PLANNING AND INFRASTRUCTURE DIRECTORATE BUSINESS PLAN 2010-2013 – EPI/10/163

9. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented, for approval, the Enterprise, Planning and Infrastructure Service Directorate Business Plan for 2010-2013.

The Enterprise, Planning and Infrastructure Directorate Business Plan, which covered a three year planning cycle from 2010 – 2013, identified factors which influenced service needs, development and delivery. It also set the priorities which the Directorate would undertake in order to achieve the Council's key strategic objectives which were reflective of the National Priorities set by the Scottish Government, the Concordat and the Single Outcome Agreement. The Plan would be subject to a quarterly review as well as an annual update.

The Business Plan, which was appended to the report, had three appendices comprising of: - (1) the Directorates Non-Housing Capital Expenditure; (2) the Directorates Efficiencies and Savings; and (3) the Directorates Risk Management Register.

The Committee resolved:-

- (i) to approve the Enterprise, Planning and Infrastructure Directorate Business Plan for 2010-2013; and
- (ii) to request that the Director of Enterprise, Planning and Infrastructure submit quarterly progress reports to the Committee as part of the Enterprise, Planning and Infrastructure Directorate Performance Reporting Framework.

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**ENTERPRISE, PLANNING AND INFRASTRUCTURE SENIOR MANAGEMENT
RESTRUCTURE PROPOSALS - EPI/10/154**

10. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented recommendations for the achievement of the Service's agreed 2010/2011 Revenue Budget Savings.

It was proposed that the Service's agreed savings be achieved through the creation of a revised structure for the Service and proposed responsibilities for Senior Management posts, as well as the continued restructure of the Service.

Throughout the development process for the proposed restructuring, staff had been consulted with and the feedback received from this process had been reflected in the proposals before members. Staff and their respective trade unions would continue to be kept informed of the process and developments moving forward.

With regard the specific restructuring proposals, it was highlighted that although currently reporting to the Director of Enterprise, Planning and Infrastructure, the post of Marischal College Programme Director was excluded from this process, and would remain unchanged. It was further highlighted that the proposed structure for the Asset Management and Operation Services differed 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, delegated authority to the Director in relation to the continued restructuring of the Directorate was sought. This authority would allow the Director to implement the changes necessary in a timely and efficient manner. Subject to approval of this authority it was proposed that the Director report back to the Committee following completion of the appointment process with the final structure and resulting savings.

The Enterprise, Planning and Infrastructure senior management restructure proposals were attached at appendix one to the report. The proposals detailed the proposed remit and responsibilities of manager posts within Planning and Sustainable Development, Asset Management and Operations, Support Services and Economic and Business Development. Posts proposed for disestablishment were also detailed.

The Committee resolved:-

- (i) to approve the proposals to establish the new structure for Senior Managers within Enterprise, Planning and Infrastructure, as detailed at Appendix 1 to

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- the report;
- (ii) to approve the disestablishment of the posts within Enterprise, Planning and Infrastructure, as shown at Appendix 1 to the report;
 - (iii) to acknowledge the arrangements to use the Council's job matching process to fill the posts outlined in the proposals and where vacancies remained to use the appropriate selection process and the redeployment and redundancy process if required;
 - (iv) to provide delegated authority to the Director of Enterprise, Planning and 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 and staff to enable the Directorate to deliver agreed 2010/11 budget savings; and
 - (v) to request that the Director of Enterprise, Planning and Infrastructure report back to the Committee with the complete final structure and savings at the Committee's meeting on 9 November, 2010.

ACHIEVING OUR POTENTIAL – TACKLING POVERTY AND INCOME INEQUALITY IN ABERDEEN CITY 2009-2012 - EPI/10/133

11. With reference to article 9 of the minute of the meeting of the Corporate Policy and Performance Committee of 10 September 2009, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an overview of the practical measures being adopted by the Service in supporting the Council's Anti-Poverty Strategy – "Achieving our Potential, Tackling Poverty and Income Inequality in Aberdeen City".

By way of background the report advised that there were currently 16,299 people on unemployment related benefits in the city. The benefits could be broken 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 areas of the City with the highest concentrations (over 600 people) were:-

Auchmill	794
Cummings Park	751
Mastrick	606
Seaton	713

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Springhill	617
St Machar	636
Torry	619
Tullos Hill	941
Woodside	822

Further statistical analysis of unemployed individuals within the city was detailed at appendix 1 to the report.

An overview of the activity being undertaken by the Service which makes a significance contribution to the draft Anti-Poverty Strategy were provided namely:- Aberdeen Works, Linking Opportunity and Need Team, the Future Jobs Fund, Union Square, Retail Rocks, Town Centre Regeneration Fund, Investing in Ideas, Living and Working in Aberdeen, Supplier Development Programme and North Territory Hub was provided.

The Committee resolved:-

to agree that the actions detailed in the report were the Service's contribution to the Council's Anti-Poverty Strategy "Achieving our Potential, Tackling Poverty and Income Inequality in Aberdeen City".

ABERDEEN AND GRAMPIAN CHAMBER OF COMMERCE BOARD - EPI/10/154

12. The Committee had before it a briefing note from the Aberdeen and Grampian Chamber of Commerce, which advised that the Aberdeen and Grampian Chamber of Commerce Board were to hold an election for a minimum of two vacancies to the Board. As such the Chamber wished to encourage all Members of their Council to consider nominating themselves to serve on the Board.

The Committee heard from the Director who advised that at present Councillor Yuill was a Member of the Chamber's Council, and therefore proposed that the Committee agree that Councillor Yuill be nominated, by the Council, for a position on the Aberdeen and Grampian Chamber of Commerce Board.

Thereafter, Councillor Boulton asked officers to provide an overview of the powers and role of the Aberdeen and Grampian Chamber of Commerce.

The Committee resolved:-

- (i) that Councillor Yuill be nominated by the Council, for a position on the Aberdeen and Grampian Chamber of Commerce Board;

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- (ii) to request officers to provide a briefing note on the role and remit of the Aberdeen and Grampian Chamber of Commerce to all members of the Committee; and
- (iii) to request the Aberdeen and Grampian Chamber of Commerce to provide a presentation on the service provided by them, to a future meeting of the Committee, when the level of business on the agenda permits sufficient time.

APPLICATIONS FOR FUNDING FROM THE INTERNATIONAL TWINNING BUDGET 2010/2011 - EPI/10/035

13. 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.

The report recommended:-

that the Committee:-

- (a) approve a grant of £1,600 to enable a small music group of up to four 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; and
- (b) approve a grant of £1150 for the invitation to three musicians from Stavanger to participate in Aberdeen's Highland Games festivities in June 2010, to mark the 20th anniversary of the twinning link.

The Committee resolved:-

to approve the recommendations.

VISITSCOTLAND FUNDING 2010/2011 – EPI/10/102

14. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an overview of the services provided by VisitScotland during 2009/2010 and outlined the proposed split of funding and services for 2010/11. The report also outlined proposals for the relocation of the Visitor Information Centre to Marischal College and sought 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.

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The overview of the services provided by VisitScotland in 2009/2010 was split into two parts, firstly focusing on leisure tourism and secondly, business tourism.

With regard leisure tourism, it was advised the funding relationship with VisitScotland continued to evolve with further refinement of the Minute of Agreement (MoA) and its content. This included improved clarity on core and project spend as well as allowing a more targeted and partnership approach to be taken, which engaged both industry and consumers. Higher regional profile in national campaigns and bespoke international marketing and PR projects had 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 had 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 was highlighted that some fundamental changes in the service provision may result from this relocation, all of which would be explored before final decisions are taken. VisitScotland continued to cover the deficit of the VIC operation in Aberdeen.

Turning to business tourism, it was advised that The Convention Bureau continued to promote the area as a conference destination. The Bureau had been successful in securing £9.5 million 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 were listed at appendix 3). This represented a slight decrease on the previous year, however this was to be expected due to the current economic climate. Finally, it was advised that a full review of destination promotion services would be undertaken in the next 6 months; this was with the intention of presenting the 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.

Appended to the report were:- (1) an overview of leisure tourism services provided during 2009/2010; (2) an outline of leisure tourism activity for 2010/2011; (3) an overview of the business tourism services provided during 2009/2010; and (4) an outline of the business plan for the Convention Bureau for 2010/2011.

The Committee resolved:-

- (i) to note the activity undertaken by VisitScotland during 2009/2010;
- (ii) to approve the overall funding of £380,000 (a reduction of 5%) to VisitScotland, and that the funding split be as follows:-

Aberdeen Convention Bureau	£213,750
VisitScotland Information Centre	£100,000

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Publications	£10,000
Website	£5,000
Direct Marketing Activity	£51,250*;

* funds for direct marketing activity would only be paid where suitable projects were identified. Projects might be undertaken directly by the Council.

- (iii) to instruct officers to progress with the relocation of the Visitor Information Centre to Marischal College; and
- (iv) to request officers to submit a report on the review of destination promotion services and on the establishment of a destination promotion unit for the city to the Committee at its meeting on 9 November, 2010.

OFFSHORE EUROPE (OE) 2009 AND 2011 - EPI/10/102

15. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined feedback from the Offshore Europe (OE) 2009 event and detailed the proposed direction for the Council's involvement in the Offshore Europe 2011 event.

Offshore Europe was the largest oil and gas conference and exhibition outside North America and was staged bi-annually in Aberdeen. The last four day OE event held in Aberdeen in 2009, attracted 49,000 delegates, up 20% on 2007 figures, and generated an estimated £27 million for the local economy. At the event 1500 exhibiting companies represented countries from around the world including 330 companies exhibiting for the first time. Further benefits of the event as well initiatives developed and comments received were highlighted.

Turning to the forthcoming event, which was to be held in Aberdeen at the Exhibition and Conference Centre from 6 – 8 September 2011, it was explained that a number of areas for review arose following OE09, including car parking, park and ride and city welcome. It was intended that these areas be addressed and developed prior to OE11 and for the benefit of the exhibition in the long term.

In terms of organising the event, it was proposed that the workload continue to be managed within the four well established work groups, each with its own core responsibilities but would increase the level of cross group communications and partnership working.

With regards financial implications, it was advised that Aberdeenshire Council would again be invited to contribute to the cost of staging the joint presence at the exhibition. Income from sponsors and companies who leased space on the stand

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would also offset the overall cost. The cost of the same prime position at Offshore Europe 2011 was £119,000. The exhibition organisers had indicated their desire to revisit the layout of the exhibition and maximise the floor space available on the site. Should exhibition halls change then both Councils would 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 was estimated at current market costs to total £130,000. The use of technology solutions and innovative use of lighting would be considered to enhance the stands position. In addition, costs would 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 were estimated to be in the region of £7,000. Again these monies had been identified within the existing Economic Promotion budget. As such, the total cost for Offshore Europe would be in the region of £300,000.

These costs would be offset by an estimated income of £110,000. However, it was highlighted that this income was dependent on whether cost to partners and stand companies were increased. Therefore, the overall cost to the Council could not be determined until the final stand design was approved.

The Committee resolved:-

- (i) to 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;
- (ii) to support the proposed direction for the promotion of Aberdeen City and Shire and Offshore Europe 2011; and
- (iii) to otherwise note the content of the report.

PROCUREMENT FOR SOCIAL ENTERPRISES AND COMMUNITY BENEFIT PROVISIONS – CG/10/110

16. With reference to article 20 of the minute of the meeting of the Housing and Environment Committee of 16 February 2010, the Committee had before it a report by the Director of Corporate Governance which provided a general background and explored options available to the Council in relation to the procurement of goods and services from Social Enterprises and also looked at the securing of community benefits via the procurement process.

Firstly, the report provided an overview of the legal and other issues which directly affected the Council's procurement procedures. It was advised that the Council's

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procurement procedures were governed by the Standing Orders relating to contracts and procurement, the financial regulations, and the Corporate Procurement Policy. However, it was highlighted that none of these documents precluded the procurement from Social Enterprises however, the law relating to procurement did not provide the Council with an unfettered discretion in terms of its procurement activity.

The key internal document governing procurement was the Council's Standing Orders (approved by Council in November, 2009 and came into force on 1 April 2010). These were up-to-date, complied with all relevant legislation, took account of the Council's internal structures and policies, and were fit for purpose and easy to follow. Most importantly, they complied with the regulations. In addition the Standing Orders provided real flexibility where a contract was under the European threshold and did not prescribe how Services must procure, so long as that process was fair and transparent.

In terms of regulations which governed regulated procurement in Scotland, it was advised that they set out the financial thresholds, procedures and timescales which must be adhered to by public bodies when tendering. They aimed to ensure that public bodies entered into contracts in a transparent and fair manner, that all potential tenderers were treated fairly and consistently and that one organisation was not favoured over any other. The transferring or purchasing of services by the Council must be done in compliance with both the regulations and with the Council's Standing Orders.

In particular, the report highlighted Regulation 7 of the regulations which covered procurements involving "supported businesses", "supported employment programmes" and "supported factories". A definition of each of these was provided within the report. Regulation 7 permitted the Council to restrict participation in the specific procurement which was covered by the main provisions of the regulations (in terms of the nature of what was being procured and the values) to supported businesses, supported employment programmes and supported factories. Only organisations of that type would be entitled to bid for that particular contract. It did not allow the Council to directly award a contract to a specific organisation. Instead, the procurement must follow the requirements of the regulation in terms of advertising and timescales, etc. Therefore, contracts could not be reserved for a specific organisation and all bids from supported businesses, supported employment programmes and supported factories submitted under the reserved contracts arrangements must be assessed in accordance with the regulations. In terms of the regulation, a contracting authority should award a public contract on the basis of the offer that either (a) was the most economically advantageous tender from the point of view of the contracting authority, or (b) offered the lowest price.

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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 requirement, and at the same time deliver best value. All of these factors must be assessed prior to commencing the procurement process.

Turning to the power to advance wellbeing, the report advised that Part 3 of the Local Government in Scotland Act 2003 gave the Council a discretionary power to do anything it considered was likely to promote or improve the wellbeing of its area and/or persons in it. However, it was highlighted that this power was not without restriction. Details of the restrictions were provided.

Finally, the report highlighted the possibility of using community benefit clauses to achieve wider benefits from its procurements. Community Benefits in this context are contractual requirements which delivered a wider social benefit in addition to the core purpose of a contract. In particular, they might focus on requirements in relation to targeted training and employment outcomes. They could be secured either through the procurement itself or through contractual conditions flowing from the procurement. Further details regarding the development of community benefit clauses and the regulatory requirements were outlined.

The Committee resolved:-

- (i) to note the legal and Standing Orders position regarding the procurement of goods, works and services from social enterprises;
- (ii) to note the legal and policy issues surrounding the implementation of community benefit clauses within the Council's procurements; and
- (iii) to instruct officers within Corporate Governance to continue to 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 be submitted to a future meeting of the Committee for approval.

**ABERDEEN LOCAL DEVELOPMENT – MAIN ISSUES REPORT
CONSULTATION RESPONSE - EPI/10/150**

17. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the comments received during the public consultation exercise carried out for the Main Issues Report of the new Aberdeen

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Local Development Plan and the response of the Development Plan Team to the issues raised.

Consultation on the Main Issues Report for the Emerging Aberdeen Local Development Plan was undertaken over an eight week period, during which just under 1,000 written submissions about the content of the document were received. Throughout the period, officers held evening community consultation events in different neighbourhoods of the city and also made presentations to groups such as the Youth Council and Civic Forums. The feedback from the meetings and the written responses received during the consultation period had now been reviewed by the Team and draft responses prepared for agreement to publish by the Committee.

A summary of the main changes officers were considering as a result of the consultation on the Main Issues Report was provided. The full consultation summary and responses to these issues were attached as appendices to the report. Thereafter, it was highlighted that the responses received and ongoing work on the site boundaries and policy direction would inform the preparation of the proposed Aberdeen Local Development Plan which would come before Council for approval later in the year.

Turning to the next stage in the process, it was advised that subject to Committee approval officers would publish the responses on the Council's website and write to everyone who had submitted comments informing them of this. Thereafter, the next step would be to seek approval of the Proposed Aberdeen Local Development Plan by the Council. At this point in time, it was officer's intention to take the Plan to the Council meeting on 18 August 2010. The Plan would then be published and put out for consultation. The minimum period for consultation was six weeks, but one of the changes to the planning system was the removal of the automatic right for objectors to provide additional information as part of the independent examination process – the Reporter might ask for additional information to be submitted but this was not guaranteed. This meant that people who object to anything in the Proposed Local Development Plan must ensure that their objection covered all the points they wish to be considered by the Reporter. Given this change officers had decided to allow a longer period of time for objections to be made. Additional information on how to object to the plan given the changes to the arrangements for independent examination of development plans would also be provided.

The Committee discussed the matter of Councillor responses to the Plan, during which Dr. Bochel, Head of Planning and Sustainable Development advised that all contributions from Councillors had been considered and that members should contact her directly to discuss whether they wished their comments to be included

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within the public consultation report.

The Committee resolved:-

- (i) to note the officer responses to the Aberdeen Local Development Plan Main Issues Report; and
- (ii) to agree to the publication of these responses in order to provide feedback to people who attended the consultation events or submitted written comments as part of the Main Issues Report public consultation.

CENTRAL TORRY PARKING MANAGEMENT MEASURES

18. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure providing an outline of a proposed parking management scheme in the main commercial area of Torry to encourage turnover of parking in Victoria Road and surrounding streets.

A study had been commissioned by the Retail Rocks! steering group to assess parking pressures in the area, and the scheme now being recommended had been developed in the light of this study.

There were ten specific options under consideration, all of which were being recommended for approval in principle. These ten options would create thirty two additional parking bays for short-stay parking during the daytime. However, implementation would depend on the outcome of the statutory process for the necessary traffic order. Apart from this, there were also proposals to amend the use of the off-street car park at Crombie Road to provide further short-term parking opportunities (which could be incorporated within the next off-street order).

The Committee resolved:-

to begin the statutory procedures and report back on objections.

FONTHILL ROAD / GREENFERN DRIVE (SERVICE ROAD) / GREENFERN ROAD / HARENESS CIRCLE / MALCOLM ROAD - CROMBIE CIRCLE - JOHNSTON GARDENS / MARGARET STREET / MARKET STREET / NEW PIER ROAD / QUARRY ROAD - CAIRNLEE CRESCENT NORTH / SCHOOLHILL / UPPER KIRKGATE / WILLOWPARK CRESCENT / WINDMILL BRAE / WOODEND CRESCENT / WHINHILL ROAD

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19. 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.

Waiting restrictions of different kinds were intended in each case except for Market Street, where a proposed prohibition of U-turns was being contemplated at the junction with the bus station. A one-way was being recommended for Hareness Circle, along with waiting restrictions. Windmill Brae and Whinhill Road would both have "POLICE" bays and regulatory "School Keep Clear" markings were planned at Woodend Crescent.

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.

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITY-WIDE) (TRAFFIC MANAGEMENT) ORDER 2010

20. The Committee had before it a report by the Director of Corporate Governance dealing with a single objection received after the statutory advertisement of the above-named traffic order, which provided for a range of traffic management measures in different parts of the city.

The objection (from Mr Alastair Stewart of 7 Bingham Crescent) related only to that road. The remaining double yellow lining at the location had already been reduced compared with an earlier proposal, and, in particular, the lines had been limited to the extent of the bend immediately west of the existing "School Keep Clear" markings.

Otherwise, though, the opportunity had been taken to add junction restrictions at the Bingham Road/Bingham Crescent junction, merely to reflect Highway Code guidance that no one should park within ten metres of a junction.

The intention was to deal with the worst of the parking issues during school hours. However, parking on the bend was not acceptable at any time since it presented the same hazard (in terms of forward visibility) regardless of time of day.

There might be similar bends on other residential streets in the city that did not have double yellow lines on them, but that was a historical observation. The broad emphasis here should again be on the Highway Code: drivers should exercise due

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care and not park on bends. It was natural to reflect this guidance in the provisions of a traffic order where attention had 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.

The Committee resolved:-

to overrule the objection and request the officials to have the order made and implemented as originally envisaged.

REPLACEMENT AND RENEWAL BUDGET PROGRAMMES - EPI/10/157

21. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented and sought approval of the proposed replacement and renewal programme for the approved capital budgets for 2010/2011.

The provisional programmes for 2010/2011 would 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 would be funded through the approved Capital budgets of the Council. A capital budget of £7.78m had been allocated to allow the continued replacement and renewal work to be progressed. This work was specifically aimed at increasing the expected useful life of the buildings on which work was to be carried out. The proposed provisional programme was contained in Appendix A, whilst the reserve list of projects, which might be brought forward if there was a shortfall from the primary list or if certain projects from the primary list could not be progressed, was contained at Appendix B (this list would 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 had been identified for minor works. These works were primarily related to health and safety, asbestos removal and Disability Discrimination Act projects. This list required to be flexible as works had to be carried out at short notice to address health and safety issues or to remove asbestos after it had been identified.

The Committee resolved:-

- (i) to approve the schemes listed in the appendices to the report, as the detailed proposals for expenditure within budget headings;
 - (ii) to instruct appropriate officials to implement the detailed programme;
 - (iii) to agree for officers to amend the programme in consultation with local members and the relevant services, should priorities change during the year;
- and

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- (iv) to grant approval to appropriate officers to award contracts on receipt of a valid tender submission, subject to necessary funding in the approved capital budget.

WINTER MAINTENANCE OPERATION 2009 – 2010

22. With reference to article 3 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 12 January, 2010, at which point the Committee considered an emergency motion by Councillor Adam regarding the winter maintenance operation, the Committee now had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an overview of the strategy that the road service operated throughout the city during the winter of 2009/2010 and provided details of the rationale for the routes covered and detailed the types of cover that would be provided.

Overnight winter operations had commenced on 14 November 2010, with early morning operations commencing on 23 November, with early morning treatments of the priority roads continuing through November up to mid December when winter started in earnest with the onset of snow on the 18 December. Thereafter, what followed was prolonged periods of snow, along with very low overnight temperatures causing major problems for the next ten weeks. March was milder allowing only officers to revert to early morning operations except for one major snow operation on the 30/31 March. Specific details of the operations carried out over the period from November 2009 to March 2010, as well as the staff winter rota and resources were provided. It was highlighted that throughout the winter period the priority routes, for the majority of the time, were kept clear and travel along these routes was unrestricted.

With regards footways, members were reminded that as part of budget savings in 2008-2009, it was agreed that footway operations be reduced, by reducing the size of the fleet by six footpath ploughs. 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 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.

It was highlighted that with over 1200km of footways, it was not feasible to have

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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. Details of factors impacting on the operation and effectiveness of the Kubota were provided. However, it was emphasised that 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. Details of the resources utilised throughout the period for this highly labour intensive operation were provided.

Thereafter, the report provided a detailed overview of the position over the winter with grit bins and salt and sand stocks. In terms of salt stocks, it was advised that a total of 25476 tonnes of salt were used during the winter period, approximately 70% more than in a standard winter.

Finally, the report provided an analysis of problems experienced throughout the winter operations.

Appended to the report were:- (1) Well Maintained Highways Code of Practice for Highway Maintenance Management Complementary Guidance; (2) Winter Maintenance Plan 2009-2010; and (3) Priority Definitions – Extract from the Winter Maintenance Plan.

The Committee resolved:-

- (i) to instruct officer to continue with the comparison of other similar urban authorities Winter Services both in terms of operation and cost;
- (ii) to note the recommendations of Section 13 of the Well Maintained Highways, and how Aberdeen City were already complying with the majority of these requirements;
- (iii) to incorporate, within the Winter Services Plan for 2010/2011, those recommendations contained in Section 13 of the Well Maintained Highways, not already in the Winter Maintenance Plan 2009/2010;
- (iv) to request officers to report back to the Committee at its meeting on 7 September 2010, with the updated Winter Services Plan;
- (v) to remove Councillor Adam’s motion from the outstanding motions list; and
- (vi) to otherwise note the contents of this report.

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ROADS AND TRANSPORT RELATED ADDITIONAL £2.5 MILLION CAPITAL BUDGET PROGRAMME – EPI/10/162

23. With reference to article 8 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 20 April 2010, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which brought together the proposed roads and transportation programme for the £2.5 million additional capital budget for 2010/2011.

The proposed split of the budget was as follows:-

Roads and Carriageways - £1,850,000
 Drainage - £250,000
 Footpaths - £200,000
 Lighting - £200,000
 Total - £2,500,000

The appendices to the report set out the proposed programme of works which would be funded through the approved additional Capital budget. The appendices were:- (1) the proposed street lighting programme; (2) the proposed additional capital footway programme 2010-2011; (3) the proposed capital works resurfacing programme 2010-2011; and (4) the proposed drainage operations.

The Committee resolved:-

- (i) to approve the schemes listed in the Appendices as the detailed proposals for expenditure within budget headings;
- (ii) to instruct appropriate officials to implement the detailed programme;
- (iii) to agree for officers to amend the programme in consultation with local members should priorities change during the year;
- (iv) 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; and
- (iv) that the remainder of the programme be submitted to the Committee on 7 September, 2010, by way of bulletin report.

ALBURY MANSIONS ROAD UN-ADOPTION - EPI/10/135

24. The Committee had a report before it by the Director of Enterprise, Planning and Infrastructure which advised of a request which had 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.

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Albury Mansions was a short cul-de-sac serving a development of 62 flatted properties and took direct access from the northern end of Albury Road within the Ferryhill residential area. The road was currently adopted and formed part of the controlled parking zone of the Ferryhill area. Private car parking areas at the end of the cul-de-sac served the development and due to the close proximity of the site to the commercial area of the city centre, indiscriminate parking by non-residents had impacted on the availability of residents' parking and the general environmental amenity enjoyed by the residents of Albury Mansions.

As such, 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. However, the erection of a gate within the adopted public road required that the road be removed from the list of adopted roads. The planning permission did not in its own right allow for a change of status of the cul-de-sac and could 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. The report explained that due to oversights residents had not been made aware of this, however highlighted that this omission did not remove or diminish the responsibility of the applicant to make the appropriate pre-application enquiries.

Residents and their factor had now been fully appraised of the position and what would be required of them if the road was to be un-adopted. Following this discussion the residents agreed that the preferred solution to the problem was for the access road to be un-adopted and removed from the list of public roads so that the residents might erect a gate at the original location in line with the first planning permission. In addition residents agreed to accept any consequential expense resulting from the un-adoption of this road as they would have to take over the responsibility of all future maintenance of the road and lighting. However, it was highlighted that two postal votes from residents against the un-adoption of the road were received.

Finally, it was advised that it was generally recommended that an access road serving more than three properties was adopted by the Council so that the interests of the residents were 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 was not adopted. Roads officers had concerns and reservations with regard to the un-adoption of the road as this would 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

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they would rather have the access road un-adopted and were prepared to take over the management and maintenance of the road along with the associated financial responsibilities.

The Committee resolved:-

- (i) to agree, in principle, that the access road leading to Albury Mansions from Albury Road be un-adopted by Aberdeen City Council and removed from the list of public roads; and
- (ii) to instruct officers to carry out the procedure in accordance with the Roads (Scotland) Act, and if no representations were received, to remove the road from the list of public roads without returning to Committee, however if representations were received a follow up report would be presented to the Committee for further consideration.

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, Councillor Kevin Stewart as Chair of Nestrans and a resident of the Middlefield area; 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.

AIR QUALITY ACTION PLAN UPDATE – H&E/010/40

25. The Committee had under consideration, upon a referral from the Housing and Environment Committee (article 21 of the minute of meeting of 13 April, 2010 refers), the decision of that Committee to approve the draft Air Quality Action Plan for public consultation and submission to the Scottish Government; and to instruct the Director of Housing and Environment to prepare a final Air Quality Action Plan for Committee consideration following the completion of the consultation; a report by the Director of Housing and Environment which presented the proposed. The reports which were before the Housing and Environment Committee and a draft of the relevant minuted articles had been circulated to the Enterprise, Planning and Infrastructure Committee, for information.

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The Committee resolved:-

to note the draft Air Quality Action Plan and its links between air quality, transport and planning.

In accordance with the decision recorded under article 1 of this minute, the following two items only (articles 26 and 27) were considered with the press and public excluded.

54 PARK ROAD, ABERDEEN – PROPOSED LEASE - EPI/10/146

26. The Committee had under consideration, upon a referral from the Finance and Resources Committee (article 6 of the minute of meeting of 11 May, 2010 refers), the decision of that Committee to agree the proposed Heads of Terms of Lease for a five year internal repairing lease of the three warehouse units within the complex at 54 Park Road, Aberdeen, be approved in principle, subject to subsequent discussion and approval by the Enterprise, Planning and Infrastructure Committee. The report which was before the Finance and Resources Committee was before the Committee for approval.

The report had annexed a plan of the site the subject of the report; provided certain background information relating to the units and the current arrangements employed by the Council to store the wheelie bins and salt; advised also of the circumstances surrounding the leases currently entered into, which necessitate the sourcing of alternative arrangements; and highlighted the revenue savings likely to be achieved should the report recommendations be approved. The provisional Heads of Terms of Lease in respect of the units at 54 Park Road were outlined within the report, which also indicated that the Head of Legal and Democratic Services considered these to be acceptable in principle, subject to any qualifications required to protect the Council's interests.

The Committee resolved:-

to agree the proposed Heads of Terms of Lease for a five year internal repairing lease of the three warehouse units within the complex at 54 Park Road, Aberdeen.

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GLASHIEBURN FLOOD PREVENTION SCHEME – EPI/10/156

27. With reference to article 20 of the minute of the meeting of the 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 informed of the work carried out to date to redesign the flood prevention scheme and that the estimated cost of constructing the redesigned scheme exceeds the approved scheme budget.

By way of background, the report provided an overview of the long standing flooding problem in Lochside Drive and of the design scheme installed to resolve this issue. It was advised that in 2006, the Council had employed a company to design and construct a flood prevention scheme for this area and that this was completed in November 2008. However, in September 2009, the scheme failed and the area was again flooded.

Following the flood in 2009, an investigation by Council engineers was undertaken and concluded that the flood prevention scheme was inadequate to deal with the volume of water in the Glashieburn on the morning of 04 September. The investigation also concluded that the scheme could not cope with the estimated 1 in 200 year storm event; the required standard in the design brief. Details of the failings of the scheme were outlined; in particular attention was focused on the limited capacity of the 900mm diameter culvert which ran from the new attenuation pond under the gardens of 28 to 38 Lochside Drive, discharging into the open burn east of Lochside Road. The culvert under the gardens lay almost flat and could not carry the volume of water discharged from the attenuation pond.

To give protection to the properties either the pond had to be considerably bigger or the culvert capacity has to be increased. The simplest and most effective solution would be to increase the culvert capacity. An additional 200m of 1200mm diameter culvert and connections to the existing system, was required. The provision of this auxiliary culvert would give the required discharge capacity to allow the attenuation pond to function without overflowing and to prevent flooding of Lochside Drive by surcharging of the 900mm culvert.

As such, the company responsible for the design of and the supervision of the construction of the scheme have redesigned the scheme in light of its failure to contain the floods of 2009. Their recommendations include the installation of a 1200mm diameter culvert as described in 6.2 above. The scheme differs from the earlier model in that the 900 mm diameter pipe which crosses Lochside Road was considered incapable of carrying the 1 in 200 year flood criteria and that a 1200 mm diameter pipe would need to be taken across the road discharging directly into the loch. Their estimated cost for the scheme including the above additional works

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is £275,000. Discussions were ongoing between the Council and the company, with a view to reducing the cost of the works to a minimum. A meeting had also been held with the residents of Lochside Drive and agreement in principal had been established to allow access to their gardens for the construction of the new culvert. Formal written agreements with the residents would now be progressed. It was also highlighted that in terms of the revised scheme approval from SEPA would be required to discharge the new storm overflow culvert into the loch and this is being progressed.

With regards financial implications for the Council, the report advised that a sum of £175,000 was included in the 2010/2011 capital budget for completion of the scheme. Although it was expected that some costs would be recovered from the company responsible for constructing the scheme, it was likely that these would comprise largely of payment in kind. Other costs were currently under discussion. Monies recovered from the company would be used to offset the rise in cost of the scheme but as these figures had not been agreed as yet and there was not currently a timescale on these monies it would be beneficial to have the total scheme costs available prior to tender. As such the Committee was requested to refer the report to the next meeting of the Finance and Resources Committee with a request for provisional gap funding of £100,000, to ensure that the scheme can be implemented at the earliest possible opportunity, provided the lowest competent tender was both within 10% of the pre-tender estimate and the approved scheme budget. The work would be awarded at the earliest opportunity thus limiting the exposure of affected properties to future flooding.

The Committee heard for Mr. Cheyne Roads Manager, who provided an update on the current negotiations and agreements made to date with regards financing of the new scheme.

The Committee resolved:-

- (i) to note that the company responsible for constructing the scheme, had redesigned the Glashieburn flood prevention scheme in light of its failure to contain the floods of 2009 and had recommended significant enhancements;
- (ii) to note that the enhancements recommended were estimated by the company responsible for constructing the scheme, to cost £275,000 to construct, significantly more than the approved capital budget for 2010/11 of £175,000;
- (iii) to note that council officers were working with the company responsible for constructing the scheme, to streamline the design and reduce the cost of the improvements to a minimum;
- (iv) to note that the construction industry in the north east was competitive at present and that tenders for this work could be less than estimated;
- (v) to instruct officers to proceed to tender at the earliest possible opportunity;

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- (vii) to refer the matter to the Finance and Resources Committee for consideration of the additional gap capital funding considered necessary at this stage to progress the scheme and to request that officers submit an updated report to that Committee detailing all negotiations and agreements made to date; and
- (viii) to authorise the Head of Asset Management and Operations to accept the lowest competent tender for the works, provided it was both within the approved scheme budget and within 10% of the pre-tender estimate.

DECLARATIONS OF INTEREST

Prior to considering the following item Councillors Adam and Milne declared an interest in the subject matter of the following article by virtue of being the Council's appointed representatives on the Aberdeen Performing Arts Board. None of the Councillors felt it necessary to withdraw from the meeting.

Also 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, Councillor Kevin Stewart as Chair of Nestrans and a resident of the Middlefield area; 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.

- (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 /

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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/ ESLEMONT AVENUE AREA – “PAY AND DISPLAY”) ORDER 2010**

28. The Committee had before it a report by the Director of Corporate Governance dealing with objections received after the statutory advertisement of the above-named traffic orders. The orders provided for new operational arrangements in the City Council's on and off-street car parking regimes.

The main thrust of the objections was to do with the social impact of on-street controls being applied until 8.00pm in the evening (instead of the current cut-off point at 6.00pm). There were also concerns about the new proposed off-street arrangements, where charging would apply not only until 8.00pm but also (by way of a new overnight flat rate of £1.50) from 8.00pm until 8.00am the next morning (but not on Sunday evenings overnight to Mondays). Furthermore, *only if this overnight charge had been paid* would the duration of a prior period paid for run through into the following day's charging hours.

The new orders would also allow housekeeping matters to be tidied up, reducing the extent to which the current regimes depended on amendments of amendments, etc.

Some objections were about the impact which extended evening operational hours would have on a range of leisure activities in the central part of the city. Quite a number of them were from Bridge players, many of whom were members of The Bridge Club in Rubislaw Terrace. Other players attended a different club in Bon Accord Terrace. However, there were also many objections from people with different evening leisure involvements which they also believed would be seriously affected by on and off-street parking charges applicable in the evenings (and overnight in off-street car parks).

Predictably, a number of objectors had criticised the proposals as mere revenue-generating plans intended to make money where no public interest or accountable strategy could possibly be served. The report observed that that did not appear to be a reasonable criticism given that for several years the Council had been criticised strongly by people who believed that they were obliged to pay for residential permits to park near their homes but got no benefit from those permits at the times when they experienced the most severe difficulties in parking (i.e. some residential streets filled up with non-residential parking *in the evenings*).

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A vivid example of this would be Dee Street, where there had been trenchant criticism that existing on-street controls did nothing to deter what was perceived to be intrusive parking by people heading for the Music Hall.

Nevertheless, one of the objections was from Mr. Duncan Hendry, Chief Executive of Aberdeen Performing Arts, who referred in particular to the Music Hall, His Majesty's Theatre and the Lemon Tree. Mr. Hendry made the point that the proposed changes could add £3.50 to the cost of (say) an evening concert at the Music Hall.

However, the Council had 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 made, might 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.

It could also be speculated that a relatively small parking charge was neither here nor there if one was already committed to attending a concert for which the tickets might cost £30 each, but that the situation was very different when the leisure activity was playing bridge or amateur music-making, and might take place several times a week. Here, the burden of parking charges took on a different connotation vis-à-vis an activity that was otherwise largely or essentially free of charge. One objection (from Queen's Cross Church) referred to Boys Brigade and Girl Guides activities. The point appeared to be not that parents could not 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 would have to pay parking charges to park while they were doing whatever it was they did.

However an air of scepticism might be appropriate if the case was pressed too strongly that someone motivated to pursue a civic involvement would simply recoil from that involvement if evening parking charges – which were by no means a particularly unusual symptom of city centre traffic management elsewhere – were introduced in Aberdeen for the first time. Here the report emphasised again the clear desire of many residents that there be evening controls to bring their residential permits into line with their expectation of them.

Local authorities necessarily implemented public policies in systematic ways. The caricature of “one size fits all” was easy to sketch but the Council's critics might revert to it if charged with the burden of managing public policy. However, having said that, there was undoubtedly something to be said for the case being made by The Bridge Club in Rubislaw Terrace.

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There were very few residents in Rubislaw Terrace and the best argument for the current policy did not really apply to that road unless one entered the domain of considering whether displacement from roads nearby would become an issue when extended evening operational hours kicked in there.

Although officers frequently reminded the Committee that the Council had previously regretted excising bits of controlled zones because of scepticism about displacement arguments, this concern did not appear to be distinctive in the present case.

The objectors from Rubislaw Terrace would aver that there was no imminent likelihood of displacement parking, and it was conceded that there was no existing evening pressure. In particular, the Bridge Club in Rubislaw Terrace believed that their street could be lifted out of the current legislation partly because, unlike other locations, the Council did not have to choose between competing interests there.

The roads officials were of the view that, if there were to be any relaxation in this case, 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 the Council's in-house terms of reference, this amounted 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.

Yet there was a significant counter-argument. Local authorities did not ordinarily do this kind of thing. Even if a small number of streets could be identified where there was no competing interest, and in respect of which the best arguments for evening charges did not apply, it had to be remembered 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 operational hours were being introduced but that some streets were being left out, and people would become very aware that one could head for those streets to avoid evening charges.

The possibility of attracting a new problem was therefore a serious concern. However, 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. Accordingly, the report acknowledged that there was 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. Queens Cross Church). This raised the question of whether the same arguments might apply in other areas. Some

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objectors would probably say that they did, but the report expressed doubt about this. One objector suggested that there would be no harm in retaining free evening parking in Upper Denburn, but, if evening/overnight charges were introduced in the Denburn off-street car park, a displacement effect at this location was inevitable.

Wherever else one looked, there were competing interests (residents who felt they get no benefit from their residential permits at the times when they experienced the most severe difficulties in parking) or else genuine fears about displacement. All in all, the Zone P sector looked like the one location where there was a *provisional* argument for relaxation. But it would be a calculated risk.

Moving onto an entirely separate topic, there had been objections from Golden Square, where the old arrangements operated by the British Legion were to be replaced by the incorporation within the Council's new off-street car parking order of the "inner circle" at the location. There was nothing particularly compelling about these objections. At least one of them referred extensively to supposed legal questions, and suggested that the Council was acting outwith its powers in incorporating the area in a traffic order, but these issues had in fact been resolved long ago, and there was nothing in the objections to cause the Council to hesitate to implement the off-street legislation with Golden Square included in it. Further commentary on the objections had been circulated as the appendix to the report. This narrative was in the authorship of the roads officials in Enterprise, Planning and Infrastructure, and added a wide range of observations on points of detail.

As agreed at the beginning of the meeting (see article 1 above), the Committee then went on to hear five deputations from objectors seeking to amplify their concerns about the new arrangements. The first of these was on behalf of the Aberdeen branch of the Royal Scottish Country Dance Society, for whom Ms. Jean Martin expressed the view that the society shared with the Council the broad strategic aims of "fun, fitness and friendship", and regretted that the Council, having first of all impeded the society's activities by withdrawing evening lets at Council schools, was now compounding the problem by introducing evening parking charges that would deter existing members and make it more difficult to attract new ones. At the moment, the society used the Boys Brigade halls in Crimond Place, and new parking charges in and around that location would become by far and away the most expensive aspect of its activities. Also, having acknowledged the on-street strategic objective of releasing kerbside space in the evenings for the benefit of residents who were complaining that they got little good from their increasingly expensive residential permits, Ms. Martin asked what comparable strategic objective could be at stake vis-à-vis the new arrangements in off-street locations.

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The Committee then heard from Gilbert Reid, Chris Blunt and John Craig of the Bridge Club in Rubislaw Terrace, which had been in existence at that location since 1933 and had 284 members, roughly half of whom were old age pensioners. On the other hand, though, there was a unique and thriving school section involving 80 schoolchildren, and a significant number of members who came to play from outwith the city.

Car sharing already happened, and was probably already at an optimum. Notwithstanding the younger element, the club had many elderly members who did not feel comfortable about using public transport late at night. An evening session began at 6.30 for 7.00 and might well finish close to 11.00. Members might play

as often as four times a week, and, on each occasion, they would have to pay £3.90 to park on an empty street.

Mr. Duncan Hendry, the Chief Executive of Aberdeen Performing Arts, then explained to the Committee that, in respect of the major venues he represented (the Music Hall, HM Theatre and the Lemon Tree) 40% of the audiences came from outside the city. Car use was an essential means of reaching those venues not only for those travelling greater distances but also for people within the city concerned about a sense of vulnerability late at night on Union Street, or in off-street car parks. In relation to the observations in the report that parking charges might seem negligible if someone was already committed to attending a concert at a cost of £30, Mr. Hendry offered the counter-example that a season's subscription to one of the Scottish orchestras - the BBC Scottish Symphony Orchestra, the Royal Scottish National Orchestra and the Scottish Chamber Orchestra - could work out at little more than £7 a concert for an OAP, and implied that the commitment of this audience was not such that it would transcend the deterrent effect of parking charges adding around 50% to the cost of subscriptions at concessionary prices.

The Reverend Scott Rennie of Queens Cross Church then endorsed the suggestion in the report that consideration be given to the possibility of dropping the Zone P sector from the relevant order, explaining the very high level of evening activity at Queens Cross (every night of the week, with four or even six events each evening).

Finally, Margaret Alexander and George Gordon, representing the Northern Arts Bridge Club in Bon Accord Square, echoed much of what had been said by the Bridge Club in Rubislaw Terrace. The Northern Arts Bridge Club had existed since 1903. The organisation had started (as its name suggested) as an arts society, but, in time, Bridge had taken over. The membership was largely composed of elderly people, and so there were concerns similar to those expressed by Messrs.

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Reid, Blunt and Craig about using public transport relatively late in the evening. Again, many members played four times a week. Again, this was from around 6.30pm until 10.30pm or 11.00pm.

Having heard the deputations, Councillor Jennifer Stewart spoke (as a local member) about her concern over the proposals for Rubislaw Terrace and Queens Terrace, and asked the Committee to consider closely the possibility that these two streets be excised from the new legislation, and the position kept under review.

A full debate then ensued, in the course of which the point was made that, were Zone P to be excised from this traffic order, residents in Albert Terrace would be extremely critical of the relaxation, being sceptical about the suggestion in the report that a displacement effect in that zone might not have the immediate impact familiar from other parts of the city.

The Convener, seconded by the Vice-Convener, then moved that the objections be overruled and the orders made and implemented as originally envisaged - including the retention of the Zone P sector - but that, in response to a point raised by the Northern Arts Bridge Club, the one hour maximum periods of stay in the most inward central areas be altered to periods of two hours, but only after 6pm.

As an amendment, Councillor Boulton, seconded by Councillor Adam, moved that the orders be made and implemented with the Zone P sector excised and the new off-street overnight flat rate reduced to £1 (instead of £1.50), and also that the Committee receive a report back on how the extended evening hours might (in the future) be relaxed or relinquished in streets able to be characterised as less residential in their nature.

On a division there voted:- for the motion (10) – the Convener; the Vice-Convener; and Councillors Clark, Noble, Cormie, Greig, Jaffrey, Penny, Robertson and Kevin Stewart; for the amendment (5) – Councillors Adam, Allan, Boulton, Crockett and Milne.

The Committee resolved:-

to adopt the motion, and also to affirm Councillor Kevin Stewart's view that, in conjunction with NESTRANS, the Council needed to begin moving towards a modernised parking strategy to take account of the shifting strategic landscape which the preceding discussions had brought into view.

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THE ABERDEEN CITY COUNCIL (OLD ABERDEEN, SUNNYBANK, TILLYDRONE AND SEATON) (ON-STREET PARKING PLACES, WAITING RESTRICTIONS AND ASSOCIATED TRAFFIC MANAGEMENT) ORDER 2010

29. The Committee had before it a report by the Director of Corporate Governance dealing 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 was building a new library to replace the existing Queen Mother Library.

The University was providing £600,000 to the Council to fund the implementation of this zone. The *estimated* cost of the implementation plan now stood 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 were grounds for caution about whether that estimate would hold true. It was based on current market forces, and on the tender return for the recent Zone X order.

The tender for that order had been much lower than expected, but not too much reliance should be placed on that. Another factor that would affect the final cost of the Old Aberdeen zone was 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 had unknown factors that could only be identified once work commenced on site.

The report went into all of this because of the known 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. However, under present circumstances, there was simply no funding available to subsidise cheaper (or free) permits.

The University funding had never been contemplated as a means of subsidising or eliminating permit charges in any respect. A somewhat extended honeymoon period for the Foresterhill area had ended a year ago, although a similar period continued at Garthdee. The scale and impact of the Foresterhill and Garthdee developments had been much larger, with a completely new campus having been established at Garthdee. The sense of completely new presences causing completely new impacts had been much more vivid in both cases.

Also, the Robert Gordon University had *never* directly subsidised the arrangements in Garthdee, in the sense of replacing the supposed revenue which permit charges would otherwise have generated. RGU *had* subsidised the administration of the zone in a much broader way - not least by funding an extra post of parking attendant - and, because of this very satisfactory agreement, the will had

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presumably existed at the time to relinquish whatever revenue might have accrued as a result of imposing permit charges, charges which, had they been introduced after all, would have been much lower back in 2003, and would have generated much lower income.

In any case, although there was an immediate appeal in the idea of a honeymoon period to ease in charges more gently, such a course of action only postponed the fateful day when the standard charging levels had to be reverted to. Also, people tended to resent the good fortune of others – in most controlled zones in the city, the option of a honeymoon period had never been available.

Furthermore, it could be argued with some conviction that a period during which permits were absolutely free would simply encourage some people to take up the option of non-car-specific permits to sell to non-residents.

And, finally, although it was a well-established principle that traffic orders could be made without re-advertisement if they were 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 the area might well take the view that the order had actually been fairer in its original form. Again, though, as things stood, the funding to subsidise cheaper (or free) permits was simply not there.

Moving on from this particular issue, the report then offered broad observations on the content of the usual informal meeting with statutory objectors. The first and the second appendices presented nine specific recommended adjustments to ameliorate various situations in the light of those discussions. The third appendix was in the authorship of the roads officials, and offered technical commentary on all distinctive themes to be found in the objections.

Straight from the outset, the informal meetings had yielded one recurring opinion; namely, if the zone could be larger than it was at the moment, have 24-hour application, and offer free residential permits, there would be little resistance to it.

Of course this was a broad-brush remark. Some criticism would remain about the limitation of two permits (only one of which could be non-car-specific) per household. For the avoidance of doubt, the permit charges of £80 for the first permit and £120 for the second one were indeed charges for “firstness” and “secondness”; that is to say, the higher charge was *not* for the flexibility of a non-car-specific option but simply for the taking out of a second permit. Someone who wanted to hold only a single permit could go straight for the flexible one at £80.

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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 – had emphasised that for some residents in this area the most intense parking difficulties occurred in the evenings - when the new zone would not apply. For these residents, the criticism was that they felt they needed to buy parking permits to see them through the exigencies of daytime parking requirements, but that, for the considerable expenditure at stake, they would receive no help in respect of their most pressing difficulties.

However there were other residents who said they had no evening problem *and thought they could cope with the daytime one*, and so saw evening controls as the only factor that would force them into buying permits.

This conveyed the complexity of such schemes, and the difficulties encountered by elected members and officials in trying to judge what the best public policy might look like in a situation where local people might quite understandably want completely different things.

However, moving to 24 hour operation would entail the complete readvertisement of the zone and a re-examination of the costs attendant upon it. Accordingly, the 24 hour suggestion was intellectually respectable but altogether messier than its proponents might appreciate.

Inevitably, a common riposte was that the difficulty of 24 hour application disappeared if the context were to be that of free permits.

The new library would be very attractive and the University of Aberdeen held out hope that it would be of considerable appeal to people other than students and teaching staff. As had been discussed on a number of occasions during informal talks with objectors, the existing Queen Mother Library was by no means full of academic texts and journals – although few people outside the academic community were aware of this.

In fact, the building had a wide selection of literature that would be of interest to any bookish person or keen library-user. The appeal of the new library was likely to extend well beyond academic circles – especially given that it would be an attractive new building with a coffee shop, etc. – and so some of the parking intrusion in the area might eventually be caused by “literary tourism” from other parts of the city.

The report then went on to discuss a range of other issues raised by objectors. Some had 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

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3 hours) might actually be quite attractive to some students in some situations. In particular, £1.50 for 2 hours covered a lecture and a cup of coffee. The charge might not be a deterrent if the cup of coffee was likely to be more expensive.

The point was a serious one, but there are two reasons to imagine that this effect would not actually occur. First of all, if students found the parking options acceptable (or even attractive) in themselves, they would still need to have some expectation that the spaces in question would actually be available, and that seemed unlikely. Also, the Students Association had come in for one of the informal meetings, and, in the course of that, the representatives of the Association had expressed doubt that there would be many students who would see the new parking options as an opportunity rather than a deterrent. Nevertheless, the Association representatives were of the view that certain areas of pay and display parking might be altered to provide for parking over a six-hour period rather than the advertised three.

On a different theme altogether, there had been talks with teachers from Sunnybank Primary School who had expressed concern that the significant recent expansion and development of the school had been such that the teachers merited special consideration.

The Council had heard of this kind of thing in the past, and had 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. However, the officials remained open-minded about special cases (reference was made to an example in the George Street controlled parking area) as long as the distinctiveness of the case was easy to adduce.

On the other hand, the suggestion that the high incidence of vulnerable people (Tillydrone was a deprivation area and there were 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 was one which the Council had declined to explore when similar arguments were advanced at the time of introducing permit charges for the first time in the Foresterhill zone.

A limited number of special permits were already in circulation for the likes of midwives and district nurses. Carers (by which term should be understood voluntary care) did *not* have access to parking permits, but exploration of this issue a few years ago had 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.

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A different theme altogether emerged – understandably – in respect of the conservation area status of this particularly attractive part of the city, and it was important to say that the roads officials had worked hard to keep street clutter to an absolute minimum. Also, where yellow lines were necessary, they would be both thinner and paler than ordinarily seen (this was a statutory possibility) and pay and display machines would be situated at a minimum level, determined only by the need to be sure that penalty charge notices could not be resisted by complaints that there had been no machine immediately obvious at the location in question.

Moving on to something which had arisen at a number of the meetings, it was of course being said by many objectors that the University was 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 was 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 needed to remember that all the cars in them had to get to them and then get away from them. That is to say, cars using such a facility would 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*.

Finally on this theme, there was the well-known notion that new roads and car parks filled up quickly by releasing latent desire to travel by car, desire that might have been dormant up to that point. Whatever differing views there might be on this, a major off-street facility was not a green solution.

The commentary prepared by the roads officials touched on all these matters, and picked up on smaller-scale points of detail which objectors had raised. Again, nine specific (minor) adjustments were shown on the plans comprising the *second* appendix, and were listed in the first. Putting all of that together with the broader observations of the Director of Corporate Governance, the question arose: was the case made for the implementation of this zone, or had the objectors demonstrated that it would be in the public interest to abandon, alter or defer the proposals?

The University had confirmed that it would not resist any proposal to delay the implementation of the controlled parking area until the new library came outstream, if this were to be a sympathetic response to the concern of local people. Unfortunately, the idea was difficult to recommend. There was a time bar vis-à-vis the traffic order which meant that it had to be operational within two years of its statutory advertisement, and the report suggested that the order would have to be made before the library was operational.

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It was hardly good practice to implement an order more than a year after the public debate on it. Clearly, completely new prospective objectors could appear onstage in the intervening period, and might be aggrieved that the consultation opportunity had come so long ago. Although the opportunity for deferred implementation did exist, it was likely to be construed critically by some people even if welcomed by others.

In particular, as had already been emphasised, there were some streets in the zone where residents wanted 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 was also the possibility of increased costs emerging since contractors' prices had a tendency to rise year-on-year.

The report observed in passing at this point that mention of residential desire for parking controls in the above-named streets compelled a reference to the petition received from STAR – Seaton Taking Action for Regeneration – which had expressed opposition to the entire idea of a zone, and had featured a significant number of signatories from School Drive and School Avenue. However, in the course of the informal meeting with STAR, it had been acknowledged that those signatories almost certainly continued to support the controlled parking area, and opposed only the permit charges.

Indeed, any recommendation that the order be made and implemented was bound to be tempered by awareness that there was 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 was growing in line with its aspirations but (so objectors might say) failing to take seriously the aspirations of its residential neighbours in surrounding streets.

In particular, some objectors had suggested that, when the planning process had been conducted, and the new zone made a condition of planning permission, the scale of local feeling about *parking* issues in particular had not been canvassed or rehearsed, and that the “solution” of a controlled parking zone had been allowed to pass without substantive public input. That input was now forthcoming, but some objectors thought that resistance had been left marooned with the right arguments at the wrong time.

All of that was understandable, although some of it depended on the notion that planning permission should have been conditional upon an entirely different solution to parking and traffic problems. This, however, did not have to be a telling

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hypothesis. The planning process in this case had been conducted completely correctly and properly, and, as was entirely familiar, one of the conditions had been the promotion of a controlled parking area which now looked to represent good public policy in a situation where other solutions were thinkable but not realistic. Accordingly, the Director of Corporate Governance was suggesting that the implementation of the zone (except for the adjustments outlined in the first and second appendices) was objectively accountable.

As agreed at the beginning of the meeting (see article 1 above) the Committee then went on to hear three deputations from objectors seeking to amplify their views. The first to speak was Mr Martin Wilson, who was a trenchant critic of the way in which the traffic order process had been fairly transparent but had rested on a given; namely, that a controlled parking zone was the right solution to parking problems being caused by the University's development of a new library. By comparison, Mr Wilson believed that the planning process had not been transparent, and that other possibilities had been conceded in private transactions to which the public had had no input (this was the line of criticism referred to in the report where the Director of Corporate Governance had observed that some objectors believed that resistance had been left marooned with the right arguments at the wrong time).

Mr Wilson also expressed the view that, if the University was providing £600,000 to fund the implementation of the zone, the dictionary definition of the word "implementation" surely embraced its running costs as well as the initial stage of merely setting it up. However, during subsequent questions to officials, Mr David Wemyss (Senior Committee Services Officer – Roads Legislation) offered the opinion that the most important way of judging the meaning of an agreement was to look for the shared understanding of those who were party to it, and that there was no doubt that, in relation to this particular agreement between the University and the Council, neither party had envisaged that it covered future running costs.

The Committee then heard from Ms Christine Burgess of Old Aberdeen Community Council, who repeated the Community Council's feeling that 24-hour application, or perhaps application from 8.00am to 10.00pm, would be desirable, as would delayed implementation, subsequent review, and residential involvement in that review. Ms Burgess also suggested that the traffic order process had been transparent but that the planning one had not, although, again, during subsequent questions to the officials, it was emphasised that the planning process was closed and could not be reopened here.

At that juncture, the officials confirmed that the question of chicanes at College Bounds would be made the subject of a separate report in the future and that Ms. Burgess would receive an explanatory letter from the Head of Planning and

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Sustainable Development on the nature of the planning process.

The third and final deputation was in the name of Aberdeen University Students' Association, who were represented by Mr Robin Parker and Mr Sandy McKinnon. Mr Parker began by saying that the Association believed that the need for the zone had been overstated, and that public transport arrangements could deal with the problems if the will was there to pursue that solution. Those students who did use cars to come to the campus generally came from some distance, often outwith the city, and were sometimes non-typical (mature students, etc). He believed the University was more interested in easing parking arrangements for staff than for students, and wanted to see students treated more sensitively than being dismissed as mere "commuters". He also thought that delaying the implementation of the order would be desirable, and that consideration should be given to the possibility of student permits for the University areas. Proposed adjustments at Tillydrone Avenue and Bedford Avenue (outlined in the second and third appendices) were however welcomed. Finally, Mr Parker suggested that the Committee might wish to write to the University to remind it of its obligations to students as well as staff, bearing in mind the contribution of students to the vibrancy, culture and economic wellbeing of the city.

The Committee resolved:-

that the objections be overruled (where not cured by adjustment) and that the traffic order be made as originally envisaged, but that it be implemented not earlier than six months from the present time. Furthermore it was noted that, if the University were of a mind to continue to discuss possibilities for ameliorating the initial impact of the permit charges, any positive outcome could be reported back within that period, and also that, arising from the concerns of Old Aberdeen Community Council and others, the Head of Planning and Sustainable Development would write to Ms. Christine Burgess, Chair of the Community Council, to explain the aspects of the planning process which had been criticised by the deputations.

GOLDEN SQUARE CAR PARK - EPI/10/160

30. With reference to article 56 of the minute of the meeting of 27 September 2009, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided 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 Golden Square.

Members were reminded that the Committee had previously approved the proposals and agreed that officers continue discussions with the ARBL on a range

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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.

Since that decision, officers had continued discussions with ARBL to ascertain various details around income levels, costs, allocation of donations and phasing of payments.

In terms of the phasing of payments to ARBL, officers had explored options for the as set out in the original report, based on a five year phased reduction and staying within the overall limits of 200,000 Euros. Appreciating that the exchange rate fluctuates at any time a preferred option based around an overall income level of £160,000/year has been set out to ARBL to meet these requirements. The preferred option for payments was 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 discussions representatives of ARBL had asked if it was possible to establish a level of payment beyond the five year period. It was believed they had conveyed similar requests to senior elected members. Given that it was unclear what the Council's financial position would be in 2015/2016, 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 was moving in at a national level and how this impacted on the available funding within the City should be clearer.

Subject to the Committee making a decision it was envisaged 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. While it would be desirable to have a legal agreement formed between both parties prior to the Council introducing its operations, it was not absolutely necessary. The contents of the

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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 were following the public pound e.g. details of where the monies provided had been used to ensure they were supporting local charities and ex-servicemen.

Appendix 1 to the report provided a briefing note provided by ARBL for members' information as to what the organization did and how it supported ex-servicemen and their families and other local charities.

The Committee resolved:-

- (i) to 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;
- (ii) that in year four officers should commence discussions with ARBL as to the future of funding arrangements as the position regarding public finances would be clearer at that time; and
- (iii) to instruct officers to conclude legal agreements to this effect and to establish the car park operations as soon as resources permitted.

PARKING ENFORCEMENT - EPI/10/164

31. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised that the Scottish Government was presently consulting on proposals to issue revised guidance to local authorities in Scotland on a variation to the level of parking penalty charges and sought support for these proposals, and sought authorisation to implement existing powers in relation to the removal and impounding of illegally parked vehicles and to appoint a contractor to deliver the service.

The current levels of penalty charges levied by the Council 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 applied in Aberdeen and the two new levels proposed by the Scottish Ministers were as follows:-

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	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 expected local authorities to introduce the lower of the two proposed levels. With regards implementation of the proposed increased charges, it was anticipated that traffic orders would not be required, however officers, by way of response to the current consultation, would seek confirmation that the level might be increased by notification by means of a statutory notice and that there was no requirement to advertise for objections through a traffic order process. Details of the current cost of delivering the Council's parking enforcement service were provided.

Turning to the powers of the Council to remove, store and dispose of vehicles illegally parked, it was advised that the Council had the power to implement such mechanisms, however these powers had not been used in Aberdeen in delivering its parking enforcement service. Use of the powers was 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 and should also assist debt recovery by enabling officers to engage with vehicle owners with outstanding debts.

At present the Council did not have suitable recovery vehicles to remove vehicles or readily available premises in which to store removed vehicles, therefore it was proposed that these services were delivered by an external service provider selected through the appropriate procurement process. Removal services in other cities were contracted to external service providers and their experience was that the level of demand dropped as the power to tow away started to be used; as such it would be more appropriate to have an external provider to share risk. Following committee approval officers would develop operating procedures in liaison with Grampian Police.

The report recommended:-

that the Committee:-

- (a) support the Scottish Government's 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

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- respond to the relevant Scottish Government consultation expressing such support for the reasons detailed in the report;
- (b) authorise in principle the setting of the £80 level of penalty charge should the Scottish Government implement its proposals following the conclusion of their consultation, on the proviso that this level could be set without the requirement for a traffic order consultative process, and to refer this matter solely to the Finance and Resources Committee for approval;
 - (c) authorise the Head of Asset Management and Operations to arrange for implementation of existing powers in relation to the (a) removal, storage and disposal of illegally-parked vehicles where such vehicles were obstructively or dangerously parked or were apparently being used by persons whose parking had persistently resulted in the issue of penalty charge notices, and (b) immobilisation of illegally-parked vehicles where such vehicles were apparently being used by persons whose parking had persistently resulted in the issue of penalty charge notices;
 - (d) authorise the Head of Asset Management and Operations to arrange for the taking of all other action which might be necessary or desirable in implementation of recommendation (iii) above; and
 - (e) instruct 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 (iii) above.

The Convener, seconded by the Vice-Convener, moved that the recommendations be approved.

As an amendment, Councillor Crockett, seconded by Councillor Adam, moved:-

That recommendations (a), (c), (d) and (e) be approved, and that having noted the present consultation by the Scottish Government, that this Council take no action on any opportunity to increase the current level of the penalty charge until the collection rates of such charges had improved.

On a division, there voted:- for the motion (12) – the Convener, the Vice-Convener; and Councillors Boulton, Clark, Cormie, Greig, Jaffrey, Milne, Noble, Penny, Robertson and Kevin Stewart; for the amendment (3) – Councillors Adam, Allan, and Crockett.

The Committee resolved:-

to adopt the motion.

- **COUNCILLOR DEAN, Convener.**

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COMMITTEE BUSINESS

7 September, 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 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
2.	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. We are therefore taking a period to</p>	Economic/ Business Development Project Director	04.12.07	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>
			<p>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 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> <p>A report will be submitted to the Committee at its meeting on 9 November 2010.</p>			
3.	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</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 Street has already been out to public advert and officers are currently still dealing with a number of objections. These objections will</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>
		statutory advertisement if there were no significant preliminary responses, and thereafter to report back.	<p>be presented to the committee at its meeting on 7 September 2010. The remaining schemes are due to go out to public advert between 14th July and 11th August and will be presented to the committee at its meeting on 7 September 2010. However this will be dependant on the level of objections received.</p> <p>Reports are on the agenda.</p> <p>Recommended for removal.</p>			
4.	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</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</p>	<p>Head of Legal and Democratic Services</p> <p>Head of Asset Management and Operations</p>	07.09.10	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>obligations, and exploring lines of enquiry that could ameliorate some of the worst difficulties now being confronted.</p>	<p>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 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> <p>➤ It is still to be clarified what road markings & signage are required for the DPPPA (it is</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>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.</p> <p>➤ Mandatory disabled parking spaces can provided without the need for a Traffic Regulation Order (TRO) or the associated regulatory 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> <p>(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;</p> <p>(ii) to request officers to develop a policy with respect to the proportion of</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>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</p> <p>(iii) 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.</p> <p>A report is on the agenda covering items (ii) and (iii) above.</p> <p>Recommended removal of items (ii) and (iii).</p>			
5.	Enterprise, Planning and Infrastructure Committee 27.10.09 article 11	<p><u>Schoolhill Area – Wellington Road – Holburn Street – Arran Avenue</u></p> <p>The Committee resolved to request officers to carry out preliminary statutory consultation on legislation</p>	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	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>
		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>advert over the summer. It is anticipated that the final report will return to committee in September 2010.</p> <p>These schemes are still progressing through the required legal process for the Traffic Regulation Order. Officers have completed the initial Statutory stage and they are due to go out to public advert between 14th July and 11th August and will be presented to the committee at its meeting on 7 September 2010. However this will be dependant on the level of objections received.</p> <p>A report is on the agenda.</p> <p>Recommended for removal.</p>			
6.	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</p>	Director of Enterprise, Planning & Infrastructure	05.02.09	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>
			<p>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> <p>At its meeting on 31 May 2010, the Committee requested officers to ensure that the report back on this matter included full details of the implications of Council's decision on the original proposals submitted by other parties as well as the current position with those other proposals.</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>
7.	Enterprise, Planning and Infrastructure Committee 26.11.09 article 15	<p><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></p> <p>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.</p>	<p>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.</p> <p>These schemes are still progressing through the required legal process for the Traffic Regulation Order. Officers have completed the initial Statutory stage and they are due to go out to public advert between 14th July and 11th August and will be presented to the committee at its meeting on 7 September 2010. However this will be dependant on the level of objections received.</p> <p>A report is on the agenda.</p> <p>Recommended for removal.</p>	Head of Legal and Democratic Services	20.04.10	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>
8.	Enterprise, Planning and Infrastructure Committee 26.11.09 article 17	<p><u>Strategic Transportation Projects</u></p> <p>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 Committee as soon as the detail of any financial implications had become known.</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> <p>An information bulletin report was submitted to the Committee at its meeting on 20 April 2010.</p> <p>A report is on the agenda.</p> <p>Recommended for removal.</p>	Head of Planning and Sustainable Development	Indicative Date 2011/2012	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>
9.	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>	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 2011/2012	Indicative Date 2011/2012
10	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	Head of Planning and Sustainable Development	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>
			<p>necessary. Provisional timescales have been indicated, for the reporting of next key decision stages. A development programme is being prepared for the various smaller scales elements of these projects in coordination with Berryden Corridor Improvements and it is anticipated that this programme will be reported to Committee on 9/11/10.</p>			
11	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>	<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.</p> <p>Further information still not received , meeting in Glasgow in September to take this forward, financing of this work is still awaited from the Scottish Government</p>	Head of Planning and Sustainable Development	Indicative Date 07.09.10	09.11.10
12	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 -</u></p>	<p>These schemes are still progressing through the required legal process for the Traffic Regulation Order. Officers have completed the initial Statutory stage and they are due to go out to public advert between 14th July</p>	Head of Legal and Democratic Services	20.04.10	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><u>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>	<p>and 11th August and will be presented to the committee at its meeting on 7 September 2010. However this will be dependant on the level of objections received.</p> <p>A report is on the agenda.</p> <p>Recommended for removal.</p>			
13	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 the Committee on this, with particular reference to the impact of Union Square on</p>	<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 November 2010.</p>	Head of Asset Management and Operations	31.05.10	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>
		<p>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>				
14	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>	At its meeting on 31 May 2010, the Committee resolved, amongst other things, to instruct officers within Corporate Governance to continue to 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 be submitted to a future meeting of the Committee for approval.	<p>Director of Housing and Environment</p> <p>Legal Manager (Policy and Advice)</p>	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>
15	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>	A meeting of the Project Steering Group is scheduled for September, thereafter a report will be submitted to the Committee in November.	Director of Enterprise, Planning and Infrastructure	31.05.10	09.11.10
16	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:-</p> <p>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</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 initial Statutory stage and they are due to go out to public advert between 14th July and 11th August and will</p>	Head of Asset Management and Operations	07.09.10	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>
		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.	be presented to the committee at its meeting on 7 September 2010. However this will be dependant on the level of objections received. A report is on the agenda. Recommended for removal.			
17	Enterprise, Planning and Infrastructure 23.02.10 article 25	<u>Community Transport Scheme</u> 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.	A report is on the agenda. Recommended for removal.	Head of Planning and Sustainable Development	07.09.10	07.09.10
18	Enterprise, Planning and Infrastructure 23.02.10 article 26	<u>Multi-operator and Through Tickets for Aberdeen City</u> The Committee resolved:- (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); (ii) to agree, in principle, to the	A meeting with operators took place in February 2010. 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	Head of Planning and Sustainable Development	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>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>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> <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>			

<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>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 submitted in September 2010.</p> <p>A report is on the agenda.</p> <p>Recommended for removal.</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>
19	Enterprise, Planning and Infrastructure 23.02.10 article 27	<p><u>Aberdeen Western Peripheral Route – Progress Report</u></p> <p>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.</p>		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	
20	Enterprise, Planning and Infrastructure 23.02.10 article 29	<p><u>Complimentary Uses of Existing and Future Park and Ride / Choose Sites</u></p> <p>The Committee resolved:-</p> <ul style="list-style-type: none"> (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 training' event at Kingswells Park and Ride Site in May 	A report on this matter will be submitted to the Committee at its meeting on 9 November 2010.	Head of Planning and Sustainable Development	07.09.10	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>
		2010 with feedback on this to be included within a future report to the Committee.				
21	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>	<p>A report is on the agenda.</p> <p>Recommended for removal.</p>	Head of Asset Management and Operations	07.09.10	07.09.10
22	Enterprise, Planning and Infrastructure 20.04.10 article 7	<p><u>2009/2010 Revenue Budget Monitoring</u></p> <p>The Committee resolved amongst other things 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>	<p>A report is on the agenda.</p> <p>Recommended for removal.</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>
23	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, to request that every effort be made to ensure that this plan be advanced as quickly as possible.</p>	These schemes are still progressing through the required legal process for the Traffic Regulation Order. Officers are currently working on the Initially Statutory stage and will progress the public advert over the autumn. 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>
24	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>	Scheme in progress of Statutory consultation and will require to be further reviewed prior to report to a future meeting.	Head of Asset Management and Operations	07.09.10	09.11.10
25	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 	<p>A report is on the agenda.</p> <p>New format will be used from November 2010.</p> <p>Recommended for removal.</p>	Director of Enterprise, Planning and Infrastructure	07.09.10	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>committee's remit;</p> <ul style="list-style-type: none"> • other Key Performance Indicators which the Service and / or the Committee deem necessary to manage performance; • 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. 				
26	Finance and Resources Committee 11.05.10 Article 38	<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>	A meeting is being held with the main contractor on 17th August 2010 to review overall performance on the contract. It would be useful to take the discussions at this meeting into account when drafting the Committee report. It is therefore proposed to submit the report to the 9th November 2010 E P&I Committee.	City Centre Manager	07.09.10	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>
27	Council 19.05.10 Article 14	<u>Aberdeen City Centre - Developing a Vision for the Future</u> The Council resolved, amongst other things, to agree that the final draft City Centre Development Framework be reported to the Enterprise, Planning and Infrastructure Committee for approval for public consultation as Supplementary Planning Guidance to the new Local Development Plan.	A report is on the agenda. Recommended for removal.	Director of Enterprise, Planning and Infrastructure	07.09.10	07.09.10
28	Enterprise, Planning and Infrastructure 31.05.10 article 9	<u>Enterprise, Planning and Infrastructure Directorate Business Plan 2010-2013</u> The Committee resolved, amongst other things, to request that the Director submit quarterly progress report to the Committee as part of the Directorate performance reporting framework.		Director of Enterprise, Planning and Infrastructure	09.11.10	
29	Enterprise, Planning and Infrastructure 31.05.10 article 10	<u>Enterprise, Planning and Infrastructure Senior Management Restructure Proposals</u> The Committee resolved, amongst other things, to request that the Director of Enterprise, Planning and Infrastructure report back to the Committee with the complete final structure and savings at the Committee's meeting on 9 November, 2010.		Director of Enterprise, Planning and Infrastructure	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>
30	Enterprise, Planning and Infrastructure 31.05.10 article 12	<u>Aberdeen and Grampian Chamber of Commerce Board</u> The Committee resolved, amongst other things, to request the Aberdeen and Grampian Chamber of Commerce to provide a presentation to a future meeting of the Committee, when the level of business on the agenda permits sufficient time.		Economic/ Business Development Project Director	09.11.10	
31	Enterprise, Planning and Infrastructure 31.05.10 article 14	<u>VisitScotland Funding 2010/2011</u> The Committee resolved, amongst other things, to request officers to submit a report on the review of destination promotion services and on the establishment of a destination promotion unit for the city to the Committee at its meeting on 9 November, 2010.		Economic/ Business Development Project Director	09.11.10	
32	Enterprise, Planning and Infrastructure 31.05.10 article 18	<u>Central Torry Parking Management Measures</u> The Committee resolved to request officers to begin the statutory procedures and report back on objections.	This scheme is still progressing through the required legal process for the Traffic Regulation Order. Officers have completed the initial Statutory stage and they are due to go out to public advert between 14th July and 11th August and will be presented to the committee at its meeting on 7 September 2010. A report is on the agenda. Recommended for removal.	Head of Asset Management and Operations	09.11.10	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>
33	Enterprise, Planning and Infrastructure 31.05.10 article 19	<p><u>Fonthill Road/Greenfern Drive (service road)/Greenfern Road/Hareness Circle/Malcolm Road-Crombie Circle-Johnston Gardens/Margaret Street/Market Street/New Pier Road/Quarry Road-Cairnlee Crescent North/Schoolhill/Upper Kirkgate/Willowpark Crescent/Windmill Brae/Woodend Crescent/Whinhill 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 straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back.</p>	These schemes have only just been approved at the May committee 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	
34	Enterprise, Planning and Infrastructure 31.05.10 article 21	<p><u>Roads and Transport Related Additional £2.5 Million Capital Budget Programme</u></p> <p>The Committee resolved, amongst other things, that the remainder of the roads and transportation programme for the £2.5 million additional capital budget for 2010/2011 be submitted to the Committee on 7 September, 2010, by way of bulletin report.</p>	The Capital Budget is currently under review which includes the £2.5M, as such the bulletin report will be deferred until the Committee's meeting in November.		07.09.10 Bulletin report	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>
35	Enterprise, Planning and Infrastructure 31.05.10 article 22	<u>Winter Maintenance Operation 2009 – 2010</u> The Committee resolved, amongst other things, to request officers to report back to the Committee at its meeting on 7 September 2010, with the updated Winter Services Plan.	A report is on the agenda. Recommended for removal.	Head of Asset Management and Operations	07.09.10	07.09.10
36	Finance and Resources 17.06.10	<u>Glashieburn Flood Prevention Scheme</u> The Committee resolved to refer the consideration of the additional gap capital funding considered necessary at this stage to progress the scheme back to the Enterprise, Planning and Infrastructure Committee, for members to consider as part of a review of the Non Housing Capital Programme for that Service.	A report is on the agenda. Recommended for removal.	Head of Asset Management and Operations	07.09.10	07.09.10
37	Council 18.08.10	<u>Future Funding and Development of AECC</u> The Council resolved, amongst other things, to:- (i) To agree to provide AECC with a grant of £568,000 to mitigate timeously the immediate cash-flow implications of having to write off costs incurred to date. These costs relate to professional fees associated with the production of plans,		Economic/ Business Development Project Director	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>
		<p>proposals and related legal, financial, investment and technical documentation connected with AECC's efforts to realise a new four star hotel development. AECC to provide the Council's Enterprise, Planning and Infrastructure Committee, or Council, with a full written detailed explanation and breakdown of the costs incurred with the aborted hotel development; and</p> <p>(ii) To instruct that reports be submitted to the Enterprise, Planning and Infrastructure and/or Finance and Resources Committees each cycle.</p>				

ENTERPRISE, PLANNING AND INFRASTRUCTURE

MOTIONS LIST

7 September, 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.	Motion by Councillor John West “In order to promote a café culture, the Council should organise a meeting with representatives of the restaurant and café trade, planning, licensing and road officials, with a view to identifying and removing barriers to successful pavement seating”.	19.05.10		<p>A report in response to the motion will not be possible this cycle as discussion and consultation will be necessary with various internal services and external partners. An initial meeting with Councillor John West to clarify issues for consideration has taken place.</p> <p>Internal meetings have taken place. Contact has been made with external bodies but there have been difficulties with arranging suitable dates for meetings. However they have all shown a willingness to participate in the discussions but in order to incorporate their views it will be necessary to delay the presentation of a report to Committee until the meeting to be held on 9 November 2010.</p>	Head of Asset Management and Operations	07.09.10	

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 7 September 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT Performance Report

REPORT NUMBER: EPI/10/209

1. PURPOSE OF REPORT

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

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8. BACKGROUND PAPERS

Not applicable.

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

This cycle's Performance Report, covering the period to June 2010, follows our usual format, incorporating a high level Scorecard with indicators grouped by category, supported by detailed reports and analysis on each reportable indicator. Again we have excluded from the main body of the report those indicators that are reported on an annual basis.

At the moment we are working on developing a consolidated Service performance report as approved at the Corporate Policy and Performance Committee on 29 April 2010. This will be presented to Committee 4 times a year and will incorporate:

- All Statutory Performance Indicators falling with the Committee's remit
- Other Key Performance Indicators deemed necessary to manage performance
- Data detailing actual and projected expenditure on revenue and capital budgets
- Progress with actions set out in the Service Business Plan
- The Service Risk Register

It is intended to follow this format from the next Committee cycle.

Meantime, we are now in a position to report on the number of Sickness Days Lost per Employee over the 12 months to June 2010. Our reported figure stands at 14.4 days against a Council target of 10 days, but after adjusting for areas of service recently transferred from Enterprise, Planning and Infrastructure to other Council services this figure falls to 12.7 days.

The data is now under analysis in order that we can begin to identify specific problems and what steps we might take to improve on performance.

Elsewhere in the Scorecard, for the most part, we continue to perform at or close to target although performance in relation to Pothole repairs and Staff Appraisals continue to be issues that we are actively reviewing.

Enterprise Planning and Infrastructure Committee Scorecard

Report Type: Scorecard Report
Report Author: Kenny Easton
Generated on: 26 August 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	June 2010
						Value
	EPI011 Revenue Budget - % Spend to Date	June 2010	6.62%	100%		6.62%
	EPI02 Non Housing Capital Programme - Spend to Date	June 2010	5.49%	100%		5.49%
	EPI14 Score for compliance with Health & Safety Matrix	June 2010	91.7%	100%		91.7%
	EPI19 % of savings on target to be delivered	June 2010	77.7%	100%		77.6%
	EPIP101 Average number of sickness days lost (per employee) in the past 12 months - Enterprise Planning and Infrastructure	June 2010	14.4	10		14.4

2. Impact

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	Short Term Trend Arrow	June 2010
						Value
	EPIP190 Percentage of householder and non-householder planning applications dealt with within two months	June 2010	69.75%	70%		69.75%
	EPIP191 Percentage of householder applications dealt with within two months	June 2010	87.23%	88%		87.23%
	EPIP192 Percentage of non-householder applications dealt with within two months	June 2010	45.07%	55%		45.07%
	EPIP220 Percentage of street lighting columns that are over 30 years old	2009/10	37.34%			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	2009/10	4.12%	4.6%		No data available for this indicator currently
	EPIP240 Percentage of road network that should be considered for maintenance treatment	2009/10	31.2%			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	June 2010
						Value
	EPI17 % of Members Enquiries dealt within 15 days	June 2010	76.3%	100%		76.3%
	EPIP200 Percentage of all traffic light repairs completed within 48 hours	June 2010	99.1%	98%		99.1%
	EPIP210 Percentage of all street light repairs completed within 7 days	June 2010	90.94%	92%		90.94%
	EPIP302 % of Road Category 1 defects repaired within 2 working days	June 2010	42.2%	92%		42.2%

4. Organisational Learning and Improvement

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	Short Term Trend Arrow	June 2010
						Value
	EPI12 % Staff who have been Appraised	June 2010	47.7%	100%		47.7%
	EPI18 Number of Staff who have undertaken Training Workshops/Online Modules	June 2010	38			38

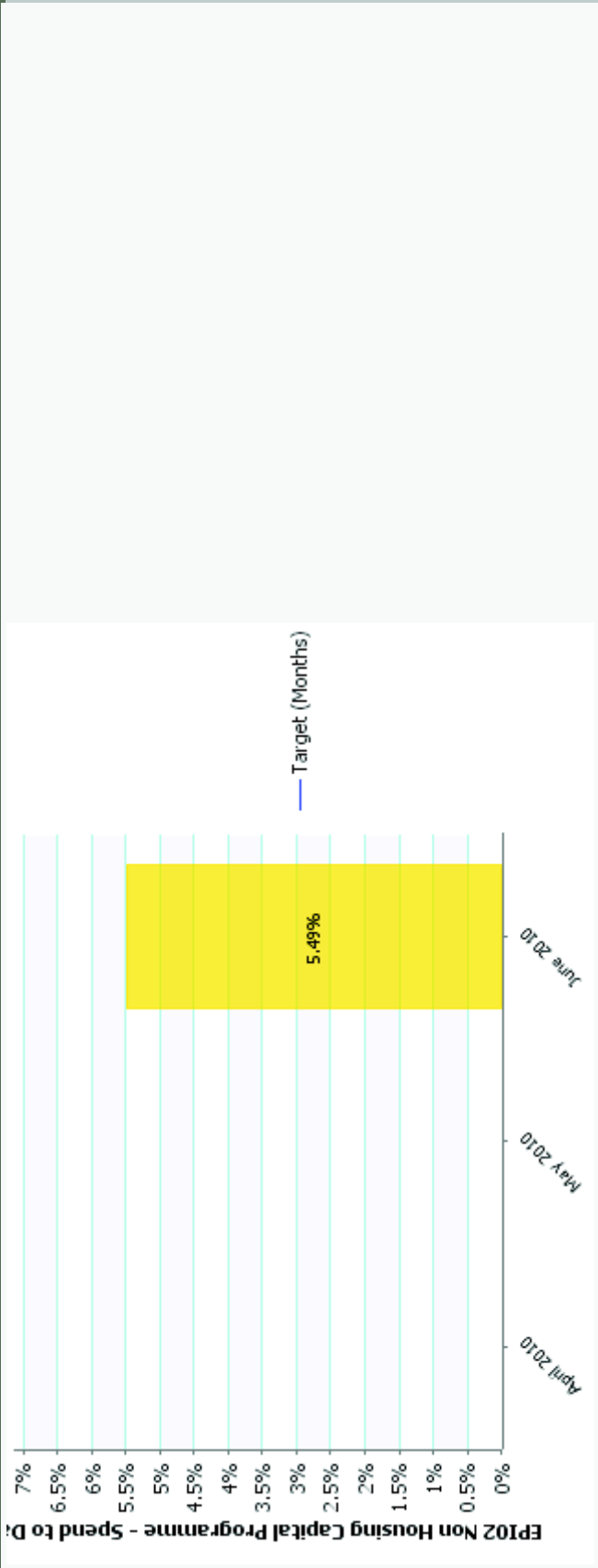
Enterprise Planning and Infrastructure Performance Report



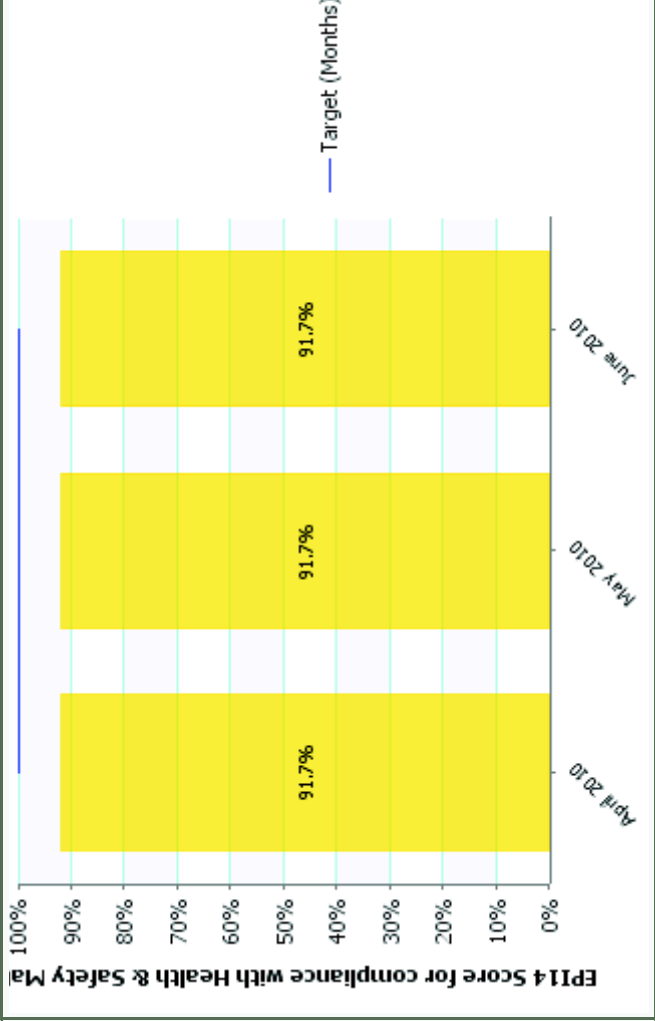
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EPI011 Revenue Budget - % Spend to Date													
Paper Ref	Revenue Budget - % Spend to Date	Target 09/10	Traffic Light										
	6.62%	100%	●										
Chart Trend	<p style="text-align: center;">EPI011 Revenue Budget - % Spend to Date</p> <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Month</th> <th>% Spend to Date</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>5.29%</td> </tr> <tr> <td>May 2010</td> <td>7.87%</td> </tr> <tr> <td>June 2010</td> <td>6.62%</td> </tr> <tr> <td>Target (Months)</td> <td>100%</td> </tr> </tbody> </table>			Month	% Spend to Date	April 2010	5.29%	May 2010	7.87%	June 2010	6.62%	Target (Months)	100%
Month	% Spend to Date												
April 2010	5.29%												
May 2010	7.87%												
June 2010	6.62%												
Target (Months)	100%												
Latest Note	<p>Assuming a straight-line approach, expenditure of 25% would be anticipated at this stage. The better than anticipated position is the result of timing issues regarding the posting of credits and year end postings not yet due. Service details as follows : Economic and Business Development : -2.31% (Actual -£126,894 Budget £5,486,071) Planning and Sustainable Development : -32.07% (Actual -£871,248 Budget £2,716,956) Directorate Support : 31.44% (Actual £322,422 Budget £1,026,594) Asset Management and Operations : 13.63% (Actual £2,499,389 Budget £18,332,374)</p>												

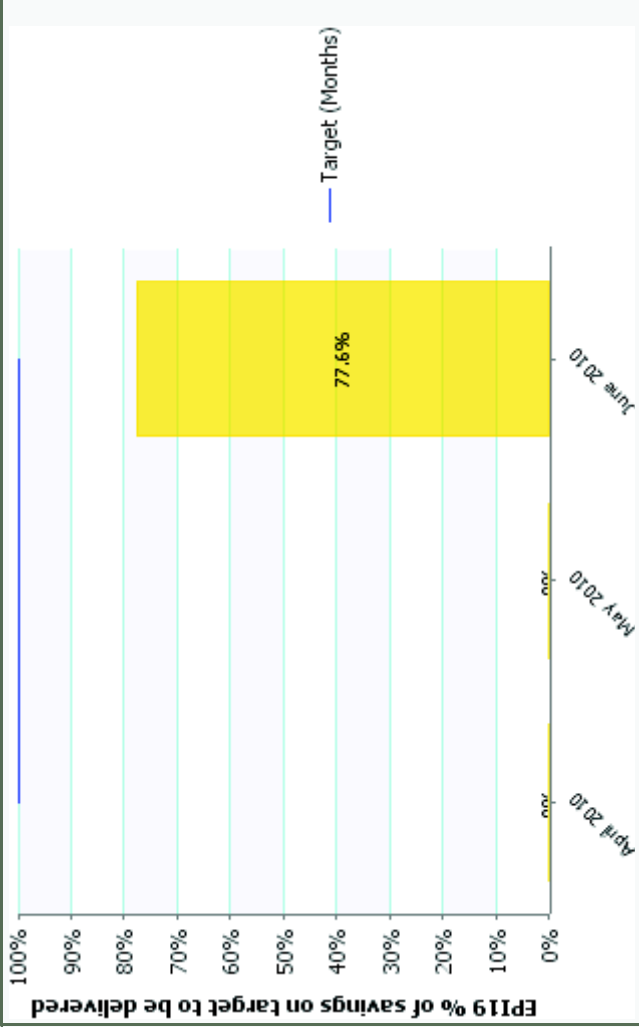
EPI02 Non Housing Capital Programme - Spend to Date

Paper Ref	Non Housing Capital Programme - Spend to Date												
Current Period	5.49%	Target 09/10	100%	Traffic Light									
<p>Chart Trend</p>  <table border="1"> <caption>EPI02 Non Housing Capital Programme - Spend to Date</caption> <thead> <tr> <th>Month</th> <th>Spend to Date (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>~0.5%</td> <td>100%</td> </tr> <tr> <td>May 2010</td> <td>~0.5%</td> <td>100%</td> </tr> <tr> <td>June 2010</td> <td>5.49%</td> <td>100%</td> </tr> </tbody> </table>	Month	Spend to Date (%)	Target (%)	April 2010	~0.5%	100%	May 2010	~0.5%	100%	June 2010	5.49%	100%	<p>Latest Note</p> <p>As can be seen from the chart, expenditure at this stage stands at a lower level than expected. Fuller details are provided on a project by project basis at Appendix 1.</p>
Month	Spend to Date (%)	Target (%)											
April 2010	~0.5%	100%											
May 2010	~0.5%	100%											
June 2010	5.49%	100%											


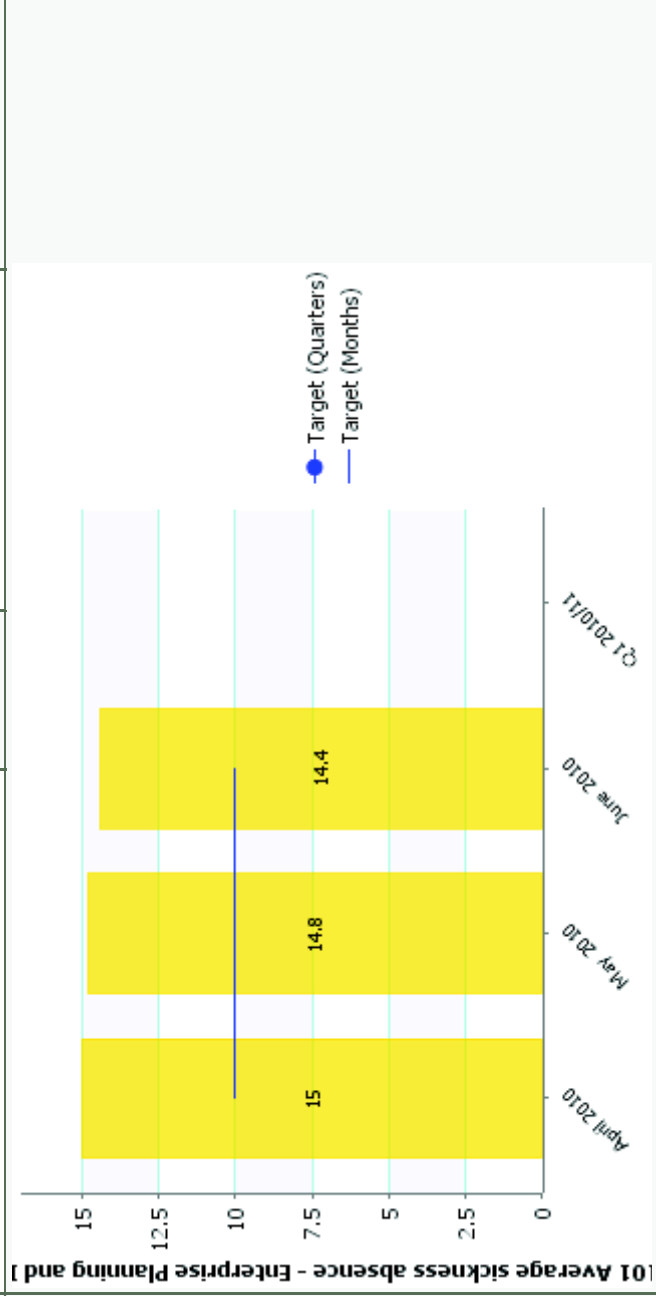
EPI14 Score for compliance with Health & Safety Matrix

Paper Ref	Score for compliance with Health & Safety Matrix				Traffic Light													
Current Period	91.7%	Target 09/10	100%			▲												
<p>Chart Trend</p>  <table border="1"> <caption>EPI14 Score for compliance with Health & Safety Matrix - Chart Data</caption> <thead> <tr> <th>Month</th> <th>Score (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>91.7%</td> <td>100%</td> </tr> <tr> <td>May 2010</td> <td>91.7%</td> <td>100%</td> </tr> <tr> <td>June 2010</td> <td>91.7%</td> <td>100%</td> </tr> </tbody> </table>	Month	Score (%)	Target (%)	April 2010	91.7%	100%	May 2010	91.7%	100%	June 2010	91.7%	100%						
Month	Score (%)	Target (%)																
April 2010	91.7%	100%																
May 2010	91.7%	100%																
June 2010	91.7%	100%																
Latest Note	<p>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>																	


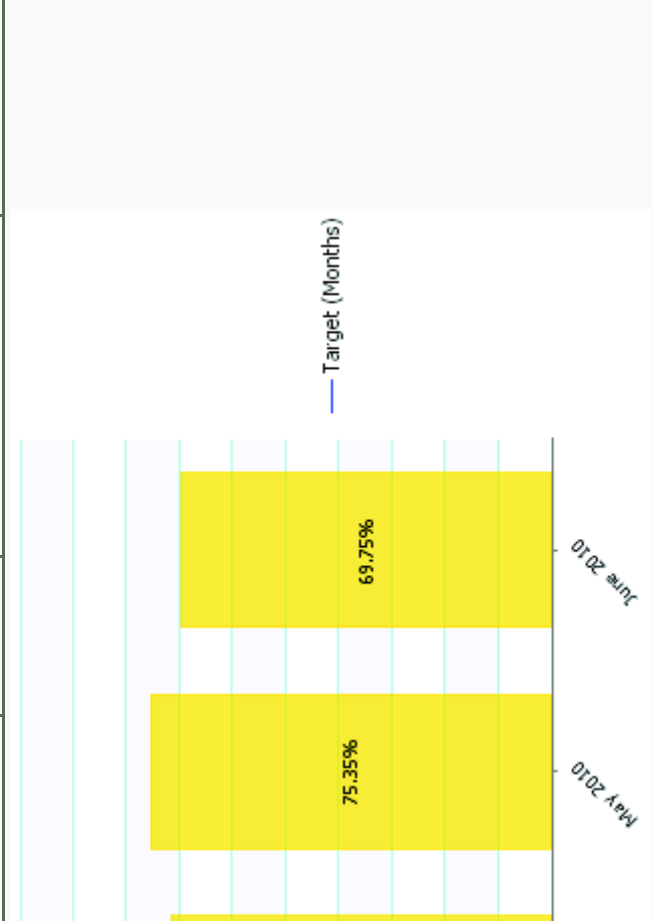
EPI19 % of savings on target to be delivered

Paper Ref	% of savings on target to be delivered				Traffic Light								
Current Period	77.7%	Target 09/10	100%										
<p>Chart Trend</p>  <table border="1"> <caption>EPI19 % 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>Apr 2010</td> <td>0%</td> </tr> <tr> <td>May 2010</td> <td>0%</td> </tr> <tr> <td>June 2010</td> <td>77.6%</td> </tr> </tbody> </table>	Month	% of savings on target to be delivered	Apr 2010	0%	May 2010	0%	June 2010	77.6%					
Month	% of savings on target to be delivered												
Apr 2010	0%												
May 2010	0%												
June 2010	77.6%												
<p>Latest Note</p>	<p>Total Full Year Budget Saving for Enterprise, Planning and Infrastructure is £2,863,000. To date £2,223,000 has been achieved although it is anticipated that the target will be met in full.</p>												


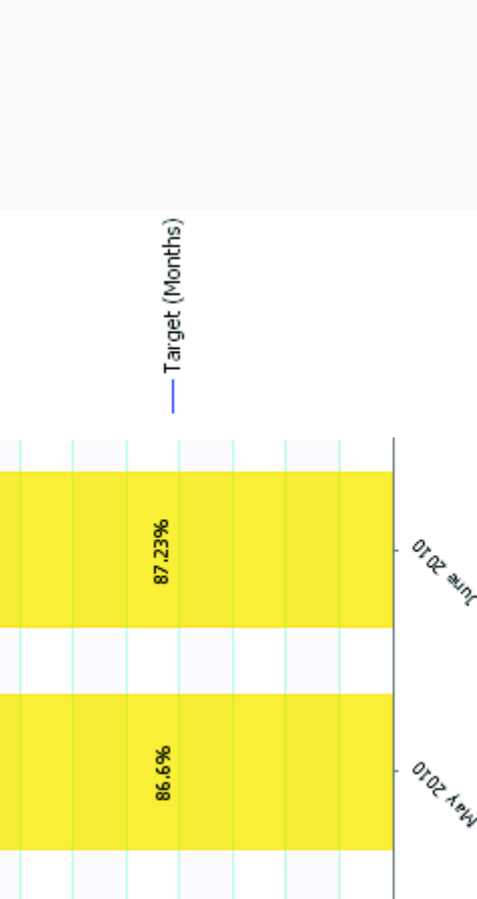
EPIP101 Average sickness absence - Enterprise Planning and Infrastructure

Paper Ref	Average sickness absence - Enterprise Planning and Infrastructure			Traffic Light																	
Current Period	14.4	Target 09/10	10																		
<p>Chart Trend</p>  <table border="1"> <caption>101 Average sickness absence - Enterprise Planning and Infrastructure</caption> <thead> <tr> <th>Period</th> <th>Average Sickness Absence</th> <th>Target (Months)</th> <th>Target (Quarters)</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>15</td> <td>12.7</td> <td>10</td> </tr> <tr> <td>May 2010</td> <td>14.8</td> <td>12.7</td> <td>10</td> </tr> <tr> <td>June 2010</td> <td>14.4</td> <td>12.7</td> <td>10</td> </tr> <tr> <td>Q1 2010/11</td> <td>11.0</td> <td>12.7</td> <td>10</td> </tr> </tbody> </table>	Period	Average Sickness Absence	Target (Months)	Target (Quarters)	April 2010	15	12.7	10	May 2010	14.8	12.7	10	June 2010	14.4	12.7	10	Q1 2010/11	11.0	12.7	10	<p>Latest Note</p> <p>The reported figure includes areas of service which have subsequently been transferred to other Council Services. The adjusted figure after accounting for these transfers reduces the E,P&I score to 12.7 days.</p>
Period	Average Sickness Absence	Target (Months)	Target (Quarters)																		
April 2010	15	12.7	10																		
May 2010	14.8	12.7	10																		
June 2010	14.4	12.7	10																		
Q1 2010/11	11.0	12.7	10																		

EPIP190 Percentage of householder and non-householder planning applications dealt with within two months

Paper Ref	Percentage of householder and non-householder planning applications dealt with within two months				Traffic Light												
Current Period	69.75%	Target 09/10	70%														
Chart Trend	 <table border="1" data-bbox="406 571 1061 1489"> <caption>Chart Data: Percentage of householder and non-householder planning applications dealt with within two months</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> <th>Target (Months)</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>71.43%</td> <td>70%</td> </tr> <tr> <td>May 2010</td> <td>75.35%</td> <td>70%</td> </tr> <tr> <td>June 2010</td> <td>69.75%</td> <td>70%</td> </tr> </tbody> </table>					Month	Percentage	Target (Months)	April 2010	71.43%	70%	May 2010	75.35%	70%	June 2010	69.75%	70%
Month	Percentage	Target (Months)															
April 2010	71.43%	70%															
May 2010	75.35%	70%															
June 2010	69.75%	70%															
Latest Note	Although the most recent figure falls slightly short, our year to date figure continues ahead of target.																

EPIP191 Percentage of householder applications dealt with within two months

Paper Ref	Percentage of householder applications dealt with within two months														
Current Period	87.23%	Target 09/10	88%	Traffic Light											
Chart Trend	 <table border="1" data-bbox="566 571 1045 1467"> <caption>Percentage of householder applications dealt with within two months</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>89.36%</td> </tr> <tr> <td>May 2010</td> <td>86.6%</td> </tr> <tr> <td>June 2010</td> <td>87.23%</td> </tr> <tr> <td>Target (Months)</td> <td>88%</td> </tr> </tbody> </table>					Month	Percentage	April 2010	89.36%	May 2010	86.6%	June 2010	87.23%	Target (Months)	88%
Month	Percentage														
April 2010	89.36%														
May 2010	86.6%														
June 2010	87.23%														
Target (Months)	88%														
Latest Note	The performance figures for June indicated that householder performance was very similar to that in May and continues to stay close to target														

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

Paper Ref	Percentage of non-householder applications dealt with within two months			Traffic Light										
Current Period	45.07%	Target 09/10	55%	▲										
Chart Trend	<p>The chart displays the percentage of non-householder applications dealt with within two months for three consecutive months. The y-axis represents the percentage from 0% to 100%. The x-axis shows the months: April 2010, May 2010, and June 2010. A horizontal blue line indicates the target percentage of 55%.</p> <table border="1"> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>46.27%</td> </tr> <tr> <td>May 2010</td> <td>51.11%</td> </tr> <tr> <td>June 2010</td> <td>45.07%</td> </tr> <tr> <td>Target (Months)</td> <td>55%</td> </tr> </tbody> </table>				Month	Percentage	April 2010	46.27%	May 2010	51.11%	June 2010	45.07%	Target (Months)	55%
Month	Percentage													
April 2010	46.27%													
May 2010	51.11%													
June 2010	45.07%													
Target (Months)	55%													
Latest Note	<p>The non householder figures have remained fairly similar for the first three months of the year. These figures continue to give more cause for concern but they do reflect the complexity of the planning process, the amount of other demands placed on Development Management staff, our desire to negotiate to secure satisfactory developments, the need to respond to consultees concerns and the requirement for agreements to secure planning gain/infrastructure contributions.</p>													


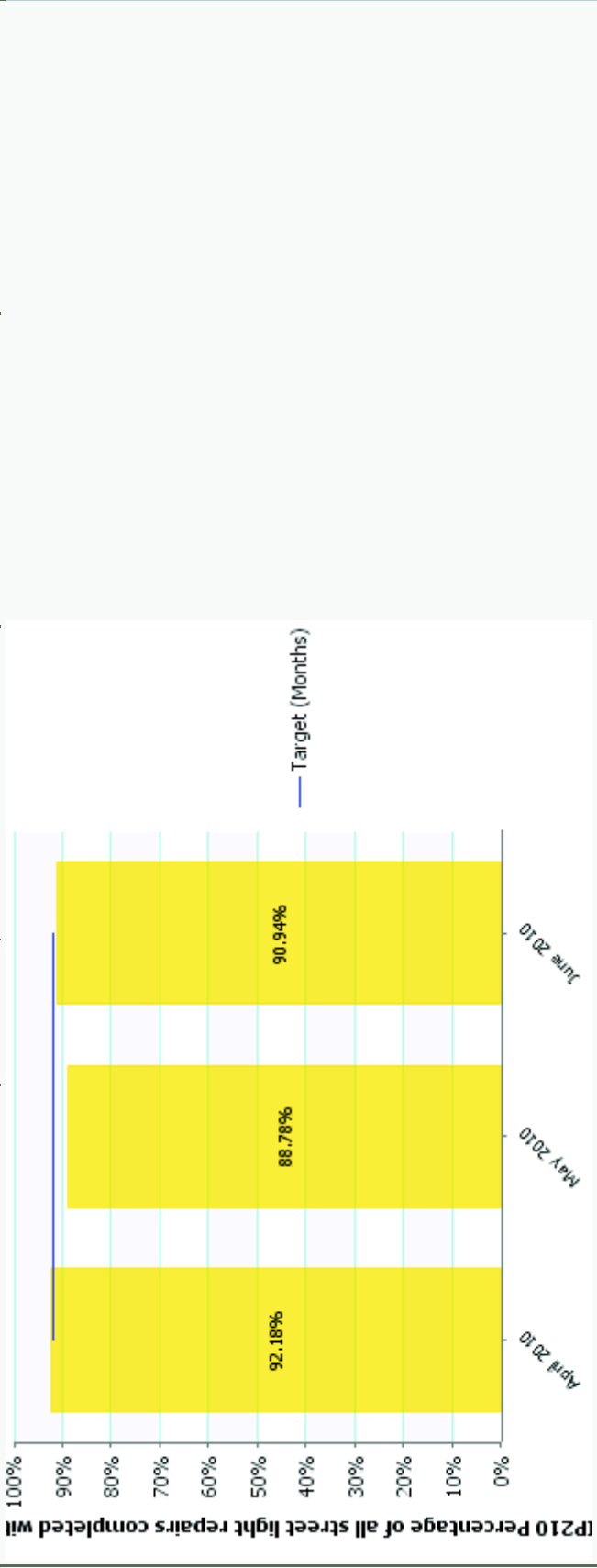
EPI17 % of dealing with Members Enquiries within 15 days

Paper Ref	% of dealing with written queries and complaints within 15 days												
Current Period	76.3%	Target 09/10	100%	<table border="1"> <caption>Chart Trend Data</caption> <thead> <tr> <th>Month</th> <th>% of dealing with written queries and complaints within 15 days</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>0%</td> </tr> <tr> <td>May 2010</td> <td>69.3%</td> </tr> <tr> <td>June 2010</td> <td>76.3%</td> </tr> </tbody> </table>	Month	% of dealing with written queries and complaints within 15 days	April 2010	0%	May 2010	69.3%	June 2010	76.3%	
Month	% of dealing with written queries and complaints within 15 days												
April 2010	0%												
May 2010	69.3%												
June 2010	76.3%												
Chart Trend													
Latest Note	This indicator relates to the response to Member Enquiries by Enterprise, Planning & Infrastructure staff. Information in the appropriate format was not available for April.												

EPIP200 Percentage of all traffic light repairs completed within 48 hours

Paper Ref	Percentage of all traffic light repairs completed within 48 hours			Traffic Light										
Current Period	99.1%	Target 09/10	98%											
Chart Trend	<table border="1"> <caption>Chart Trend Data</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>95.46%</td> </tr> <tr> <td>May 2010</td> <td>97.62%</td> </tr> <tr> <td>June 2010</td> <td>99.1%</td> </tr> <tr> <td>Target (Months)</td> <td>98%</td> </tr> </tbody> </table>				Month	Percentage	April 2010	95.46%	May 2010	97.62%	June 2010	99.1%	Target (Months)	98%
Month	Percentage													
April 2010	95.46%													
May 2010	97.62%													
June 2010	99.1%													
Target (Months)	98%													
Latest Note	<p>There were 111 faults recorded in June with 8 of these being "all dark", the most serious category. An overall performance level of 99.1% was achieved with 1 fault requiring longer than 48 hours to resolve. This fault required the presence of traffic management and a civil squad for the replacement of the traffic signal pole. Unfortunately, the civil squad could not attend within 48 hours. The largest single fault group is again lamp failures with 65% of recorded faults in this category. RTA's make up 10% of faults, "All darks" make up 8% of faults while detection related faults contribute a further 5%, miscellaneous faults made up the other 12%. A phased programme of traffic signal equipment replacement and upgrade has been implemented as part of the 2010/11 budget considerations. A programme of refurbishment and improvement works is being progressed for the current financial year with the first two phases of the programme awarded and the works under way.</p>													


EPIP210 Percentage of all street light repairs completed within 7 days

Paper Ref	Percentage of all street light repairs completed within 7 days			Traffic Light											
Current Period	90.94%	Target 09/10	92%												
Chart Trend	 <table border="1"> <caption>Chart Data: Percentage of all street light repairs completed within 7 days</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>92.18%</td> </tr> <tr> <td>May 2010</td> <td>88.78%</td> </tr> <tr> <td>June 2010</td> <td>90.94%</td> </tr> <tr> <td>Target (Months)</td> <td>92%</td> </tr> </tbody> </table>					Month	Percentage	April 2010	92.18%	May 2010	88.78%	June 2010	90.94%	Target (Months)	92%
Month	Percentage														
April 2010	92.18%														
May 2010	88.78%														
June 2010	90.94%														
Target (Months)	92%														
Latest Note	A continued steady performance, with a year to date figure of 90.44%														


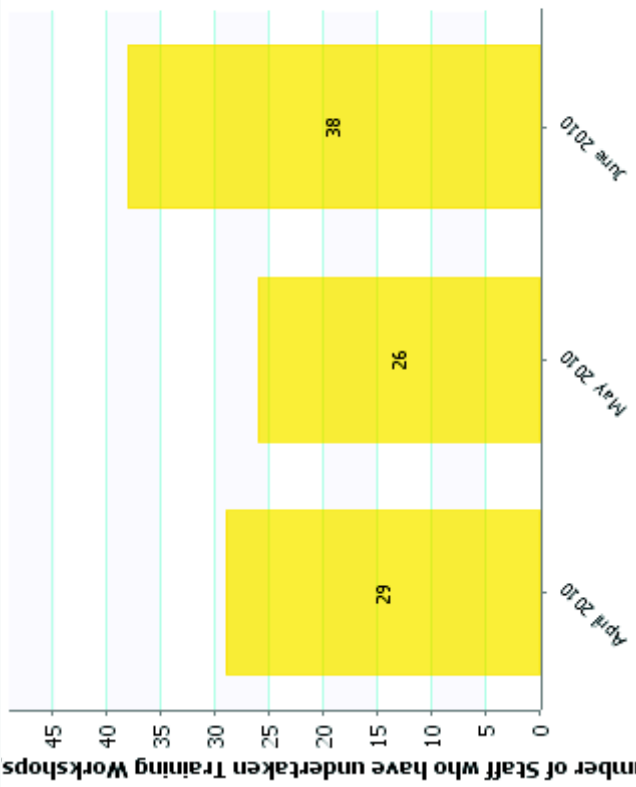
EPIP302 % of Road Category 1 defects repaired within 2 working days

Paper Ref	% of Road Category 1 defects repaired within 2 working days				Traffic Light											
Current Period	42.2%	Target 09/10	92%													
<p>Chart Trend</p> <table border="1"> <caption>Chart Data: % of Road Category 1 defects repaired within 2 working days</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>54.2%</td> </tr> <tr> <td>May 2010</td> <td>67.4%</td> </tr> <tr> <td>June 2010</td> <td>42.2%</td> </tr> <tr> <td>Target (Months)</td> <td>92%</td> </tr> </tbody> </table>	Month	Percentage	April 2010	54.2%	May 2010	67.4%	June 2010	42.2%	Target (Months)	92%						
Month	Percentage															
April 2010	54.2%															
May 2010	67.4%															
June 2010	42.2%															
Target (Months)	92%															
Latest Note	<p>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. The above data is the most current available as provided by the Roads team .</p>															

EPI12 % Staff who have been Appraised

Paper Ref	% Staff who have been Appraised															
Current Period	47.7%	Target 09/10	100%	Traffic Light												
<p>Chart Trend</p>  <table border="1"> <caption>EPI12 % Staff who have been Appraised</caption> <thead> <tr> <th>Month</th> <th>% Staff Appraised</th> <th>Target (Months)</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>50.3%</td> <td>100%</td> </tr> <tr> <td>May 2010</td> <td>47.8%</td> <td>100%</td> </tr> <tr> <td>June 2010</td> <td>47.7%</td> <td>100%</td> </tr> </tbody> </table>	Month	% Staff Appraised	Target (Months)	April 2010	50.3%	100%	May 2010	47.8%	100%	June 2010	47.7%	100%				
Month	% Staff Appraised	Target (Months)														
April 2010	50.3%	100%														
May 2010	47.8%	100%														
June 2010	47.7%	100%														
<p>Latest Note</p>	<p>The current score of 47.7% represents a slight decrease from the previous month. The breakdown by area of service is as follows : Operations 45.3%, Asset Management 37.7%, Planning and Sustainable Development 93.8%, Economic and Business Development 43.5% and Directorate Support 23.5%.</p>															

EPI18 Number of Staff who have undertaken Training Workshops/Online Modules

Paper Ref	Number of Staff who have undertaken Training Workshops/Online Modules			Traffic Light													
Current Period	38	Target 09/10															
Chart Trend	 <table border="1"> <caption>Chart Trend Data</caption> <thead> <tr> <th>Month</th> <th>Number of Staff</th> <th>Target (Months)</th> </tr> </thead> <tbody> <tr> <td>April 2010</td> <td>29</td> <td>38</td> </tr> <tr> <td>May 2010</td> <td>26</td> <td>38</td> </tr> <tr> <td>June 2010</td> <td>38</td> <td>38</td> </tr> </tbody> </table>					Month	Number of Staff	Target (Months)	April 2010	29	38	May 2010	26	38	June 2010	38	38
Month	Number of Staff	Target (Months)															
April 2010	29	38															
May 2010	26	38															
June 2010	38	38															
Latest Note	Information collated by Training Section in Human Resources																

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NON HOUSING CAPITAL PROGRAMME 2010/11						
MONITORING STATEMENT TO 25 JUNE 2010 (PERIOD 3)						
				Per report to Council 11/02/10 + Adjustments		
				Revised	Actual	Percentage
Project			Budget	Budget	Spend to	Spend to
ID	Project Description	Job Code	Holder	2010/11	Jun 2010	Budget
				£'000	£'000	%

NON HOUSING CAPITAL PROGRAMME 2010/11						
MONITORING STATEMENT TO 25 JUNE 2010 (PERIOD 3)						
				Per report to Council 11/02/10 + Adjustments		
Project			Budget	Revised	Actual	Percentage
ID	Project Description	Job Code	Holder	Budget 2010/11	Spent to Jun 2010	Spent to Budget
				£'000	£'000	%
Enterprise, Planning and Infrastructure						
Corporate Accommodation						
663	Corporate Office Accommodation	CP54411	Andrew Sproull	32,193	1,326	4.12%
				32,193	1,326	4.12%
Roads/Pavements/Bridges						
86	Lighting Improvements	RC	Mike Cheyne	300	3	1.00%
88	Traffic Calming & Road Safety	RC	Doug Ritchie	150	2	1.33%
217	MTS Associated Road Improvements - Wellington Rd Phase 5	RC	Tom Rogers	10	0	0.00%
296	Roads Maintenance Resurfacing	RC	Sharon Toseland	3,483	59	1.69%
413	Footway Improvements	RC	Bill Wilson	532	42	7.89%
470	Road Network - Weak Bridges	RC	Alan Robertson	78	4	5.13%
471	Road Network - Bridge Major Maintenance Programme	RC	Alan Robertson	50	0	0.00%
550	Signage	RC	Doug Ritchie	50	0	0.00%
551	Cycling, Walking & Safer Streets (CWSS)	RC	Doug Ritchie	365	7	1.92%
587	Access from the North	RC	Tom Rogers	1,000	13	1.30%
627	Western Peripheral Route	CP57551	John Wilson	4,200	0	0.00%
647	Newhills Manse T Junction	RC	Tom Rogers	100	0	0.00%
660	Central Aberdeen Transport Infrastructure	RC	Joanna Murray	60	1	1.67%
703	Traffic Signal Safety Upgrade	RC	Andrew Smith	400	4	1.00%
715	MTS - Berryden Road Improvements	RC	Joanna Murray	325	12	3.69%
716	A96 Park & Ride/Dyce Drive Link Road	RC	Joanna Murray	1,500	10	0.67%
721	Wellington Bridge - Preservation Works Phase 2-4	RC	Alan Robertson	161	2	1.24%
724	Roads Safety ITS Unit Schemes	RC	Andrew Smith	0		0.00%
743	Upgrade of Footpaths at Heathryfold	RC	Mike Cheyne	0	0	0.00%
757	Union Street Cable Support System for Banners & Festive Lights	RC	Alan Robertson	82	0	0.00%
				12,846	159	1.24%
Car Parking						
216	Car Parking: Extend Pay & Display	RC	Doug Ritchie	225	9	4.00%
735	Car Parking: Extend Pay & Display - Zone M Rosemount Area	RC	Doug Ritchie	0		0.00%
739	Replacement Programme for Pay & Display Machines		Neil Carnegie	100		0.00%
781	Golden Square Car Parking - Purchase Machines, Signage & Lining		Neil Carnegie	43		0.00%
				368	9	2.45%
Drainage/Flood Prevention						
646	Glashieburn Flood Protection	RC	Mike Cheyne	165	-34	-20.61%
734	Flood Prevention	RC	Mike Cheyne	50	0	0.00%
				215	-34	-15.81%
Other Infrastructure						
462	Council Travel Plan	CV70901	Joanna Murray	10	-21	-212.88%
563	Vehicle Replacement	CD17300	Angus Sefton	1,500	509	33.91%
662	Wifi Infrastructure	CT47701	Gordon Wright	0	3	0.00%
758	Upgrade of MOT Station		Angus Sefton	0		0.00%
765	Nestrans - Capital Grant	CP06001	Joanna Murray	1,411		0.00%
768	Energising Aberdeen	CP51601	Will Napier	0		0.00%
782	Biomass Heating - Duthie Park Winter Gardens		Janice Lyon	125		0.00%
783	Wifi Infrastructure (Communities)		Gordon Wright	81		3.30%
				3,127	490	15.67%
Corp Property Replacement/Renewal Programme						
294	Corp Property Replacement/Renewal Programme	Various	Hugh Murdoch	7,780	1,203	15.46%
				7,780	1,203	15.46%
Schools Estate						
371	School Development Plans	CE06301	Hugh Murdoch	0		0.00%
680	3R's Temporary Accommodation	CE82711	Colin Hunter	0		0.00%
759	School Estates Strategy	Various	Colin Hunter	0	2	0.00%
				0	2	0.00%
Schools - Other Equipment						
581	Science & Technology Equipment	Various	Hugh Murdoch	0		0.00%
778	3R's Furniture, Fittings & Equipment and Other Works	CE06901	Colin Hunter	974		0.00%
				974	0	0.00%
Total - Enterprise, Planning and Infrastructure				57,503	3,154	5.49%

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	153	83	54.25%	126	85	67.46%	259	108	41.70%												
Priority 2	276	42	15.22%	343	82	23.91%	1062	650	61.21%												
Slabs																					
Priority 1	0	0	0.00%	2	1	50.00%	2	2	100.00%												
Priority 2	8	1	12.50%	53	19	35.85%	102	81	79.41%												
Gullies																					
Priority 1	0	0	0.00%	1	1	100.00%	0	0	0.00%												
Priority 2	2	2	100.00%	14	10	71.43%	53	39	73.58%												
Total Priority 1	153	83	54.25%	129	87	67.44%	261	110	42.15%	0	0		0	0		0	0		0	0	
Total Priority 2	286	45	15.73%	410	111	27.07%	1217	770	63.27%	0	0		0	0		0	0		0	0	
Total	439	128	29.16%	539	198	36.73%	1478	880	59.54%	0	0		0	0		0	0		0	0	

	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																538	276	51.30%
Priority 2																1,681	774	46.04%
Slabs																		
Priority 1																4	3	0.00%
Priority 2																163	101	0.00%
Gullies																		
Priority 1																1	1	100.00%
Priority 2																69	51	73.91%
Total Priority 1	0	0		0	0		0	0		0	0		0	0		543	280	51.57%
Total Priority 2	0	0		0	0		0	0		0	0		0	0		1913	926	48.41%
Total	0	0		0	0		0	0		0	0		0	0		2456	1206	49.10%

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 and Infrastructure
DATE:	07 September 2010
REPORT BY:	Director and City Chamberlain
TITLE OF REPORT:	Capital Budget Progress Report
REPORT NUMBER:	EPI / 10 / 203

1. PURPOSE OF REPORT

- 1.1 This report provides an update to Committee of the progress being made on the various projects within the Non-Housing Capital Programme, previously approved by Council, which are currently aligned to Enterprise, Planning and Infrastructure services.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee notes the content of this report in relation to the projects outlined at Appendix A.

3. FINANCIAL IMPLICATIONS

- 3.1 The monies required to fund the capital programme are achieved through external borrowing, capital receipts and grant income. Action will be taken to ensure that capital spend in 2010/11 is kept within the finances available and budgeted for.
- 3.2 The overall cost of Capital is calculated on a Council-wide basis and therefore the impact on the Council will be included within the summary report to Finance and Resources Committee. It is important that approved projects are managed and monitored in a robust way to ensure there is accuracy in relation to expenditure projections and thereby enable the Council to calculate and evaluate the overall need for, and cost of, borrowing

4. SERVICE & COMMUNITY IMPACT

- 4.1 The Council operates within overall capital control mechanisms laid down by the Scottish Government as well as recommended accounting practice and policies in accordance with the Prudential Code.

5. OTHER IMPLICATIONS

- 5.1 Failure to invest adequately in the Council's asset base may lead to the Council not complying with current health and safety requirements nor capturing the benefits that can be derived from, for example, improved design and construction practices.
- 5.2 If the continuation of close budgetary control is not exercised and maintained the Council may operate out-with the capital control mechanisms laid down by the Scottish Government in relation to the Prudential Code for the 2010/2011 Non Housing Capital Programme.

6. REPORT

- 6.1 Appendix A outlines the Non-Housing Capital Programme projects aligned to Enterprise, Planning and Infrastructure services and provides for each project the budget for 2010/11, spend to the end of June 2010 and forecast out-turn. The appendix also outlines future years' budget profiles and any current project forecast variance.
- 6.2 The spend to the end of June 2010 only reflects payments made and processed. It excludes commitments that have been made which will be due to be paid by the end of the year. Such commitments will be reflected in the forecast position.
- 6.3 Comments on particular projects, where appropriate, are included in the narrative.
- 6.4 At the time of writing, the carry forward position from 2009/10 is the subject of a corporate exercise that is looking at potential slippage across all projects. Until this exercise is completed it is not possible to confirm the total approved cost of projects. Appendix A will be updated with the final values for the next committee meeting and a verbal update of the position will be provided to this meeting.

7. AUTHORISED SIGNATURE

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8. REPORT AUTHOR DETAILS

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9. BACKGROUND PAPERS

Financial ledger data, extracted for the period.

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
663 Corporate Office Accommodation	67,928	24,852	32,193	1,326	4,200	32,193	8,470	1,327	0	67,928	0
Project Description/Project Cost											
For the acquisition and renovation of Marischal College for Corporate Office Accommodation.											
86 Lighting Improvements	1,200	Rolling	300	3	0	300	400	500	0	1,200	0
Project Description/Project Cost											
Replacement and enhancement of street lighting columns.											
88 Traffic Calming & Road Safety	600	Rolling	150	2	0	150	150	150	150	600	0
Project Description/Project Cost											
Various initiatives throughout the city to improve road safety and meet transportation strategy objectives.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
217 MTS Associated Road Improvements - Wellington Rd Phase 5	5,813	5,734	10	0	0	10	0	0	0	5,813	0
Project Description/Project Cost											
Work is progressing on finalising the contract with snagging work, settlement of variations and payment of retention monies.											
296 Roads Maintenance Resurfacing	4,483	Rolling	3,483	59	0	4,483	450	550	0	4,483	0
Project Description/Project Cost											
Reconstruction and resurfacing of roads throughout the City. Expenditure was reprofiled early in 2010 due to weather-related delays and an additional £2,5 million was committed to the project at the Finance and Resources committee on the 11 th of May 2010.											
413 Footway Improvements	1,032	Rolling	532	42	0	532	250	250	0	1,032	0
Project Description/Project Cost											
Reconstruction and resurfacing of footways throughout the city.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
470 Road Network - Weak Bridges	178	Rolling	78	4	0	78	50	50	0	178	0
Project Description/Project Cost											
Programme for upgrading or protecting of bridges to bring the structures up to an acceptable load bearing standard.											
471 Road Network - Bridge Major Maintenance Programme	150	Rolling	50	0	0	50	50	50	0	150	0
Project Description/Project Cost											
Major maintenance works.											
550 Signage	150	Rolling	50	0	0	50	50	50	0	150	0
Project Description/Project Cost											
This budget is made up a number of schemes to improve existing and supply new signage throughout the city.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
551 Cycling, Walking & Safer Streets (CWSS)	365	Rolling	365	7	0	365	0	0	0	365	0
Project Description/Project Cost											
This budget is made up of a number of road improvement schemes and initiatives throughout the city to improve road safety and encourage cycling and walking. Grant funded by the Scottish Government.											
587 Access from the North	12,630	Rolling	1,000	13	0	1,000	3,200	4,930	3,500	12,630	0
Project Description/Project Cost											
Budget is for costs associated with a possible public inquiry and subsequent construction. Study and design work has already been undertaken.											
627 Western Peripheral Route	14,949	8,831	4,200	0	0	4,200	800	200	200	14,949	0
Project Description/Project Cost											
Estimated Aberdeen City Council contribution towards the construction of the Western Peripheral Route. Profile changed to reflect not for profit distribution model of funding but with current cost estimates and timescales. Will require to be updated following completion of the statutory procedures.											
647 Newhills Manse T Junction	385	282	100	0	0	100	0	0	0	385	0
Project Description/Project Cost											
Residual payments in relation to improvements to the T Junction at Newhills Manse and surrounding road networks. An additional £95k was committed to this project at the Finance and Resources committee on 10 May 2010.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
660 Central Aberdeen Transport Infrastructure	5,130	Rolling	60	1	0	60	60	155	4,855	5,130	0
Project Description/Project Cost											
To develop and progress the various traffic management and infrastructure improvements necessary to achieve the pedestrianisation of Union Street.											
703 Traffic Signal Safety Upgrade	1,600	Rolling	400	4	0	400	400	400	400	1,600	0
Project Description/Project Cost											
Replacement of traffic signal equipment with low voltage units.											
715 MTS - Berryden Road Improvements	7,735	Rolling	325	12	0	125	600	1,210	5,800	7,735	0
Project Description/Project Cost											
Construction of a new dual carriageway road in Berryden which will make a substantial contribution to the reshaping of traffic systems within the City Centre.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
716 A96 Park & Ride/Dyce Drive Link Road	11,500	Rolling	1,500	10	0	1,500	3,000	4,500	2,500	11,500	0
Project Description/Project Cost											
Works proposed to assist in the early delivery of employment land and to assist in the linkages between transport infrastructure in the area.											
721 Wellington Bridge - Preservation Works Phase 2-4	161	Rolling	161	2	0	161	0	0	0	161	0
Project Description/Project Cost											
Preservation work & architectural lighting.											
757 Union Street Cable Support System for Banners & Festive Lights	82	Rolling	82	0	0	82	0	0	0	82	0
Project Description/Project Cost											
To undertake an assessment of the support system.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
216 Car Parking: Extend Pay & Display	225	Rolling	225	9	0	225	0	0	0	225	0
Project Description/Project Cost											
Work on this scheme was delayed due to adverse weather conditions during December 2009 – February 2010 and the timing of the expenditure was reprofiled between 2009/10 and 2010/11 as a result.											
739 Replacement Programme for Pay & Display Machines	100	Rolling	100	0	0	100	0	0	0	100	0
Project Description/Project Cost											
A replacement programme for pay and display machines as they reach the end of their working life. Weather-related delays over winter 2009/10 resulted in the spend being carried forward into 2010/11.											
646 Glashieburn Flood Protection	362	Rolling	165	-34	0	165	20	0	0	362	0
Project Description/Project Cost											
To prevent the flood of properties at Lochside Drive, which entails the construction of attenuation ponds. £35k was been added to the estimate for 10/11 but this has been recovered.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
734 Flood Prevention	200	Rolling	50	0	0	50	50	50	50	200	0
Project Description/Project Cost Improvement to various sections of open watercourses and culverts throughout the city.											
462 Council Travel Plan	89	88	10	0	0	10	0	0	0	89	0
Project Description/Project Cost This budget is being used to provide facilities to support the Council's staff travel plan.											
563 Vehicle Replacement	6,000	Rolling	1,500	509	330	1,500	1,500	1,500	1,500	6,000	0
Project Description/Project Cost Annual vehicle replacement programme.											
765 Nestrans - Capital Grant	5,644	Rolling	1,411	0	1,411	1,411	1,411	1,411	1,411	5,644	0
Project Description/Project Cost Amount included within the Council's General Capital Grant, which must be paid to Nestrans.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
294 Corp Property Replacement/Renewal	33,730	Rolling	7,780	1,203	0	7,780	7,975	8,975	9,000	33,730	0
Project Description/Project Cost											
Ongoing property renewals and replacements. Expenditure has been reprofiled for 09/10 and 10/11 due to weather-related delays and slippage in building programmes.											
781 Golden Square Car Parking	43	0	43	0	0	43	0	0	0	43	0
Project Description/Project Cost											
Purchase of parking ticket machines, signage and lining as part of the Council taking over the parking in the square.											

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Total Approved Project Costs (from 2010/11 for Rolling Projects) £'000	Previous Years Project Spend £'000	2010/11				Future Years Budget Profiles			Total Forecast Costs £'000	Project Forecast Variance £'000
			Total Budget 2010/11 £'000	Spend as at 30/06/10 £'000	Commitments £'000	Forecast Out-turn £'000	2011/12 £'000	2012/13 £'000	2013/14 £'000		
782 Biomass Heating – Duthie Park Winter Gardens	125	0	125	0	0	125	0	0	0	125	0
Project Description/Project Cost											
Replacement of existing oil and gas heating systems at Duthie Park Winter Gardens with a biomass system.											
783 Wifi Infrastructure (Communities)	170	0	81	0	0	81	89	0	0	170	0
Project Description/Project Cost											
This relates to the implementation of the wireless network across the city's regeneration areas.											
10 George Street	575	468	107	0	0	107	0	0	0	575	0
Project Description/Project Cost											
This project is funded from the Capital Fund and is already ongoing.											
Total Enterprise, Planning and Infrastructure	183,334	40,255	56,636	3,172	5,941	57,436	28,975	26,258	29,366	183,334	0

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Notes:

Spend as at 30/06/10 reflects payments made only and not the costs of commitments made for orders placed or work in progress for accepted tenders which will be reflected in the forecast position.

Future Years Budget Profiles are subject to further review and then approval by Council.

ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Planning and Infrastructure
DATE:	07 September 2010
REPORT BY:	Director and Head of Finance
TITLE OF REPORT:	2010/11 Revenue Budget Monitoring
REPORT NUMBER:	EPI /10 /197

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to:
- i) bring to Committee members notice the current year revenue budget performance to date for the services which relate to this Committee; and
 - ii) advise on any areas of risk and management action.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- i) note this report on the forecast out-turn and the information on risks and management action that is contained herein; and
 - ii) instruct that officers continue to review budget performance and report on service strategies as required to ensure a balanced budget.
 - iii) instructs officers to report, in due course, on the actual out-turn compared to budget following completion of the 2010/11 financial statements.

3. FINANCIAL IMPLICATIONS

- 3.1. The total Enterprise, Planning and Infrastructure budget currently amounts to £28.3 million net expenditure.
- 3.2. Based upon present forecasts it is anticipated that the financial performance of the service will result in an adverse overall movement in the Council finances of £383,000. This position will be reflected in the overall financial monitoring for the Council when it is reported to Finance and Resources Committee at the end of this Committee cycle.
- 3.3. Further details of the financial implications are set out in section 6 and the appendices attached to this report.

4. SERVICE & COMMUNITY IMPACT

- 4.1. As a recognised top priority the Council must take the necessary measures to balance its budget. Therefore Committees and services are required to work within a financial constraint. Every effort is being focused on delivering services more efficiently and effectively.

5. OTHER IMPLICATIONS

- 5.1. Every organisation has to manage the risks inherent in the operation of large and complex budgets. These risks are minimised by the regular review of financial information by services and corporately by Members. This report is part of that framework and has been produced to provide an overview of the current operating position.

6. REPORT

- 6.1 This report informs Members of the current year revenue budget performance for the Service to Period 4 (to the end of July 2010) and provides a high level summary for the consideration of Members. It also outlines whether or not there are any cost pressures that are immediately identifiable from the expenditure incurred to date and actions being undertaken to manage these.
- 6.2 The service report and associated notes are attached at Appendix A

Financial Position and Risks Assessment

In overall terms at this stage, analysing Appendix A, the position reflects a projected net overspend of £383,000.

At this time the following areas of risk are highlighted together with the management action being taken.

Planning application fee income is £76,000 below budget to date and is expected to remain below budget for the remainder of the year. The current estimated shortfall is £330,000 for the full year.

A budgeted income of £187,000 from Neighbour Notifications will not be realised due to the necessary increase in planning applications fees not being implemented by the Scottish Government.

Three of the budgeted savings proposals, totalling £320,000, have not yet been achieved. Managers are working to ensure that these savings are achieved but it is not yet certain that they will be realised to their full extent.

To mitigate the effect of these risks, the management of vacant posts is being actively pursued and savings of £140,000 have been realised to date.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Financial ledger data extracted for the period.

ABERDEEN CITY COUNCIL
REVENUE MONITORING 2010 / 2011

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	31 July 2010	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END		
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE	
ACCOUNTING PERIOD 4		£'000	£'000	£'000	£'000	£'000	%	
HEAD OF ASSET MANAGEMENT AND OPERATIONS		18,444	3,043	3,865	823	18,302	(142)	-0.8%
HEAD OF PLANNING AND SUSTAINABLE DEVELOPMENT		2,733	726	(658)	(1,384)	3,258	525	19.2%
OPERATIONAL SUPPORT MANAGER		1,651	339	482	143	1,651	0	0.0%
ECONOMIC DEVELOPMENT PROJECT DIRECTOR		5,486	1,824	(151)	(1,975)	5,486	0	0.0%
TOTAL BUDGET		28,314	5,931	3,538	(2,393)	28,697	383	1.4%

ABERDEEN CITY COUNCIL
REVENUE MONITORING 2010 / 2011

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	31 July 2010	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE	%	
ACCOUNTING PERIOD 4		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS		15,473	5,145	4,921	(224)	15,331	(142)	-0.9%	0
PROPERTY COSTS		5,819	2,320	857	(1,463)	5,819	0	0.0%	0
ADMINISTRATION COSTS		1,162	326	1,261	935	1,162	0	0.0%	0
TRANSPORT COSTS		3,792	1,240	506	(734)	3,792	0	0.0%	0
SUPPLIES & SERVICES		11,482	3,823	3,076	(748)	11,482	0	0.0%	0
TRANSFER PAYMENTS		2,791	930	334	(597)	2,791	0	0.0%	0
TOTAL									
CAPITAL FINANCING COSTS		11,699	0	0	0	11,699	0	0.0%	0
GROSS EXPENDITURE		52,219	13,785	10,955	(2,830)	52,077	(142)	-0.3%	0
LESS: INCOME									
GOVERNMENT GRANTS		(155)	(47)	(494)	(447)	(155)	0	0.0%	0
OTHER GRANTS		(41)	(14)	(606)	(593)	(41)	0	0.0%	0
FEES & CHARGES		(17)	(6)	0	6	(17)	0	0.0%	0
RECHARGES		(9,970)	(3,238)	(531)	2,707	(9,970)	0	0.0%	0
OTHER INCOME		(13,722)	(4,550)	(5,786)	(1,236)	(13,197)	525	-3.8%	0
TOTAL INCOME		(23,905)	(7,854)	(7,417)	437	(23,380)	525	-2.2%	0
NET EXPENDITURE		28,314	5,931	3,538	(2,393)	28,697	383	1.4%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

The Asset Management & Operations service has identified a number of vacancies that are unlikely to be filled during the remainder of the year.

(142)

0

Property Costs

0

0

Administration Costs

0

0

Transport Costs

0

0

Supplies & Services

0

0

Transfer payments

0

0

Capital Financing

0

0

Other Grants

0

0

Fees & Charges

0

0

Recharges

0

0

Other Income

Expected continuing shortfall in planning application income and budgeted income for Neighbour Notifications that will not be realised.

525

0

383

0

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
HEAD OF ASSET MANAGEMENT AND OPERATIONS

AS AT	31 July 2010	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	%	£'000	
ACCOUNTING PERIOD 4		£'000	£'000	£'000	£'000	£'000	%	£'000	
STAFF COSTS		8,080	2,681	2,485	(196)	7,938	(142) -1.8%	0	
PROPERTY COSTS		5,817	2,319	820	(1,500)	5,817	0 0.0%	0	
ADMINISTRATION COSTS		606	144	1,028	885	606	0 0.0%	0	
TRANSPORT COSTS		3,679	1,203	474	(728)	3,679	0 0.0%	0	
SUPPLIES & SERVICES		8,732	2,907	1,848	(1,058)	8,732	0 0.0%	0	
TRANSFER PAYMENTS TOTAL		253	84	76	(9)	253	0 0.0%	0	
CAPITAL FINANCING COSTS		10,490	0	0	0	10,490	0 0.0%	0	
GROSS EXPENDITURE		37,658	9,338	6,731	(2,607)	37,516	(142) -0.4%	0	
LESS: INCOME									
GOVERNMENT GRANTS		0	0	(403)	(403)	0	0 0.0%	0	
OTHER GRANTS & CONTRIBUTIONS		0	0	(118)	(118)	0	0 0.0%	0	
INTEREST		0	0	0	0	0	0 0.0%	0	
RECHARGES		(9,189)	(2,978)	(525)	2,452	(9,189)	0 0.0%	0	
OTHER INCOME		(10,025)	(3,317)	(1,819)	1,498	(10,025)	0 0.0%	0	
TOTAL INCOME		(19,214)	(6,295)	(2,866)	3,429	(19,214)	0 0.0%	0	
NET EXPENDITURE		18,444	3,043	3,865	823	18,302	(142) -0.8%	0	

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

The architectural design and surveying sections are each carrying a large number of vacancies and the forecast outturn reflects the saving to date.

PROJECTED VARIANCE	CHANGE
£'000	£'000

(142)	0
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Property Costs

0	0
---	---

Administration Costs

0	0
---	---

Transport Costs

0	0
---	---

Supplies and Services

0	0
---	---

Agencies and Other Bodies

0	0
---	---

Capital Financing Costs

0	0
---	---

Income

0	0
---	---

(142)	0
-------	---

ABERDEEN CITY COUNCIL
REVENUE MONITORING 2010 / 2011

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
HEAD OF PLANNING AND SUSTAINABLE DEVELOPMENT

AS AT	31 July 2010	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 4									
STAFF COSTS		3,706	1,235	1,267	32	3,706	0	0.0%	0
PROPERTY COSTS		0	0	24	24	0	0	0.0%	0
ADMINISTRATION COSTS		113	38	111	74	113	0	0.0%	0
TRANSPORT COSTS		69	23	17	(6)	69	0	0.0%	0
SUPPLIES & SERVICES		1,072	357	1,151	794	1,072	0	0.0%	0
TRANSFER PAYMENTS TOTAL		165	55	67	12	165	0	0.0%	0
CAPITAL FINANCING COSTS		572	0	0	0	572	0	0.0%	0
GROSS EXPENDITURE		5,696	1,708	2,638	930	5,696	0	0.0%	0
LESS: INCOME									
GOVERNMENT GRANTS		(32)	(5)	26	31	(32)	0	0.0%	0
OTHER GRANTS & CONTRIBUTIONS		0	0	(433)	(433)	0	0	0.0%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		(41)	(14)	(6)	8	(41)	0	0.0%	0
OTHER INCOME		(2,890)	(963)	(2,884)	(1,920)	(2,365)	525	-18.2%	0
TOTAL INCOME		(2,963)	(983)	(3,296)	(2,314)	(2,438)	525	-17.7%	0
NET EXPENDITURE		2,733	726	(658)	(1,384)	3,258	525	19.2%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

PROJECTED VARIANCE £'000 CHANGE £'000

0 0

Property Costs

0 0

Administration Costs

0 0

Transport Costs

0 0

Supplies and Services

0 0

Agencies and Other Bodies

0 0

Income

Income from planning applications has been below budget to date and the outturn has been updated to reflect a continuation in the current trend for the remainder of the year. In addition, the budget contains an income of £187k from Neighbour Notifications that will not be realised due to the necessary increase in planning applications fees not being implemented by the Scottish Government.

525 0

525 0

ABERDEEN CITY COUNCIL
REVENUE MONITORING 2010 / 2011

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
ECONOMIC DEVELOPMENT PROJECT DIRECTOR

AS AT	31 July 2010	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 4									
STAFF COSTS		2,245	748	692	(56)	2,245	0	0.0%	0
PROPERTY COSTS		2	0	13	13	2	0	0.0%	0
ADMINISTRATION COSTS		381	127	107	(20)	381	0	0.0%	0
TRANSPORT COSTS		41	14	14	0	41	0	0.0%	0
SUPPLIES & SERVICES		1,663	554	73	(482)	1,663	0	0.0%	0
TRANSFER PAYMENTS TOTAL		2,373	791	191	(600)	2,373	0	0.0%	0
CAPITAL FINANCING COSTS		12	0	0	0	12	0	0.0%	0
GROSS EXPENDITURE		6,718	2,235	1,090	(1,144)	6,718	0	0.0%	0
LESS: INCOME									
GOVERNMENT GRANTS		(124)	(41)	(116)	(75)	(124)	0	0.0%	0
OTHER GRANTS & CONTRIBUTIONS		(41)	(14)	(55)	(42)	(41)	0	0.0%	0
INTEREST		(17)	(6)	0	6	(17)	0	0.0%	0
RECHARGES		(244)	(81)	0	81	(244)	0	0.0%	0
OTHER INCOME		(806)	(269)	(1,070)	(801)	(806)	0	0.0%	0
TOTAL INCOME		(1,232)	(411)	(1,241)	(830)	(1,232)	0	0.0%	0
NET EXPENDITURE		5,486	1,824	(151)	(1,975)	5,486	0	0.0%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

PROJECTED VARIANCE £'000 CHANGE £'000

Property Costs

0 0

Administration Costs

0 0

Transport Costs

0 0

Supplies and Services

0 0

Agencies and Other Bodies

0 0

Income

0 0

0	0
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ABERDEEN CITY COUNCIL
REVENUE MONITORING 2010 / 2011

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
OPERATIONAL SUPPORT MANAGER

AS AT	31 July 2010	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	%	£'000	
ACCOUNTING PERIOD 4									
STAFF COSTS		1,442	481	477	(4)	1,442	0	0.0%	0
PROPERTY COSTS		1	0	0	(0)	1	0	0.0%	0
ADMINISTRATION COSTS		62	17	14	(3)	62	0	0.0%	0
TRANSPORT COSTS		2	1	1	0	2	0	0.0%	0
SUPPLIES & SERVICES		15	5	3	(2)	15	0	0.0%	0
TRANSFER PAYMENTS TOTAL		0	0	0	0	0	0	0.0%	0
CAPITAL FINANCING COSTS		625	0	0	0	625	0	0.0%	0
GROSS EXPENDITURE		2,147	504	495	(9)	2,147	0	0.0%	0
LESS: INCOME									
GOVERNMENT GRANTS		0	0	0	0	0	0	0.0%	0
OTHER GRANTS & CONTRIBUTIONS		0	0	0	0	0	0	0.0%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		(496)	(165)	0	165	(496)	0	0.0%	0
OTHER INCOME		0	0	(13)	(13)	0	0	0.0%	0
TOTAL INCOME		(496)	(165)	(13)	152	(496)	0	0.0%	0
NET EXPENDITURE		1,651	339	482	143	1,651	0	0.0%	0

VIREMENT PROPOSALS

None this cycle

<u>REVENUE MONITORING VARIANCE NOTES</u>	PROJECTED VARIANCE £'000	CHANGE £'000
Employee Costs	0	0
Property Costs	0	0
Administration Costs	0	0
Transport Costs	0	0
Supplies and Services	0	0
Income	0	0
	0	0

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	7 September 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Draft International Trade Plan 2011/2012
REPORT NUMBER:	TBC

1. PURPOSE OF REPORT

The report seeks approval for the Council's planned international trade development activities for 2011/2012 in order to help deliver the economic development priorities of the Single Outcome Agreement; Vibrant, Dynamic and Forward-looking; and the ACSEF vision.

2. RECOMMENDATION(S)

It is recommended that Committee:

1. Approve the report, including the 2011/2012 draft international trade plan at Appendix One, subject to its approval by the Scottish Government in the normal manner
2. Receive a bulletin report on each event undertaken in the plan
3. Agree to receive a report on the fully detailed and finalised International Trade Plan 2011/2012 once budgets and staffing are finalised, consultation has taken place with external partners and an approach to a new way of working, in accordance with resource availability, has been determined.

3. FINANCIAL IMPLICATIONS

The delivery of the proposed programme of international trade development activities is dependent upon a 2011/2012 international trade service budget allocation, covering staffing costs and market programmes.

In 2010/2011, the allocated budget was £63,000. The 2011/2012 international trade plan at Appendix One is based on a budget at the same level as 2010/2011, and is therefore subject to considerable change, depending on 1) the outcomes of the current service restructuring and corresponding staffing and budget allocations, and 2) the Council's 2011/2012 budget allocations following

the corporate business planning exercise. Therefore a revised Plan will be submitted once budget and staffing allocations are confirmed.

4. SERVICE & COMMUNITY IMPACT

Community: The contents of the report relate directly to delivering the economic development aspects of the Single Outcome Agreement:

National Outcome 1 – We live in a Scotland that is the most attractive place for doing business in Europe

National Outcome 2 - We realise our full economic potential with more and better employment opportunities for our people

Local Outcome – Anchor the Oil and Gas Industry

Local Outcome – Diversification of the Economy

The contents of the report also relate directly to delivering the economic development aspects of the Administration’s Policy Statement Vibrant, Dynamic and Forward-looking:

“The future prosperity of our city depends on ensuring that Aberdeen becomes an even more attractive place in which to do business and so ensure that high quality employment opportunities exist for citizens. The partnership will continue to promote Aberdeen as the Energy capital of Europe and seek to lead in the field of renewable energy.”

Service: The ability of the economic and business development service to deliver this plan is dependent on the budget and staffing resources allocated to this area of work following the Priority Based Budgeting exercise currently ongoing, and on the Council’s 2011/2012 budget decisions. This is will require a revision to this Plan.

5. OTHER IMPLICATIONS

Health and Safety: The health and safety implications of all overseas journeys are taken into account during planning, with any exceptional implications to be addressed at the time. Officers regularly review the travel advice provided by the Foreign and Commonwealth Office and are in contact with counterparts in-country to ensure information is accurate and up-to-date. When participating in overseas journeys, Council officers and Elected Members are covered by the Council’s insurance policy. A risk assessment is carried out for each overseas journey.

Risk Management: The risks associated with **not** undertaking this international trade development work are:

- City companies would have significantly reduced opportunities to enter new export markets and exploit opportunities;
- Aberdeen’s position as a global energy capital would be compromised if there was no local support, for example, to host high-level visiting business delegations;

- The Council would not be fulfilling its obligations in the Single Outcome Agreement, VDFL or the role set out in the Scottish Economic Recovery Plan, which places internationalisation as “one of the central priorities for the acceleration of the Scottish recovery”.
- Loss of targeted local support to local businesses could contribute to their failure, or their decision to relocate from Aberdeen.

The Council’s international trade development activity complements the national work of Scottish Development International (focused on key account-managed companies) and UK Trade and Investment. Consultation with the national agencies and with local companies and trade associations is essential to ensure the focus of the work is demand-led.

6. REPORT

Regional, National and International Context

The vision of Aberdeen City and Shire Economic Future (ACSEF) is 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 will attract and retain world-class talent of all ages.” Aligned to this is the need to maintain an excellent quality of life, for which the region is already renowned.

To achieve this vision, and ensure sustainable growth and prosperity for the region, Aberdeen City and Shire’s public and private sector organisations need to work in partnership to deliver on the 7 strategic priorities (below) in the 4 key industry sectors of **energy, life sciences, tourism** and **food and drink**.

1. Deliver a fully integrated transport network
2. Maximise our intellectual capital – people and expertise
3. Anchor the oil and gas industry
4. Deliver city centre redevelopment
5. Attract and develop skilled people
6. Improve the efficiency of planning decision-making
7. Location of choice for company headquarters

This report outlines how the Council’s international trade team will contribute to the delivery of these priorities, particularly items 2, 3, 5 and 7.

The international trade team helps to create the conditions for sustainable economic growth in the City by providing strategic support to City businesses to enhance their internationalisation (eg increase export of products and services).

The team does this by working effectively in partnership with key local, national and international partners to enhance the City’s strategic profile and position as a global energy capital, and as an even better place in which to live, work, invest, visit and grow up.

In practical terms, this means supporting trade missions, hosting inward business delegations, facilitating contacts between local and international companies, holding business seminars, attending key industry conferences and exhibitions and providing market intelligence. In many of these activities, the team works in partnership with Scottish Development International, UK Trade and Investment and other organisations to ensure a cohesive “Team Scotland” approach to economic development activity. The team’s work also contributes to local delivery of the Scottish Government’s Economic Strategy and International Framework.

Furthermore, the Scottish Economic Recovery Plan identifies internationalisation as “one of the central priorities for the acceleration of the Scottish recovery”.

Sector background

The four sectors outlined below – energy, life sciences, tourism and food and drink - are the key areas of economic activity in the north-east. Due to resource limitations in terms of staffing and budget, it is necessary for the City Council’s international trade team to consider where their resources can add most value and deliver most benefit.

Energy – oil and gas

The UK is currently the 13th largest oil producer in the world and the 8th largest gas producer in the world. Aberdeen is recognised internationally as a global energy capital and a leading centre of energy excellence, with almost 40,000 people directly employed in 900 companies.

The Gross Domestic Product (GDP) of Aberdeen and the surrounding area is around £10.5 billion per year - one of the highest GDP per capita ratios in the UK and the European Union.

To date, around 38 billion barrels of oil equivalent (boe) have been produced from the UK Continental Shelf. It is predicted that there is still 15 to 25 billion barrels of oil equivalent that could potentially be extracted. Furthermore the market for infrastructure decommissioning over the next 20 years is valued at £20-25 billion. In addition, the fast-emerging sub-sector of “unconventional” oil and gas (eg shale gas, tight gas, heavy oil and coalbed methane) is an area where Aberdeen companies can play a key role.

However, the last 2 years have brought new challenges - the global economic downturn and corresponding decline in access to capital, the variation in oil price, ageing infrastructure and skills shortages for example.

It is all the more important, therefore, that public and private organisations, both local and national, work effectively in partnership to anchor the oil and gas industry in Aberdeen. In practice, this means supporting the internationalisation of local companies, increasing their exports and facilitating their entry from their Aberdeen base into new markets.

The Scottish Economic Recovery Plan emphasises the need to scale up support for Scottish exports and the international trade team can play a significant role in making this happen for Aberdeen businesses.

Energy – renewables

In addition to the oil and gas industry, Aberdeen is positioning itself as a centre of excellence for renewable energy. Aberdeen Renewable Energy Group (AREG) – a pioneering public-private partnership established in 2001 – aims to ensure that Aberdeen City and Shire and its businesses play a major role in the energy revolution.

With over 130 member companies, AREG is delivering a portfolio of renewable energy projects, including spearheading Aberdeen City and Shire’s drive into new energy markets and expanding global connections; assessing the feasibility of a local offshore windfarm; accelerating the transfer of oil and gas technology and expertise to renewables; developing a new Renewables Research Centre and Joint Chair in Energy Futures supported by the University of Aberdeen, The Robert Gordon University and Aberdeen City Council; and leading the development of a biomass strategy.

In addition to the energy industry, Aberdeen is home to other key industries that significantly support the prosperity and development of the region: Life Sciences, Tourism, and Food and Drink.

Life Sciences

“The region is home to one of the largest concentrations of life scientists in the UK outside Cambridge, with specialisms in human health and nutrition, bone health, infectious diseases, imaging and biologics. Aberdeen City and Shire has a significant academic and research base, centred on the Institute of Medical Sciences, the University of Aberdeen, the Rowett Research Institute, Robert Gordon University’s School of Pharmacy and Life Sciences, and NHS Grampian. The challenge is to accelerate intellectual property exploitation and create new companies.” (Source: Aberdeen City and Shire Official Guide)

Tourism

Tourism generates £250 million a year for the regional economy, with 40% of that attributable to overseas visitors. There are 20,000 tourism-related jobs in Aberdeen City and Shire, which is 8% of the region’s total employment. The region offers a powerful combination of leisure and business tourism destinations and is well positioned to compete with global destinations in the coming years.

Food and Drink

Aberdeen City and Shire – “Scotland’s Larder” - has long been home to a strong food and drink industry, building on the area’s strengths in agriculture, food processing and fishing. Aberdeen City and Shire has 6,000 employees in food

and drink manufacturing, contributing 13% of Scotland's total food and drink employment, and generating 9% of Scotland's food and drink turnover.

Sector prioritisation

It is proposed that the City Council's international trade team should continue its clear focus on the **energy** industry for the following reasons:

- The energy industry, both oil and gas and renewables, remains the key driver for the regional economy
- The energy industry is where the team can add most value for SMEs through supporting trade missions, hosting inward delegations, holding seminars etc
- There is significant industry-led demand for support to increase internationalisation and support further exports
- Support for high-value jobs in the city
- Future potential of subsectors such as subsea, decommissioning, unconventional oil and gas etc
- Activity complements national support from SDI and UKTI
- Existing knowledge, expertise and experience within the team is focused on the energy industry
- The life sciences sector benefits from existing support from Scottish Development International
- The tourism sector benefits from existing direct support from Visit Scotland, plus support from the Council's city promotion and events team and Aberdeenshire Council
- The food and drink sector benefits from existing support from Aberdeenshire Council, where most of the region's food and drink businesses are based.

Assuming a clear focus on the energy industry by the international trade team, the team must then narrow its focus further to certain key geographic target markets, in order to direct its limited staffing and budget resources towards optimal outcomes for local companies.

The priorities below are determined by taking into account the following:

- Industry opinion, for example, through the Export Survey and ad-hoc questionnaires
- Current knowledge, experience and expertise within the team
- Forecasting of future market developments
- Views of Council officers and Elected Members
- Views of local companies
- Views of local partner organisations
- Views of national agencies such as Scottish Development International, UK Trade and Investment etc
- Opportunity for best return on investment (eg of staff time, project budget)
- Cities/regions where good working relationships are already in place
- Accessibility of the market (eg regulations, business culture, language etc)

A full list of external consultees to be consulted for the finalised plan is shown at the end of Appendix One.

Summary of target markets and priority levels

In order to focus activity where it can deliver most benefit, it is necessary to prioritise markets into three priority levels, which will determine the type and amount of activity to be undertaken in that market.

Activity in Tier One – the top priority markets – will include proactive outward and inward business support, for example trade missions, exhibitions, conferences, inward visits, local seminars, sponsored events etc.

Activity in Tier Two – medium priority markets – will include continued business support with some outward but mainly local or inward events, such as seminars.

Activity in Tier Three – “watching brief” markets – will include market monitoring and intelligence gathering, awareness-raising and limited local or inward events, subject to available resources.

However, given the speed with which markets and the oil and gas industry change and develop, this framework is intended as a guide only. The team will endeavour to maintain enough operational and financial flexibility to enable it to respond to any unexpected opportunities that may arise which have the potential to provide an immediate return for Aberdeen companies.

Tier One (top priority)

US Gulf of Mexico
Brazil
Australia

Tier Two (medium priority)

Norway
Mexico
Kazakhstan
Iraq

Tier Three (watching brief)

China*
Canada*

* Links maintained through WECP

Tier One – top priority

US Gulf of Mexico

The focus of the trade development work in this market is to strengthen business partnership opportunities to attract US companies to start-up in Aberdeen City and Shire, and help local companies form partnerships with companies in the US. This will be delivered through strong working relationships with Louisiana Economic Development and the Louisiana Global Alliance, which includes the four main economic development authorities in the south of the State, as well as with the British Embassy and trade organisations in Texas, such as the Greater Houston partnership.

In the 2008 Export Survey, *(NB this will be updated when 2010 Export Survey information is available)* the US was rated as the number two market for current exporters and the number two target market, up from 14th place in 2006. Attendance at the annual Offshore Technology Conference (OTC) in Houston – the oil and gas industry’s largest global showcase – is a core element of the international trade programme, as OTC is seen as the ultimate “shop window”.

The wider US is a key target market for Aberdeen Renewable Energy Group, while the international trade team will target its resources on Texas and Louisiana, as outlined above.

Brazil

Brazil is a tier one priority market because of the scale of the opportunities and the fact that it can be a challenging market to break into, so assistance for companies is vital. The Brazilian economy was one of the last to enter a recessionary phase and has already returned to growth. Petrobras, the National Oil Company, has a \$174.4 bn Investment Plan covering the period 2009 to 2013. There are reckoned to be two routes in to this market: 1) Establish an in-country subsidiary or 2) Form partnership with a local business.

The main area of current offshore production is the Campos Basin. Future development effort in the pre-salt fields will be located in the Santos Basin which lies off Rio de Janeiro State and Sao Paulo State to the south of Rio. Aberdeen has a Memorandum of Understanding with the State of Rio de Janeiro and activities for the Brazilian market in 2011 will be planned to dovetail closely with the activities planned by both SDI and UKTI.

Further to a major inward visit by representatives from Rio Grande do Sul, an emerging oil and gas region in the south of Brazil keen to learn from Aberdeen’s experience, the team will build on the visit where feasible, and where local companies stand to benefit.

Australia

The 2008 Export Survey listed Australia as the 4th most important market in which companies are currently active and the 6th most important target market for future exports. *(NB this will be updated with 2010 Export Survey results)* Since the Survey was compiled, industry interest in Australia has grown considerably, as demonstrated by the highest-ever attendance levels at the Aberdeen City

Council/Scottish Development International/Government of Western Australia seminar on Doing Business in Western Australia in November 2009 and 25 local companies participating in the 2010 Australasian Oil and Gas exhibition. Australia is also a key market for the subsea industry.

With more than A\$67 billion predicted to be outlaid on new petroleum projects in Australia over the next 10 to 15 years, the opportunities for international service and supply companies to gain new business opportunities are unprecedented. The Australasian subsea market, which was worth \$3.1 billion over the five years 2002-2006, is expected to almost quadruple to \$11 billion over the current 2007-2011 period. The potential for UK business in Australia is strong, with tremendous opportunities in many key technology areas including Topside Design, Risers, Pipelines, SubSea Modules and Installation and Well Intervention to name but a few. (Source: Scottish Development International)

Australia is perceived as a high-opportunity market for both conventional and unconventional oil and gas – it is a politically and economically stable market with vast resources, and is seeking significant skills and technology development that Aberdeen companies would be well placed to provide. As part of the Council's strategy to anchor the oil and gas industry in Aberdeen, the team will organise events and presentations to make Aberdeen companies aware of the opportunities that exist in unconventional oil and gas exploration, extraction and production in key markets and in particular to make them aware of opportunities relating to tight gas exploration, extraction and production in Western Australia.

“Business investment in Western Australia grew by 5.6% between March and June 2009 and has grown an average 20.2% per annum in the five years to 2008.” (Source: Western Australia Review, December 2009)

Perth, Western Australia will host the 2010 WECP AGM in October and relationships continued to develop well with the Government of Western Australia, Perth City Council, the private sector and the Universities.

Tier Two – medium priority

Norway

According to the 2008 Export Survey, Norway is the number one market for current exporters but was only ranked 26th as a target market (*to be updated with 2010 Export Survey information*). It is a relatively straightforward market to enter, with fewer regulatory and language barriers than other markets. Offshore Northern Seas – the biennial oil and gas event in alternate years to Offshore Europe - is an important European platform for local companies to showcase their products and services.

Where resources permit, opportunities in Arctic Europe/Russia (Shtokman) through northern Norway will be progressed through contacts with Kirkenes.

Mexico

Mexico is seen by a number of Aberdeen companies as a high-opportunity but difficult-to-enter market. The Presidential visit to Aberdeen in March 2009 has already strengthened ties between the UK and Mexican energy industries and this momentum has been maintained with a further visit in Spring 2010 from the Mexican Ambassador. An officer from the British Embassy in Mexico is expected to spend 4 months in Aberdeen on placement from October 2010 to drive forward the opportunities for local businesses in Mexico and, if successful, this may generate further focus on this market.

Recent legislative reforms have gone some way to making the market more accessible for foreign companies and the Mexican Government has shown interest in learning from the North Sea model.

Aberdeen City Council and Scottish Development International have been cooperating to create and develop market-entry opportunities for Aberdeen companies and there is now reasonable momentum in activity for this market.

It will be important to programme further activity with this market in 2011/2012 to maintain momentum. Links with Villahermosa and Tabasco – with whom Aberdeen has a dormant MOU – could be maintained, if both cities desired, at an appropriate level through WECP. There is scope to develop relationships with Carmen, though this does not need to take the form of an MOU.

Kazakhstan

Aberdeen has an MOU with Atyrau, Western Kazakhstan and supported its nomination for membership of WECP. There are existing commitments in place for seminars (one in Aberdeen; one in Kazakhstan), but these have been delayed due to staff vacancies in the international trade team.

There are significant opportunities for the Aberdeen supply chain from the Kashagan field – the largest global oil discovery since the 1960s – and from the Karachaganak field which is believed to hold 1.2 billion tonnes of oil and gas condensate and 1.3 trillion cubic metres of natural gas - and this justifies continuing some focus on this market, as resources permit.

Iraq

UK Trade and Investment states Iraq “is plentiful in natural resources and possesses considerable potential for economic growth. The UK government wishes to see UK companies play a substantial role in the reconstruction of Iraq's essential infrastructure, and British firms are already active in a range of sectors, including: Power; Water; Health; Telecommunications; Oil and gas; Construction; Education.”

With proven oil reserves of 115 billion barrels, proven natural gas reserves of 3.2 trillion cubic metres, and output potential of 6–12mn barrels a day elevating Iraq to the position of 3rd largest global producer, the scale of opportunity in this country for oil and gas infrastructure and supply chain services is unprecedented on a global scale. With the BP-CNPC consortium securing the contract to develop the 17.8 billion barrel Rumaila oilfield, awareness of the opportunities in

this market should be raised to ensure local companies are able to take informed decisions about entering this market.

However conditions are difficult, with security, legislation and infrastructure among the main concerns. Therefore in 2011/2012 it will be important to monitor the development of this market (including in the 2010 Export Survey) and raise awareness of the opportunities and conditions, particularly in skills development and training, with any activity focusing on locally-based support.

Tier Three - watching brief

China

The 2008 Export Survey listed China as the number one target market, though only 26th among current export markets (*to be updated with 2010 Export Survey data*). Aberdeen has links with the number one and number two oil cities in China (Daqing and Dongying) through WECP and recently agreed to cooperate more closely (under the auspices of WECP) with Dongying, at Dongying's request. IP remains a concern for companies although improvement is being seen in this area. UKTI is planning two missions to China in 2011 (one oil and gas; one gas). China is also a key target market for renewable energy and AREG is leading in this area.

However, China is a very difficult market to penetrate and requires considerable resources to make a significant impression. SDI and UKTI are already putting significant resources into entering the Chinese market. Therefore, due to the relatively low resources available to the international trade team, the team is unlikely to be able to make any serious direct impact in this market. This explains why China has been categorised as a tier three market. Efforts will focus on links with Dongying and Daqing through the WECP and hosting inward visits on request. A partnership approach with other agencies and local authorities such as Angus Council, which has very well developed relationships in Shandong Province, where Dongying is located, will be undertaken wherever appropriate to ensure maximum output from the limited resources available.

Canada

Strong working relationships exist with Alberta, Nova Scotia and Newfoundland, through the World Energy Cities Partnership, the latter two also having Memoranda of Understanding with the former Grampian Regional Council. Having reviewed the MOUs in late 2009, it was found that they had achieved what they were set out to do.

In partnership with UKTI, the international trade team last ran two successful trade missions to the Alberta oil sands in 2008, however it is felt that this is not an area where the international trade team should focus its activity in 2011/2012. The most recent Export Survey showed that Canada had fallen from 7th to 14th place in the current markets for exporters (*to be updated with 2010 export Survey data*). Both UKTI and SDI are expected to continue to support this market, as will Aberdeen Renewable Energy Group. Therefore it is calculated that the

international trade team's efforts would be better placed in other markets. Focus on this market is likely to be limited to hosting inward visits and specific invitations to support trade development efforts from other parties.

Additional Priorities

Unconventional Oil and Gas Conference March 2011

The international trade team, in partnership with the private sector, is organising a conference in Aberdeen in Spring 2011 focusing on the fast-emerging global sub-sector of unconventional oil and gas. The conference will require significant officer time in the short term (estimated at 1 officer, 3 days per week) but the conference is expected to generate significant interest from the international energy industry and generate a surplus that can be used to fund further international trade activity in this area.

Offshore Europe September 2011

Staffing resources will have to be made available to coordinate and host programmes for international VIPs and visiting delegations from priority markets.

World Energy Cities Partnership (WECP)

Aberdeen City Council is a founding member of the World Energy Cities Partnership – a 16-strong network of global energy cities that encourages the exchange of energy industry knowledge and economic and infrastructure development strategies.

Representatives of the City Council attend two WECP meetings per year: the Annual General Meeting each October, and a working meeting during the Offshore Technology Conference in Houston each May.

There are opportunities to derive greater benefit for local companies from WECP membership. A number of sub committees have been established on education, business development, communication and climate change, on which Aberdeen is represented. This will allow for more active participation in WECP, which will be a priority in 2011/2012.

Memoranda of Understanding (MOU)

Aberdeen currently has six Memoranda of Understanding with the following energy cities and regions:

Atyrau, Western Kazakhstan
Halifax, Canada
St John's, Canada
Torshavn, Faroe Islands
City of Villahermosa and State of Tabasco, Mexico
State of Rio de Janeiro, Brazil

Only the Kazakh MOU is currently active, although the other MOUs could be revived if desired and if resources allow.

However, in order to take full account of the whole MOU picture, it is proposed to bring forward in a separate Committee report by the end of 2010 a comprehensive review of all six MOUs.

Type of activity

Having identified the priority sector (energy) and the priority markets as above, the next step is to identify what type of international trade support activity will deliver the best results for Aberdeen companies.

The type of activity undertaken will depend on the nature of each market, the level of industry interest/demand, resource capacity (both budget and staffing), and ability to maximise output through working in partnership in order to ensure the Council obtains maximum value for every pound it spends.

One of the main factors in determining activity is resource availability and that leads the team to focus on predominantly low-cost, local activity, but with as high an impact as possible. A high-level presence at major events would require additional resources.

The other main factor is Scottish Development International and UK Trade and Investment's strategies. The nature of international trade development activities and the extent to which the Council's international trade team is involved, is determined by the national agencies, as all activities require Scottish Government approval. The Council's international trade team has a responsibility to maximise Aberdeen's exposure within that national framework. The delivery of the team's 2011/2012 plan will support and contribute to the achievement of national objectives in international trade development.

In general, the type of activity will include:

- Attending industry conferences and exhibitions – taking a stand at some, simply having a mobile presence at others
- Where appropriate, accompanying trade missions to target markets
- Hosting (both through proactively attracting and responding to requests from partners) key inward business delegations from main target markets
- Hosting business seminars for local companies
- Making better use of existing networks such as WECP

Appendix One outlines the key international trade development activities for 2011/2012. However, the team requires to undertake further activity in support of this:

Support required for successful international oil and gas trade service delivery

Topic	Lead Role and Supporting Input	Estimated Cost and Comments
Seminar programme on doing business in international markets	International Trade with AGCC	Funds may be available (£12.5k) from BGI budget.
WECP Academic Exchange programme. Future development of academic exchange between WECP cities, focus on environment and diversification away from fossil fuels	Universities	Currently up and running.
Export survey development Export survey delivery	International Trade with Aberdeenshire Council and AGCC	Contribution agreed by Aberdeenshire Council
Trade quarterly newsletter	International Trade	Staff time
Circulation of industry events to city and shire companies	International Trade	Staff time
Website content	International Trade	Staff time
CRM system	Business Development Team with support from all other teams	Small system/software cost TBC/Urgent
Business directory	City Promotion with support from Business Development team	Cost TBC and staff time required
Oil and gas industry capacity building support to Councillors (.e.,g bulletins)	International Trade	Staff time
Relationship building with key industry bodies and companies and other local authorities	International Trade	Staff time
Co-ordination of council involvement in local industry events e.g., invitation lists, sponsorship at award dinners, oil and gas conferences and exhibitions	Business Development team with support from International Trade	Staff time and limited sponsorship
Speeches for councillors at industry	International	Staff time

events	Trade and Business Development teams with support from City Promotion	
World Heavy Oil Congress 2012 bid	City Promotion with support from Business Development and International Trade teams	Staff time plus possible subvention grant
Industry intelligence gathering for service development e.g.,: <ul style="list-style-type: none"> • Decommissioning • Carbon Capture Storage • Training and Education • Subsea technology • Unconventional oil and gas 		Staff time
Inward Investor Support Strategy and relationship building with potential and new investors	Business Development Team with support from International trade	Staff Time
Aberdeen City Economic Development presentation materials for use at local and international exhibitions, to include creation of updated media (short video)	City Promotion with input from International Trade	Costs TBC
Intelligent Exporter (£7.5m) Scottish Government programme to support SMEs' international trade development	International Trade with External Funding	May generate funding to support local activity

Staffing

The international trade team is currently staffed by one Senior Business Development Officer (International Trade) on 0.8 FTE and one full-time International Trade Executive, although the latter post has been vacant since May 2010 and may be filled in autumn 2010. A further 0.5 FTE International Trade Executive was employed on a fixed-term contract but this post is now vacant and there is no current budget allocation to continue this post. These staffing numbers do not take account of City Promotion team personnel who lead on exhibitions such as OTC and ONS. Market prioritisation has been considered carefully to ensure staffing resources are targeted where they can deliver most value and benefit to local companies.

With the restructuring of the Economic and Business Development Service under way, it is hoped that additional staff resources can be diverted to the International Trade function. This will allow the team to fully deliver on this Plan and potentially increase activity in priority areas identified in this paper.

REPORT AUTHOR DETAILS

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BACKGROUND PAPERS

Aberdeen City and Shire Export Survey
Scottish Government Economic Strategy and Recovery Plan/Update
Scottish Government International Framework
The Economic Action Plan (2008) for Aberdeen City and Shire – ACSEF
Aberdeen City and Shire Official Guide
Aberdeen City Council Single Outcome Agreement
Vibrant, Dynamic and Forward-Looking
Aberdeen and Grampian Chamber of Commerce Oil and Gas Survey

APPENDIX 1

DRAFT INTERNATIONAL TRADE PLAN 2011 – 2012

MARKET AND PRIORITY LEVEL	TRADE EVENT	TIME AND PLACE	JUSTIFICATION	OFFICER INVOLVEMENT	COMPANY INVOLVEMENT	MEMBER INVOLVEMENT	BUDGET
Tier One							
USA	OTC: Offshore Technology Conference (Already Approved at EP&I Committee 1 Sep 09)	Houston, USA 2-5 May 2011	OTC is the major global oil industry show. USA is the no.2 target market for current exporters and the no.2 current market for current exporters. Also includes WECP meetings.	Three Officers	Yes – numbers TBC	Lord Provost and Council Leader	Economic Promotion: £30,000 includes exhibition space and costs for 2 officers and 1 Member. International Trade: £5,000 includes costs for 1 officer and 1 Member to attend WECP.
Brazil	Outward trade mission, may coincide with Rio Oil and Gas/Rio Energy and Power	Rio, Brazil Autumn 2011	Brazil is a top priority market due to scale of opportunity. MOU partner.	Up to Two Officers	Yes – numbers TBC	No	TBC pending 11/12 budget decisions
Australia	Outward trade mission, may coincide with Australasian Oil and Gas	Australia March 2012	Australia is a top priority market due to scale of opportunity and ease of market access.	One Officer	Yes – numbers TBC	No	TBC pending 11/12 budget decisions
Tier Two							
Kazakhstan	Kazakhstan MOU – fulfillment of cooperation agreement	Atyrau and Aberdeen Dates TBC	Environmental and business promotion seminar/trade mission to be determined following WECP AGM in Perth in Oct 2010 where Atyrau's membership is expected to be finalised.	One Officer	Yes – numbers TBC	Lord Provost	TBC pending 11/12 budget decisions

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MARKET AND PRIORITY LEVEL	TRADE EVENT	TIME AND PLACE	JUSTIFICATION	OFFICER INVOLVEMENT	COMPANY INVOLVEMENT	MEMBER INVOLVEMENT	BUDGET
Other							
Partnerships	WECP AGM	TBC, October 2011	WECP annual meeting; development of WECP network; outward trade mission	Two Officers	Yes – numbers TBC	Lord Provost	£6,000 to be met from within existing international trade budget; plus £6,000 annual membership fee to be met from within existing international trade budget
Inward visits to Aberdeen from various markets	Inward Visits 2011/12	Aberdeen Various dates TBC/on request	Inward visits from overseas delegations anticipated from target markets during 2011/12, eg especially for Offshore Europe and possibly All Energy. Number of requests for assistance with visits likely to be high.	Various	Yes	Yes	TBC pending 11/12 budget decisions
Local seminars and workshops in Aberdeen on various markets	Local seminars and workshops	Aberdeen Various dates TBC	Programme of local seminars and workshops to focus on key target markets.	Various	Yes	No	TBC pending 11/12 budget decisions
Other events to support entry to various markets Tiers 1-3	Other Market Initiatives	Aberdeen and partners	Programme of initiatives, including trade clinics, conferences, exhibitions and in support of developing markets identified in Tiers 1 – 3.	Various	Yes	TBC	TBC pending 11/12 budget decisions

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List of External Consultees to be consulted for finalised plan

Aberdeen and Grampian Chamber of Commerce
Aberdeenshire Council
Aberdeen City and Shire Economic Future
Scottish Development International
UK Trade and Investment

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure Committee
DATE	7 September 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/ 10/119

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(S)

It is recommended that the Committee:

6.1.1 ***Kincorth Silver Surfers –educational visit to Regensburg 2010***

It is recommended that the Committee approve a contribution of £3,770 from the 2010/2011 international twinning budget towards the cost of Kincorth Silver Surfers' educational visit to Regensburg.

6.1.2 **Inward visit from Gomel Museum Director and veterans for exhibition launch and further collaboration - February 2011**

It is recommended that the Committee approve a contribution of £4,275 from the 2010/2011 international twinning budget towards the cost an inward visit from Gomel's Museum Director and veterans for the Gordon Highlanders exhibition launch and further collaboration in February 2011.

3. FINANCIAL IMPLICATIONS

The Finance and Resources Committee approved the International Twinning Budget for 2010/2011 at its meeting of 11 March 2010m. 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.

In recent years older people have been underrepresented in twinning projects. This report recommends two applications to push forward twinning projects with a strong participation from this age group. This takes into account the need to develop new avenues for twinning activities from this age group, for instance through intergenerational learning projects, given Aberdeen's aging population (15% above 65 years in 2010).

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	£23,669*
6.1.1.	Kincorth Silver Surfers –educational visit to Regensburg 2010	3,770
6.1.2.	Inward visit from Gomel Museum Director and veterans for exhibition launch and further collaboration - February 2011	4,275
	Total of funds applied for	8,045
	Budget balance if all applications are funded	15,624

* This balance takes into account the return of an unused amount of £1150 (approved at the E,P,I committee on 31/05 for the events team to invite Norwegian musicians to the Highland Games).

6.1.1. Kincorth Silver Surfers – Request to support lifelong learning educational visit to Regensburg 2010

Kincorth Silver Surfers, a group of pensioners who meet regularly for computer training are planning an educational visit to Regensburg to “learn about another culture (with emphasis on older learners)”, “... to share social experiences and living up to the ethos of ‘lifelong learning’ (...) and to share memories of war experiences”. The trip is to take place from 10/11 to 16/11/2010.

The total cost of the visit for six participants, including the group’s tutor, is estimated at £4,500. The group’s fundraising and the participants’ own contribution amount to £730. Kincorth Silver Surfers are therefore applying for the balance of £3,770.

This is well beyond the normal 50% of the total cost usually set as a cap on twinning grants but the applicants’ age (between 65 and 87 years) and socioeconomic situation should be taken into account. As the application states:

“All of the group are retired local pensioners who are getting by on their state pension – therefore are by no means well off”.

The breakdown of the costs is the following:

		£
1	Flights for 6 people @£250	1,500
2	Taxis from and to airport	240
3	Accommodation for 5 nights @£225/person	1,350
4	Local transport at £5/day	150
5	Meals at £35/day for 5 days	1,260
	Total Cost	4,500
	Fund raising and participants contributions	-730
	Balance applied for	3,770

The project of the visit builds on a ‘pen friendship’ established by the most senior member of the group who had attended a learning centre in Regensburg.

Activities included in the visit are:

1. A visit to Regensburg’s local adult education centre to meet
 - a) the older learners' English language class
 - b) the older learners' computing group

2. A visit to the local kennel club - older members of the group and their new contacts share a mutual interest in this.

3. A visit to a local school for inter-generational experience sharing

4. Other activities discussed were an interest in local folk dance and costume and photography - still to be arranged

On their return, the participants will share their experience in meetings with other pensioners in Kincorth and Torry Learning House. The group’s tutor also plans to hold a meeting with officers of the Education, Culture and Sports directorate of the City Council to share their experience and ideas on the benefits of their visit in Regensburg and of twinning exchanges for lifelong learning.

The group’s members are also going to use the whole planning and visit as evidence towards SQA qualifications.

It should be noted that in the past the Council’s twinning programme featured a specific strand for pensioners with annual ‘Senior Citizens Twinning Visits’ organised by the officer responsible for twinning partnerships. This particular strand of the twinning programmes was ended in 2003 and since then there has been less pro-active support to projects specifically for older people.

Recommendation: It is recommended that the Committee approve a contribution of £3,770 from the 2010/2011 international twinning budget towards the cost of Kincorth Silver Surfers' educational visit to Regensburg.

6.1.2. Inward visit from Gomel Museum Director and veterans for exhibition launch and further collaboration - February 2011

From February to June 2011 the Gordon Highlanders Museum will be displaying an exhibit on Gomel's experiences of occupation and liberation during the Second World War. In June 2010, Jesper Ericsson, the Curator of The Gordon Highlanders Museum, visited Gomel to formally establish a partnership between The Gordon Highlanders Museum and the Gomel Regional Museum of Military Glory with regard to the Gomel exhibition in 2011, as well as to establish future co-operation on Museum projects and exhibitions (see report on visit attached in annex).

As the application states: "The exhibition is being specifically held in the spring of 2011 to mark the commemoration of the 70th anniversary of the invasion of Belarus by National-Socialist Germany, a hugely significant date for the countries of the former Soviet Union. It would be only fitting that the Director of the Gomel Regional Museum of Military Glory, who has so kindly agreed to loan The Gordon Highlanders Museum a large number of items, should open the exhibition and invited veterans be a part of this most important occasion".

This commemoration at the Gordon Highlanders Museum marks the development of a new dimension of the twinning relationship as discussed with the Gomel Executive Committee in June 2010 in the build up to the 20th anniversary of the twinning link and the visit to Aberdeen of Gomel's new Mayor, Viktor Pilipets in September 2010.

This visit would mark for Aberdeen a new dimension of twinning projects with Gomel both in terms of educational projects on shared history and veteran exchanges. The visit activities will include the opening of the exhibit at the Gordon Highlanders museum, meetings between veterans from Gomel and Aberdeen to establish a relationship between veteran organisations in both cities and work meetings to develop school exchanges through history projects.

Besides strengthening the already existing school exchanges by developing new cultural understanding through educational projects on History, this visit will develop twinning links between senior citizens of both cities.

The funds applied for are to invite the Director of Gomel's Regional Museum of Military Glory (which is lending the items to be displayed at the Gordon Highlanders Museum), 3 veterans and an interpreter.

The Gordon Highlanders Museum is already committing £5000 towards the exhibit (of which £975 will go directly to the exhibit opening ceremony). As an independent self-financed museum, governed by a charitable trust, the Museum

cannot afford to contribute more to the costs of inviting the delegation from Gomel and are seeking a further £800 from fundraising to contribute to the costs. The total cost of the visit is of £6050 and the application to the twinning grant is for the balance of £4275.

The total cost of the visit is of

		£
1	Flights for 5 people @£420	2,100
2	Visas @ £75/person	375
3	Taxis from and to airport	100
4	Accommodation for 5 nights @£300/person	1,500
5	Local transport at £5/day	125
6	Meals at £35/day for 5 days	875
7	Hire of the Sir Jack Hayward Room, drinks (wine and soft), sandwiches*	600
8	Staff time and volunteer time*	300
9	Cost of invitations and postage	75
	Total Cost	6,050
	Museum's direct contribution	-975
	Museum fundraising and donations	-800
	Balance applied for	4,275

* Costs are based on 80 people attending, 24 hours of permanent staff time and 16 hours of volunteer time.

Recommendation: It is recommended that the Committee approve a contribution of £4,275 from the 2010/2011 international twinning budget towards the cost an inward visit from Gomel's Museum Director and veterans for the Gordon Highlanders exhibition launch and further collaboration in February 2011.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

1. **Older Learners: Issues and Perspectives** by Alexandra Withnall, Keele University:

<http://www.open.ac.uk/lifelong-learning/papers/392BB376-000D-5D44-0000015700000157.html>

2. **Report on the visit to Gomel in June 2010** by Jesper Ericsson, Curator of The Gordon Highlanders Museum (see annex below)

Annex:

Report on the visit to Gomel in June 2010 by Jesper Ericsson, Curator of The Gordon Highlanders Museum

My visit to Gomel was extremely useful and very important. An informal link between The Gordon Highlanders Museum and the Gomel Regional Museum of Military Glory was established in 2008, with a small-scale 3-month loan of items from Aberdeen to Gomel.

The proposed exhibition on the town of Gomel during the Great Patriotic War, due to run from February to June 2011 at The Gordon Highlanders Museum, is a much more complex and large-scale affair, especially due to the international and formal nature of the loan of items that will be necessary for the display to go ahead.

The chance to meet directly with the Director of the Gomel Regional Museum of Military Glory, Pavel Zhdanovich, talk through the loan and exhibition, and to see the items, which he is so kindly sending, was utterly invaluable. A great personal relationship was established, which will allow and facilitate future projects as well as this one. The meetings that were undertaken allowed me to start planning the exhibition as soon as I returned to Aberdeen.

Another invaluable aspect to the trip was the chance to meet fellow Museum counterparts and see how the Gomel Regional Museum of Military Glory handles, interprets and displays its history and items. This experience was fascinating and gave me a great many ideas and insights into how the Second World War affected Belarus and especially Gomel, and how this is presented to the public and to school children today. The chance to visit the Gomel archives was also extremely interesting and gave me the opportunity to see how archivists work and their preservation techniques.

In addition, being given the chance to meet veterans of both the Second World War and the Cold War was an honour, and I came away with the hope that some kind of relationship could be established between veteran's organisations in the North East and Gomel.

Only by visiting Gomel could I fully appreciate the impact of the Second World War on the town and how it has affected the generations of inhabitants in the decades after 1945. It was vital to be able to see and feel how the Second World War is taught in schools and presented to the public through museums, so that the planned display in 2011 at The Gordon Highlanders Museum, timed to commemorate both the 70th anniversary of the start of The Great Patriotic War and to continue the 20th anniversary of the twinning of Aberdeen and Gomel, will honestly and accurately reflect the subject which is being displayed.

This is a unique opportunity for The Gordon Highlanders Museum to host an exhibition about Gomel during the Second World War, a subject that has never been explored anywhere outside Belarus before. It is also a phenomenal opportunity to further strengthen the cultural ties between Aberdeen and Gomel, as well as the link between our two museums. This could only have been achieved at a personal level and I look forward very much to future co-operations.

The visit was for me deeply moving and has given me an extra drive and enthusiasm for the upcoming exhibition. The war on the Eastern Front was so horribly different to anywhere else, perhaps only on a par with the war against the Japanese with regard to the brutality of the conflict and the devastation wrought on civilians. To be able to walk on the battlefields in and around Gomel and try to imagine what went on there 70 years ago was both humbling and extraordinary.

Jesper Ericsson, Aberdeen, August 2010

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise Planning & Infrastructure

DATE 7th September 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT Bi-Annual Sector Skills Need Audit

REPORT NUMBER: EPI/10/121.

1. PURPOSE OF REPORT

This report presents the “Draft” – “2010 Sector Skill Needs Audit”, which identifies the current and predicted skill shortages within the local economy, across 13 key sectors. In addition there is opportunity to evaluate how shortages in some sectors have increased/decreased since the last report. This audit also gives an insight into the changing employment trends and also the employment opportunities and restrictors for Graduates and school leavers linked to the current economic climate.

2. RECOMMENDATION(S)

It is recommended that committee support the production and circulation of this audit as a robust tool that is reflective of the current local skill situation.

It is recommended that committee agree to the use of this audit to inform partners on the current situation,

It is recommended that committee support the use of this audit to develop future skills development and employability programmes.

3. FINANCIAL IMPLICATIONS

There are no financial implications arising from the production of this report

4. SERVICE & COMMUNITY IMPACT

This section should include links to the Community Plan, the Single Outcome Agreement and Vibrant, Dynamic & Forward Looking, and should also cover the Equalities & Human Rights Impact Assessment.

Community Plan and to a Partnership for Aberdeen

Identify local skill shortages and take action to link providers of training with local trainees.

Work in partnership with Scottish Enterprise and others to secure economic development and training opportunities

Single Outcome Agreement

National Outcome 1: We live in a Scotland that is the most attractive place for doing business in Europe

National Outcome 2: We realise our full economic potential with more and better employment opportunities for our people

National Outcome 12: We value and enjoy our built and natural environment and enhance it for future generations.

National Outcome – 13: We take pride in a strong, fair and inclusive national identity.

5. OTHER IMPLICATIONS

This paper has no internal implications for Aberdeen City Council. There will be potential negative implications within the business and economic community if steps are not taken to develop initiatives that will address the highlighted areas of concern.

6. REPORT

Over **200** local employers from both the private and public sectors were invited to respond to a sector skills need audit (hosted by Survey Monkey) in late spring 2010. Links to the survey were also circulated by SCDI, Aberdeen & Grampian Chamber of Commerce, ACVO, Federation of Small Businesses and local businesses on the export survey data base. This survey asked respondents (in relation to skills) to highlight problem areas, areas of predicted growth, impact of economic downturn on recruitment and general recruitment and skill issues.

To date **53** companies employing over **27,248** staff have responded to the survey. Of those 53 respondents 20% have requested a meeting with Aberdeen City Council. These meetings will be used to further probe skill issues and promote services that are currently available from Aberdeen City Council and their partners to assist company growth and sustainability.

Prior to issuing the questionnaire every effort was made to ensure equal opportunity to participate was given to all sectors and sizes of organisations. Responses were obtained from the following key business sectors.

Financial, Transport & Communication, Retail, Hospitality, Food Processing, Healthcare, Manufacturing, Oil and Gas, Commercial Services, Engineering, Construction, Third Sector and Public Agencies.

The objectives of this audit are under 3 main headings.

Economic Impact

We are seeking to identify whether the economic situation has had an impact on staffing levels and if companies were predicting an upturn in business over the next 12 months via their recruitment predictions. Analysis will also highlight if there has been an increase in the number of part-time working opportunities and if this has been driven by the current economic climate.

Skill Shortages and Sector trends

Do local companies have difficulties when recruiting staff? Are these problems prevalent in specific occupations? Do companies predict an expansion in demand for these skills? Is there an ageing workforce in specific sectors which could drive replacement demand? Answers to these questions will allow the future development of programmes to either elevate the promotion of these occupations as career options, look at inward migration potential or look at the development of training and inclusion programmes that may address these needs.

With the continuing increase of benefit claimants it is of vital importance that sectors with growth potential are identified and steps taken to develop and align benefit claimant skills towards these opportunities at an early stage. Finally, that maximum community benefit is gained from this predicted growth

Utilisation of Local Skills

A specific section of this survey has been dedicated to the opportunities available for local graduates and school leavers. This segment of the population are currently experiencing an increase in unemployment levels, which many fear will peak over the summer months due to a increase in potential school leavers last year selecting to remain in full time education. Many of the former groups are educated within the City but then chose to locate elsewhere within Scotland and England. This research will identify if this drain of essential resources is compounded by a lack of local opportunities, or if there are initiatives that local businesses are willing to participate in that will develop their employability skills, and retain talent in this area.

Key Points

- Business confidence has decreased
- Only 28% predict an increase in employee numbers over the next 12 – 18 months
- 34% of businesses reported an increase in part-time working
- Dramatic increase in ratio of contract/temporary staff to permanent staff 2.15:1 (2010) from 5.44:1 (2006)
- Only 33.96% had recruited (May 09 – May 10) – 98% recruited in same period of the 2008 audit
- Key recruitment difficulties for Engineers, Technicians and Craft and skilled trades
- Increase in number of businesses recruiting graduates
- Decrease in number of businesses recruiting school leavers

Business confidence is lower than previous audits with only of 28% of respondents predicting an increase in employee numbers over the next 12 – 18 months.

The sectors with concerns in relation to diminishing staffing numbers were:

Public Services 100%

Manufacturing 50%

Engineering 42.9%

Oil & Gas 14.3%

A more optimistic view has been expressed by:

HealthCare (50%)

Hospitality (100%)

Engineering (42.9%)

Third (50%)

Retail (33.3%)

Oil & Gas (28.6%)

The predicted increase in demand is most emphasised for **experienced oil and gas personnel, all disciplines of technicians, engineers and crafts people, experienced commercial sales staff, healthcare staff and administrative staff.**

The audit highlighted an increase in part-time working in 34% of businesses. This was most prominent within the Commercial, Financial, Engineering, Retail and Third sectors. Reasons given for this increase were wide ranging but predominantly to “suit the changing needs of the business”, “More effective working” and “Ability to retain staff and skills in an economic downturn”. Further changes were also noted in the staffing ratios of permanent to contract/temporary staff with the current ratio being 2.15:1, which has highlighted a large reduction in the ratio of permanent staff since the 2006 audit when the ratio was 5.44:1, highlighting an increasing vulnerability for large numbers of workers.

Only 33.96% of respondents have recruited in the period (May 2009 – May 2010) which is a dramatic decrease from the 98% recruiting in the 2008 audit: however those organisations that continue to recruit did state that they believe there will be recruitment difficulties in the future.

Engineers, technicians and craft and skilled trades were the most frequently cited as problematic areas. The reasons given for these difficulties were largely due to a restricted skills pool and inflationary competition from other employers: respondents out with the Oil & Gas sector felt that inflationary salaries within that sector caused a continual drain of skilled personnel from other sectors.

In relation to utilisation of local skills all sectors apart from the Financial and Hospitality sectors were benefitting from hiring employees over 65. More could be done however with the engagement of supported workers and those registered disabled across all sectors.

The current concern relating to the employment opportunities for school leavers and graduates was also investigated in this audit and produced the following findings.

72% of responding companies employed graduates – an increase from 47% in the 2004 audit, however none of the Hospitality and Manufacturing respondents in this audit recruited graduates.

In terms of school leavers 52% of respondents did recruit from this category, however unlike graduates this percentage has show a decline from 67% in 2006.

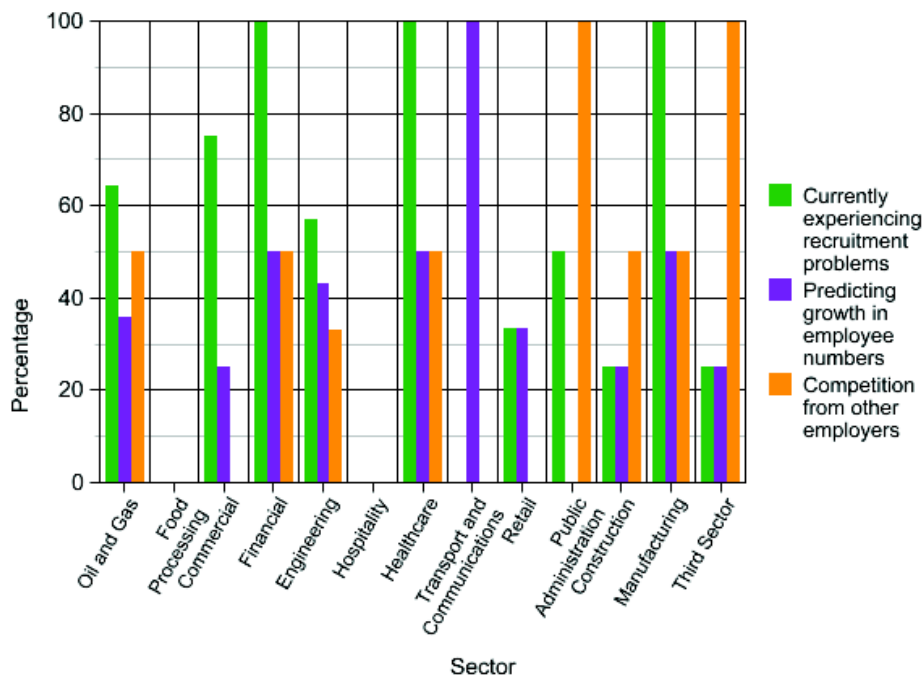
Do you employ school leavers?

Sector	2004	2006	2010
Public Administration	100%	100%	100%
Commercial	70%	100%	50% -
Financial	60%	50%	0% -
Hospitality	80%	100%	100%
Oil & Gas	32%	65%	35.7% -
Retail	100%	82%	66.7% -
Healthcare	80%	25%	50% +
Engineering	65%	64%	71% +
Manufacturing	80%	70%	50% -
Transport & Comms	50%	64%	0% -
Construction	45%	50%	50%
Food Processing	90%	50%	100% +
Third Sector	na	na	75%

The 2 main reasons given for the non employment of school leavers and graduates were: “Lack of relevant vocational skills/experience” and “Workforce has reduced due to economic climate”. Respondents felt that the attraction of additional funding and an increase in early engagement with this target group would positively influence numbers employed in the future.

Overall this audit has confirmed that the current economic climate has had a major impact on the majority of sectors across the city. This has manifested itself in reduction of vacancies, increased part-time working, increased contract working, increase in graduate opportunities and decrease in school leaver opportunities. The key skill shortage areas remain within Engineering, technical and craft occupations, which will be further emphasised in the medium term by demographic change. Finally sectors out with the Oil & Gas sector are having difficulties recruiting and retaining appropriately skilled and qualified staff due to the high salaries attainable within the Oil & Gas sector.

Sectorial Recruitment needs and problems



On a positive note, feedback from the returns and follow up business visits indicate a high desire to engage with Aberdeen City Council and its partners to address a wide range of the issues highlighted.

A full copy of the Sector Skill Needs Audit is attached to this report

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

This paper was written based on the analysis of a sector skills need survey hosted by “Survey Monkey” in spring 2010, and follow up interviews with individual businesses.



ABERDEEN
CITY COUNCIL

DRAFT

**Aberdeen City Council
Sector Skill Needs
Audit
September 2010**

**Heather Farquhar
Enterprise, Planning & Infrastructure**

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Sector skill needs audit

Executive Summary

Business confidence is lower than previous audits with only of 28% of respondents predicting an increase in employee numbers over the next 12 – 18 months.

The sectors with concerns in relation to diminishing staffing numbers were:

Public Services 100%

Manufacturing 50%

Engineering 42.9%

Oil & Gas 14.3%

A more optimistic view has been expressed by:

HealthCare (50%)

Hospitality (100%)

Engineering (42.9%)

Third (50%)

Retail (33.3%)

Oil & Gas (28.6%)

The predicted increase in demand is most emphasised for **experienced oil and gas personnel, all disciplines of technicians, engineers and crafts people, experienced commercial sales staff, healthcare staff and administrative staff.**

The audit highlighted an increase in part-time working in 34% of businesses. This was most prominent within the Commercial, Financial, Engineering, Retail and Third sectors. Reasons given for this increase were wide ranging but predominantly to “suit the changing needs of the business”, “More effective working” and “Ability to retain staff and skills in an economic downturn”. Further changes were also noted in the staffing ratios of permanent to contract/temporary staff with the current ratio being 2.15:1, which has highlighted a large reduction in the ratio of permanent staff since the 2006 audit when the ratio was 5.44:1, highlighting an increasing vulnerability for large numbers of workers.

Only 33.96% of respondents have recruited in the period (May 2009 – May 2010) which is a dramatic decrease from the 98% recruiting in the 2008 audit: however those organisations that continue to recruit did state that they believe there will be recruitment difficulties in the future.

Engineers, technicians and craft and skilled trades were the most frequently cited as problematic areas. The reasons given for these difficulties were largely due to a restricted skills pool and inflationary competition from other employers: respondents out with the Oil & Gas sector felt that inflationary salaries within that sector caused a continual drain of skilled personnel from other sectors.

In relation to utilisation of local skills all sectors apart from the Financial and Hospitality sectors were benefitting from hiring employees over 65. More

could be done however with the engagement of supported workers and those registered disabled across all sectors.

The current concern relating to the employment opportunities for school leavers and graduates was also investigated in this audit and produced the following findings.

72% of responding companies employed graduates – an increase from 47% in the 2004 audit, however none of the Hospitality and Manufacturing respondents in this audit recruited graduates.

In terms of school leavers 52% of respondents did recruit from this category, however unlike graduates this percentage has show a decline from 67% in 2006.

The 2 main reasons given for the non employment of school leavers and graduates were: “Lack of relevant vocational skills/experience” and “Workforce has reduced due to economic climate”. Respondents felt that the attraction of additional funding and an increase in early engagement with this target group would positively influence numbers employed in the future.

Overall this audit has confirmed that the current economic climate has had a major impact on the majority of sectors across the city. This has manifested itself in reduction of vacancies, increased part-time working, increased contract working, increase in graduate opportunities and decrease in school leaver opportunities. The key skill shortage areas remain within Engineering, technical and craft occupations, which will be further emphasised in the medium term by demographic change. Finally sectors out with the Oil & Gas sector are having difficulties recruiting and retaining appropriately skilled and qualified staff due to the high salaries attainable within the Oil & Gas sector. On a positive note, feedback from the returns and follow up business visits indicate a high desire to engage with Aberdeen City Council and its partners to address a wide range of the issues highlighted.

Introduction

Skills, demographics and the attendant constraints on business growth by both of these factors (with particular emphasis on the Engineering, Energy and Life Science sectors) has been the subject of much media, support and development agency speculation over the last few years, with particular emphasis locally being placed on the Engineering, Energy and Life Science sectors . In 2004 Aberdeen City Council conducted the first “Sector Skill Needs Audit” to clarify and measure the situation. The 2004 findings and follow up audits were used to drive much of the targeted development work in the skills arena over the last six years. In order to maintain current data and target resources to ensure economic sustainability within the local business and public service communities, Aberdeen City Council have continued to offer this service.

By conducting this fourth audit, Aberdeen City Council will be able to identify key current and potential future skill issues that could negatively impact on the future economic growth of the Aberdeen City and Shire region and gauge the impact the economic downturn has had on recruitment and retention over the last 18 months. In addition to this a comparator where appropriate will be conducted with previous “Sector Skill Needs Audit” to clarify if similar trends have continued, worsened and also if new sector trends are emerging. This knowledge will assist Aberdeen City Council and its partners in the development and delivery of new skill and employability initiatives that will ensure Aberdeen City & Shire has a sufficiently skilled population that will meet the demands of current and future employers.

This audit has concentrated on the same 12 business sectors as previous audits, and included the ever growing Third sector to allow robust comparisons. Additionally, this audit has included a section on the recruitment of school leavers and graduates, both of which have shown growth in relation to unemployment statistics. The audit also aims to identify the key growth sectors for employment, perceptions on employing graduates and school leavers and suggestions as to improving the employability of this target group.

Methodology

Over 200 local employers from both the private and public sectors were invited to respond to a sector skills need audit (hosted by Survey Monkey) in late spring 2010. Links to the survey were also circulated by SCDI, Aberdeen & Grampian Chamber of Commerce, ACVO, Federation of Small Businesses and local businesses on the export survey data base. This survey asked respondents (in relation to skills) to highlight problem areas, areas of predicted growth, impact of economic downturn on recruitment and general recruitment and skill issues.

To date **53** companies employing over **27,248** staff have responded to the survey. Of those 53 respondents 20% have requested a meeting with Aberdeen City Council. These meetings will be used to further probe skill issues and promote services that are currently available from Aberdeen City Council and their partners to assist company growth and sustainability.

Prior to issuing the questionnaire every effort was made to ensure equal opportunity to participate was given to all sectors and sizes of organisations. Responses were obtained from the following key business sectors.

Financial, Transport & Communication, Retail, Hospitality, Food Processing, Healthcare, Manufacturing, Oil and Gas, Commercial Services, Engineering, Construction, Third Sector and Public Agencies.

The objectives of this audit are under 3 main headings.

1 Economic Impact

We are seeking to identify whether the economic situation has had an impact on staffing levels and if companies were predicting an upturn in business over the next 12 months via their recruitment predictions. Analysis will also highlight if there has been an increase in the number of part-time working opportunities and if this has been driven by the current economic climate.

2 Skill Shortages and Sector trends

Do local companies have difficulties when recruiting staff? Are these problems prevalent in specific occupations? Do companies predict an expansion in demand for these skills? Is there an ageing workforce in specific sectors which could drive replacement demand? Answers to these questions will allow the future development of programmes to either elevate the promotion of these occupations as career options, look at

inward migration potential or look at the development of training and inclusion programmes that may address these needs.

With the continuing increase of benefit claimants it is of vital importance that sectors with growth potential are identified and steps taken to develop and align benefit claimant skills towards these opportunities at an early stage. Finally, that maximum community benefit is gained from this predicted growth

3 Utilisation of Local Skills

A specific section of this survey has been dedicated to the opportunities available for local graduates and school leavers. This segment of the population are currently experiencing an increase in unemployment levels, which many fear will peak over the summer months due to a increase in potential school leavers last year selecting to remain in full time education. Many of the former groups are educated within the City but then chose to locate elsewhere within Scotland and England. This research will identify if this drain of essential resources is compounded by a lack of local opportunities, or if there are initiatives that local businesses are willing to participate in that will develop their employability skills, and retain talent in this area.

By conducting this analysis, we will be able to build a picture of the impact that current and future skill shortages within the City will have on economic growth. The survey will also ensure that the development of any future initiatives will be based on facts rather than perceptions.

Findings from this survey will also be circulated to other relevant services within Aberdeen City Council, Aberdeen City & Shire Economic Futures and community planning partners to ensure currency of knowledge and partnership working on future initiatives. Additionally results of this survey will potentially assist in evidence of demand for future funding bids from the European Social Fund and other external funding streams.

Economic Impact

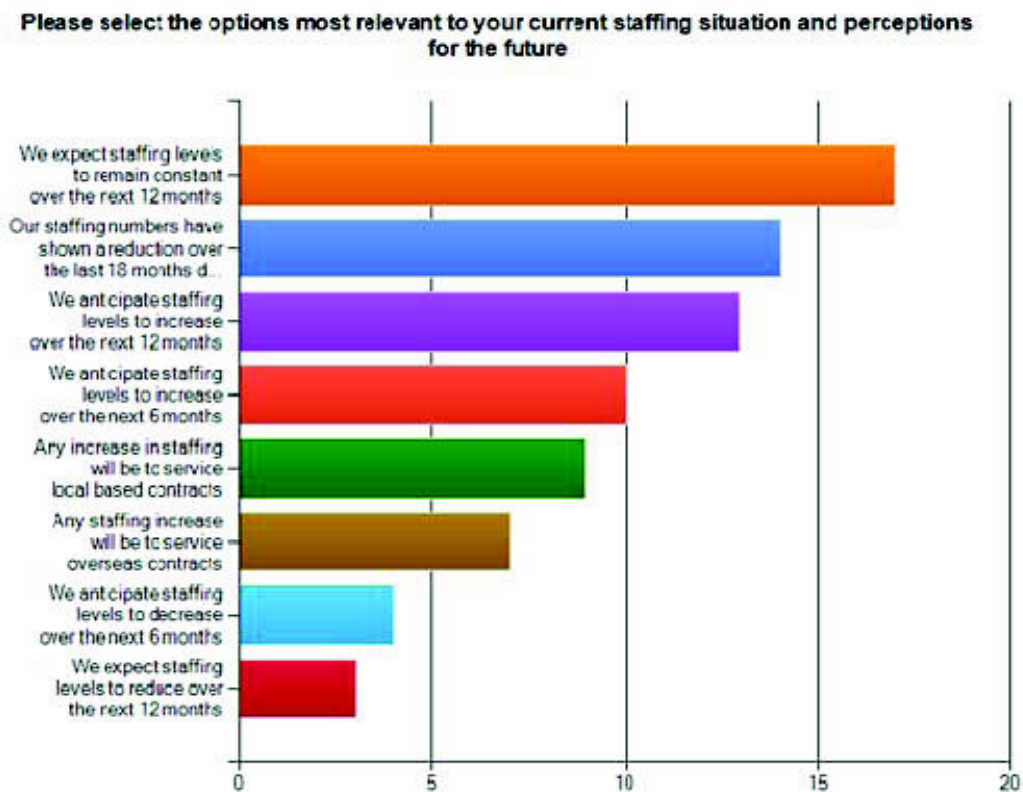
Market Expansion

In order to ascertain the validity of the data within the current marketplace against responses, respondents were asked if current staff numbers were a true reflection of the standard workforce. **90%** of respondents were in agreement with this statement. The sectors that indicated this was **not** a true reflection of their workforce were: Construction **50%**, Commercial **25%** and Oil & Gas **14.3%**. Highlighting that these sectors have been most affected by the current economic situation

To gauge market confidence, respondents were asked to identify an option that was most relevant to their current staffing situation. From the options available the highest percentage **32%** stated “We expect staffing levels to remain constant over the next 12 months” with **28%** stating “Our staffing numbers have shown a reduction over the last 18 months due to the

economic downturn. And a further **26%** positively stating that “We anticipate staffing levels to increase over the next 6 - 12 months”. Concerns over staffing numbers diminishing further were most evident within the Public Services **100%**, Construction **25%**, Engineering **42.9%** Manufacturing **50%** and Oil & Gas **14.3%** sectors. The sectors predicting staffing to increase over the next 6 – 12 month period were: Health Care **50%**, Hospitality **100%**, Engineering **42.9%** Third sector **50%**, Retail **33.3%** and Oil & Gas **28.6%**

Figure 1



Confidence within the business sector seems to have diminished since the audit in 2006, when confidence was at its highest over the 4 bi-annual audits with **75%** of respondents feeling there was an opportunity for workforce numbers to increase over the next 5 years. Probing further respondents who were positive about short term business growth were asked to identify which categories of employment were most likely to increase over the next period. As per previous audits Engineers featured most frequently in the responses with Mechanical, Field, QA, Electronic, Hydraulic and Petroleum Engineers the most frequently cited. Technically skilled staff were also a key requirement with - Drilling Rig Staff, Machine operators, technicians and Fitters cited. Within the service sectors there was an identified requirement for Care workers, Managers, Accountants and surprisingly a large percentage of respondents **31.81%** stated that they would anticipate an increase in available positions for Administrative staff (ranging from a 25 – 100% increase for individual businesses). Across the professional area individual respondents predicted large increases in staffing requirements for the following occupations: Integrity Engineers **500%**, IT/IS Development **600%**,

Construction workers 100%, Technical Multimedia personnel 75%, recruitment consultants 70%, Mechanical Engineers 70%

To identify if staffing compliments had changed due to the economic situation, respondents were asked if there had been an increase in part-time workers within their businesses. Overall **66%** stated that there had not been an increase in part-time working. Sectors that did report an increase in their part-time workers (Commercial **75%**, finance **50%**, Engineering **35.7%** Retail **66.7%** and Third sector **75%**) gave the following reasons

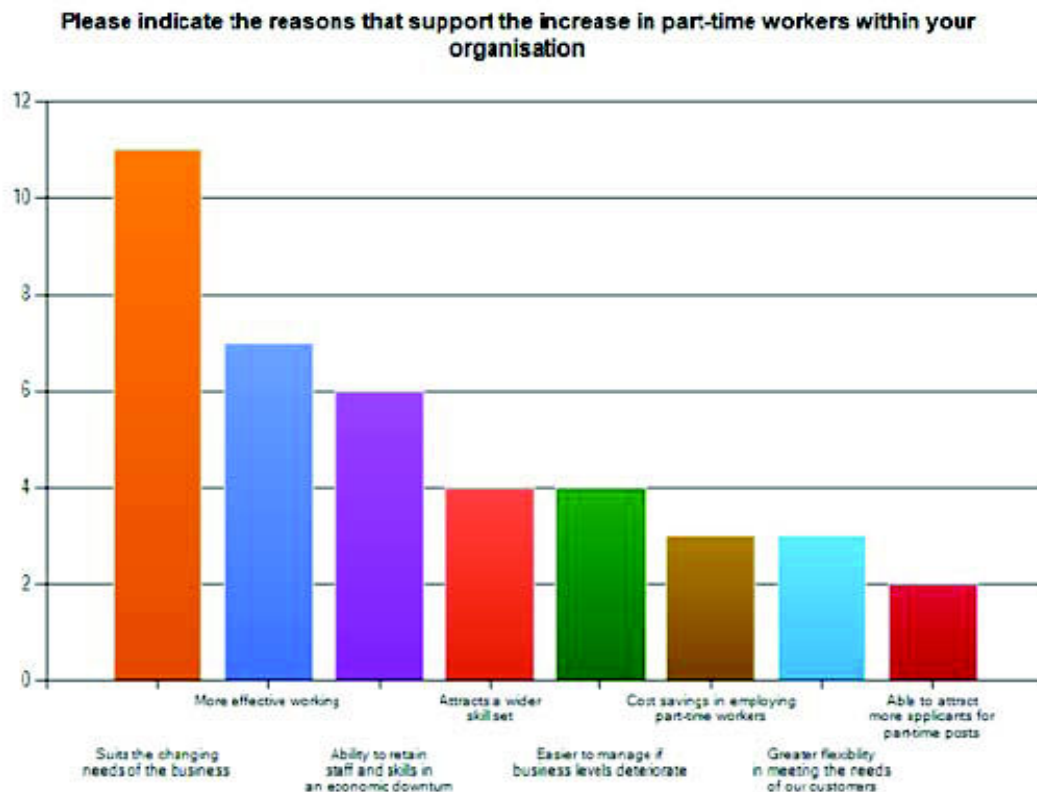


Figure 2

As can be seen from the figure 2 above, utilisation of more part-time working has been for positive reasons

A further test of market confidence is to view the ratio of permanent staff to contract/temporary staff. Within this audit the ratio is **2.15: 1** e.g. **68%** are permanent employees, in the 2004 audit the ratio was **4.15:1** – **80.5%** of staff were permanent, and in 2006 the ratio was **5.44:1** – **84.5%** of staff were permanent.. These findings highlight that a larger percentage of workers are now working on a contract/temporary basis, which further supports the view that the current economic situation is reducing security of employment.

2. Skill Shortages and sector trends

To understand which sectors still have employment opportunities, respondents were asked to identify if they had recruited in the last 12 months and the numbers and level of staff recruited.

Only **33.96%** of responding companies have recruited in the last 12 months (which is a dramatic reduction from the **98%** of respondents stating they had recruited in the last 12 months in the 2008 audit), which, must be seen as an indicator of the impact the current economic climate has had on the city, possibly acting as a restrictor on individuals moving from one company to another.

How many staff have you recruited in the last 12 months?

Sector	1 - 5	6 - 10	11 - 20	21 - 30	31 - 50	Total
Commercial		25%				25%
Construction						0
Engineering	50%					50%
Healthcare	50%					50%
Financial	50%					50%
Food processing		100%				100%
Hospitality						0
Manufacturing						0
Oil & Gas	16.7%		16.7%			33.4%
Retail	33.3%		33.3%			66.6%
Third sector						0
Public Administration					50%	50%
Transport & Com	100%					100%

Figure 3

The above (fig 3) highlights that from the audit sample there has been no recruitment within the Third, Manufacturing, Hospitality and Construction sectors, with the majority of the sectors only recruiting 1 – 5 new members of staff. Reflection of these statements in partnership with findings in figure one show that although Public Administration was one of the key employers in this period there are fears that this trend will not continue into the next period, which will have an overall negative impact on local recruitment options. When probed further to identify which vocational/professional areas accounted for the largest % of recruitment the following categories featured most frequently: Engineers, Sales, Management and Technicians.

Although overall recruitment may be down, fig 3 does not highlight if companies experienced or believed they would experience recruitment difficulties in the future, nor does it highlight what may be creating these difficulties.

Are you currently experiencing or believe you will experience any recruitment difficulties in the future?

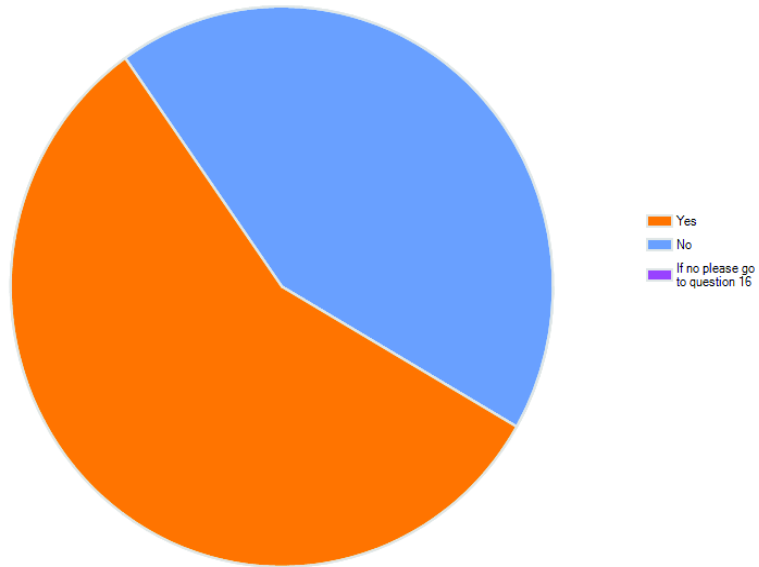


Figure 4

56.9% of respondents stated that they had and believe they will face recruitment problems in the future.

Reported Recruitment Difficulties by Sector 2010/2006/2004 Comparison

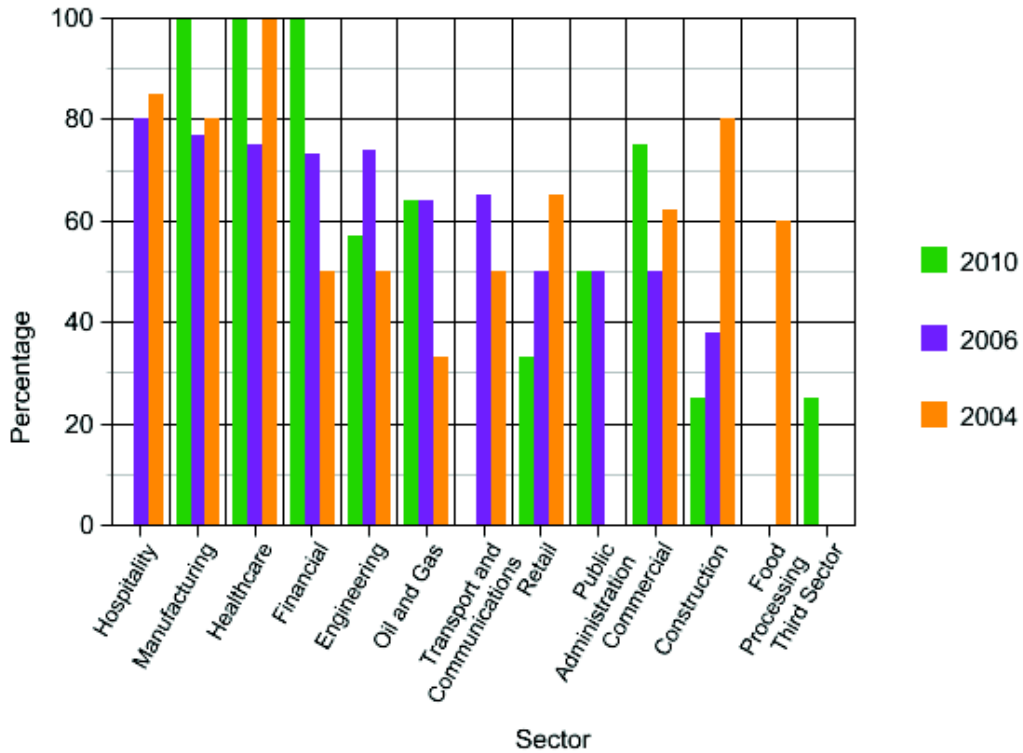


Figure 5

As can be seen from the above comparator graph Manufacturing, Healthcare, Financial and Commercial sectors predict a large increase in recruitment difficulties in the future, this does not appear to have the same perceived negative impact on the following sectors Hospitality, Retail and Food Processing,. Each of these sectors employ relatively high numbers of low and semi skilled staff, it may also be worth considering that the large student population based within the city positively impact on their recruitment needs. Figure 5 also highlights the position from 3 previous audits covering 2004 – 2010.

Which occupational categories do you predict will be the most difficult to recruit. (Please add additional categories if required)

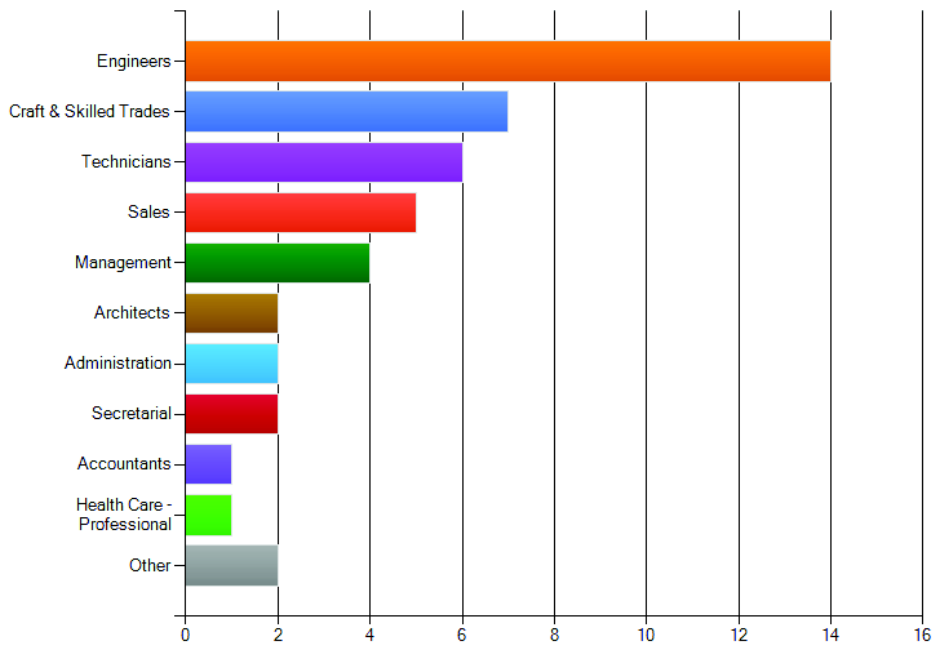


Figure 6

As per previous audits, the areas causing the greatest number of recruitment issues were for all disciplines of Engineers, Craft and skilled trades and technicians, which were considered as key posts within the business community on both a local and international basis. Within the “Other” category Surveyors, Investment managers, Child Care practitioners and specialist Engineers featured.

One respondent stated:

“Professions and trades are typically difficult to recruit, however the Oil Industry artificially inflates salary expectations amongst good administrative and secretarial staff, which can make recruitment difficult.”

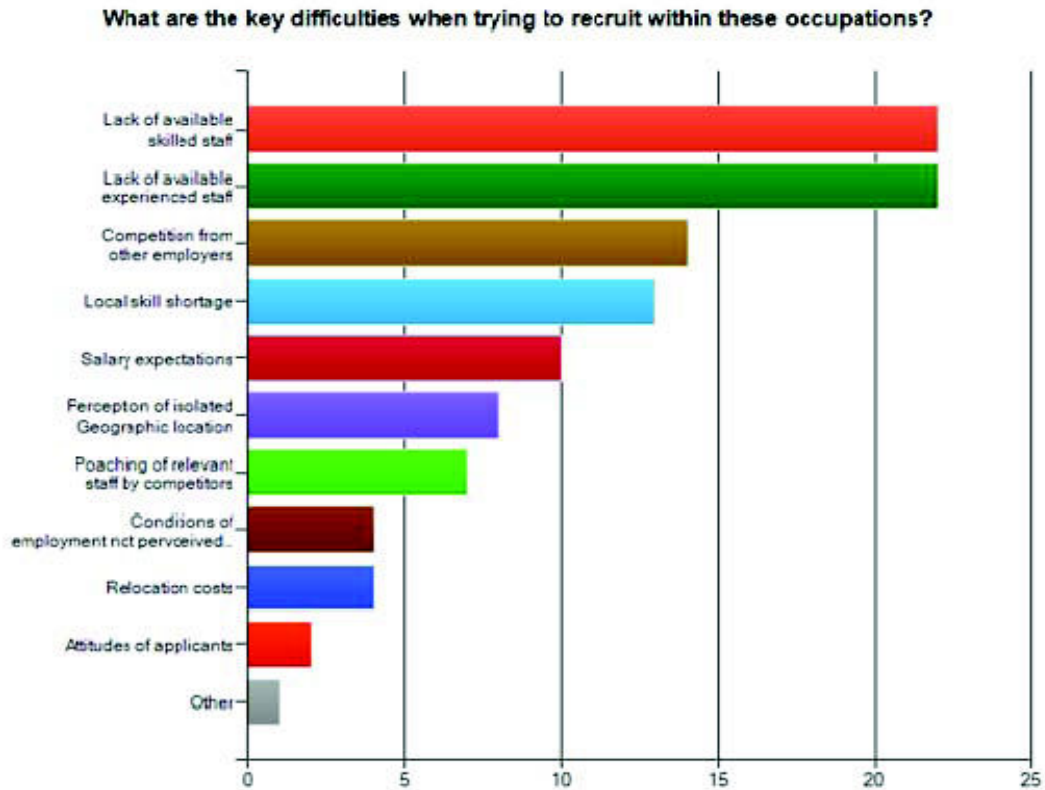


Figure 7

A variety of reasons were given for recruitment difficulties, the key reason being lack of available skilled staff. In previous audits the lack of available and skilled staff did not rate so highly. Anecdotal evidence suggests the increase in these categories which heavily focus on Engineers, Technical and Craft staff may be due to the reduced number of skilled migrants relocating to the city. As long as the skilled pool of labour remains tight there will always be pressure within the local economy to inflate salaries, which in turn will raise our prices and potentially lose our competitive edge in the market place. Poaching of staff and competition from other employers also remains highly problematic and, like salary expectations will continue to feature highly until the skilled pool of local labour can be expanded.

This can be further illustrated by comments from respondents in relation to this question:

“We are not an Oil company”

“We tend to be competing with oil and gas companies for experienced accountants and we are unable to match their salaries”

“The expectations of potential employees who have undertaken further education/university education is far in excess of their worth to the business. Reality needs to be instilled in academic institutions.”

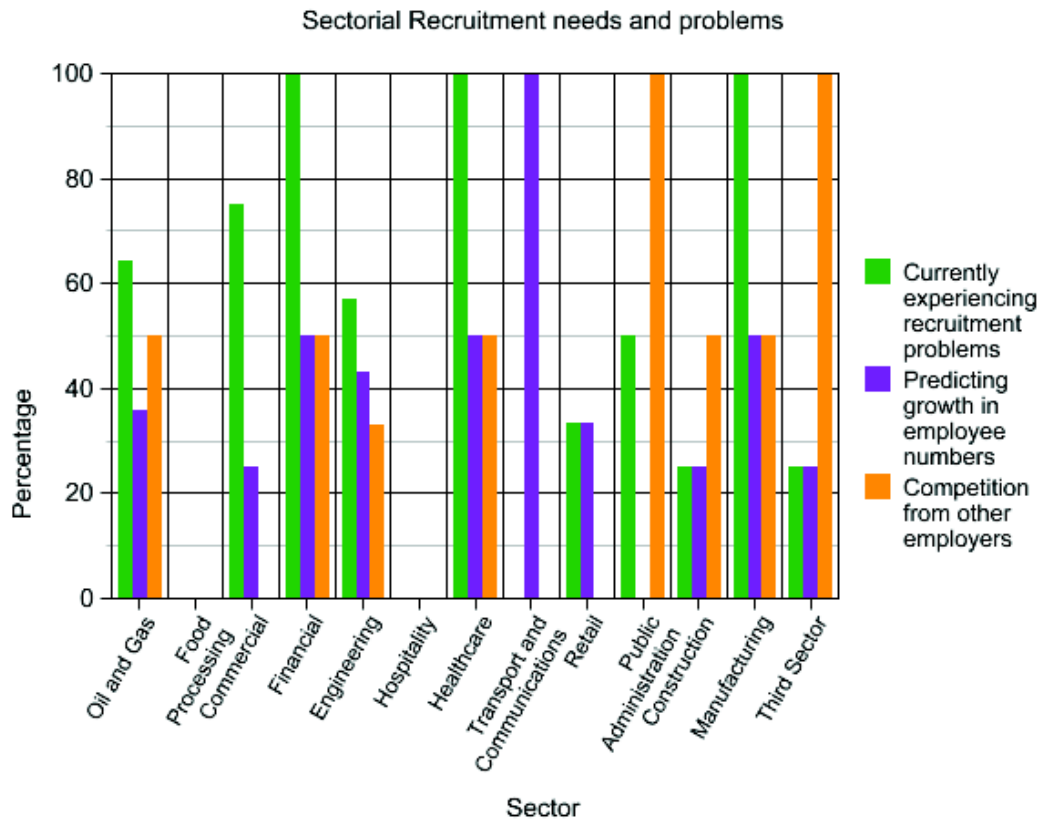


Figure 8

Figure 8 above highlights the sectors that are expecting a growth in staff numbers but are restricted in meeting these objectives through general recruitment problems and competition from other employers.

In order to obtain a clear picture of the age profile across the sectors, and to identify which sectors make most use of the active post retirement population, respondents were asked to give an overview of the ages of their workforce. **98%**, unsurprisingly, employed staff within the 31 – 45 year old age bracket, with the least number of respondents employing from the over 65 age group.

Which age category do your staff fall into?

Sector	Under 21	21 – 30	31 - 45	46 - 60	61 – 65	65 +
Commercial	100%	100%	100%	100%	100%	75%
Construction	75%	75%	100%	75%	75%	75%
Engineering	85.7%	100%	100%	100%	71.4%	42.9%
Healthcare	100%	100%	100%	50%	50%	50%
Financial	50%	100%	100%	100%	50%	0%
Food processing	100%	100%	100%	100%	100%	100%
Hospitality	100%	100%	100%	100%	100%	0%
Manufacturing	100%	100%	100%	100%	100%	100%
Oil & Gas	57.1%	71.4%	100%	85.7%	64.3%	42.9%
Public Administration	100%	100%	100%	100%	100%	100%
Retail	66.7%	100%	66.7%	100%	33%	66.7%
Third sector	75%	100%	100%	100%	50%	50%

Figure 9

No employers from the financial or hospitality sectors employed people over 65 years of age. Oil & Gas and Engineering sectors also offering limited opportunities. Food processing, Manufacturing and Public Administration sectors offered the highest level of employment opportunities for this age group. This report will focus further on opportunities for school leavers and graduates later, but it is worth noting that figure xxx highlights that Oil & Gas and Financial sectors offer least opportunities for those under 21.

Utilisation of Local Skills

Recognising the high qualification levels within the local workforce and the demographics highlighting an ageing workforce it was important to seek further clarification on the numbers of companies actively recruiting graduates and school leavers. It was also of equal importance given the increase in unemployment and underemployment within school leavers and graduates to identify sectors not recruiting these labour market entrants and any additional support measures required to reverse this trend. It was also important to identify which other type of workers were supported locally.

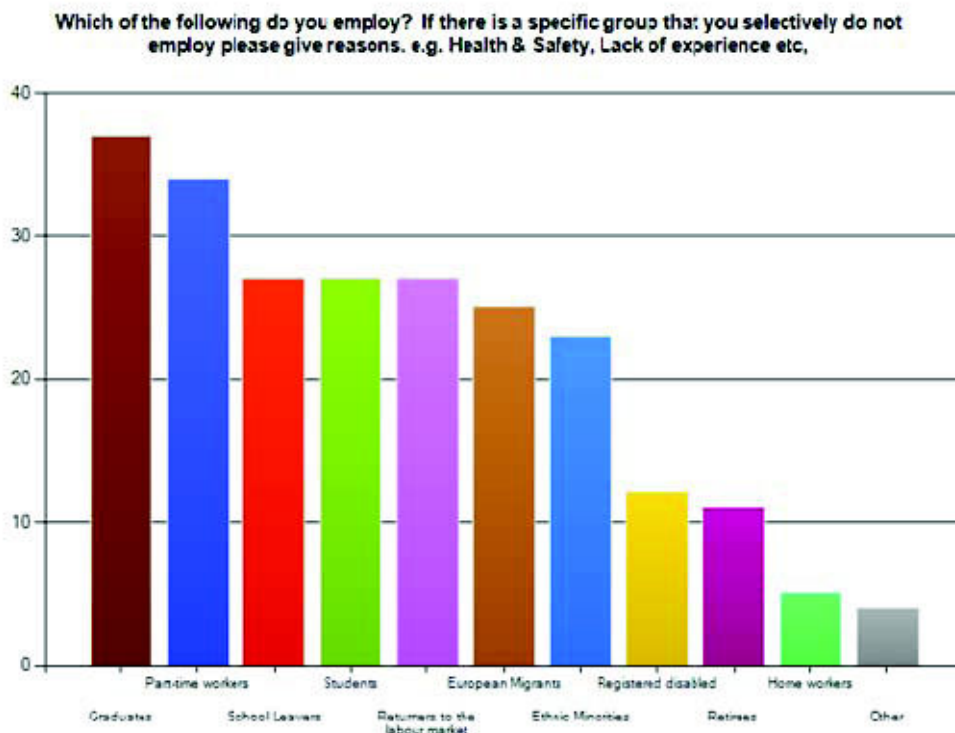


Figure 10

From the above it is clear to see that the majority of respondents employ graduates, students and part-time workers, whilst the smallest numbers of employees are from within registered disabled, Retirees and Supported workers – a valuable skills resource that is currently underutilised

Overall **72%** of responding companies employed graduates. (An increase from **47%** in 2004). This increase of over **65%** is an indicator of the difficulties

faced by many companies when previously only willing to consider “experienced” staff. As highlighted in earlier sections Engineers of all disciplines were the most difficult to recruit, this is reflected in an increase in the recruitment of graduates within the Oil & Gas sector 58% (2004) to **85.7%**, Engineering 42% (2004) to **57%**

Graduate recruitment by sector 2004/06/10 comparison

Sector	2004	2006	2010
Public Administration	100%	100%	100% =
Commercial	48%	100%	50% -
Financial	100%	100%	100% =
Hospitality	68%	75%	0% -
Oil & Gas	58%	80%	85.7% +
Retail	60%	75%	33% -
Healthcare	50%	50%	50%
Engineering	100%	50%	57%
Manufacturing	100%	48%	0%
Transport & Comms	100%	15%	100%
Construction	40%	10%	100%
Food Processing	100%	0%	100%
Third sector	na	na	100%

Figure 11

The above data must be viewed bearing in mind the following statements:

1. Respondents are not identical year on year
2. Numbers of respondents for each sector have varied year on year.
3. This audit did not ask respondents to clarify whether graduates were employed at a graduate level

The Commercial sector however, has dropped from 100% recruiting graduates in 2006 to **50%** recruiting graduates in 2010

To produce a clear picture of opportunities for those wishing to enter directly into employment, respondents were also asked if they recruited school leavers (16-18 years old).

Sector	2004	2006	2010
Public Administration	100%	100%	100%
Commercial	70%	100%	50% -
Financial	60%	50%	0% -
Hospitality	80%	100%	100%
Oil & Gas	32%	65%	35.7% -
Retail	100%	82%	66.7% -
Healthcare	80%	25%	50% +
Engineering	65%	64%	71% +
Manufacturing	80%	70%	50% -
Transport & Comms	50%	64%	0% -
Construction	45%	50%	50%
Food Processing	90%	50%	100% +
Third Sector	na	na	75%

Figure 12

52% of respondents stated they did employ school leavers a drop of 28% from the 67% positive responses in the 2006 audit. The sectors with most opportunities for school leavers were Public Admin 100%, Hospitality 100%, Food Processing 100% and Engineering 71.4%. The sectors reporting least opportunities for School leavers were: Finance 0% and Oil & Gas 35.7% and Transport & Communications 0%. Interestingly, 6 sectors show a downturn a in the percentage of respondents that employ school leavers with the largest downturn reported within the Commercial services sector.

Reasons for reduction in employment opportunities for school leavers and graduates

Over the last 12 months, both nationally and locally there has been an increase in the number of unemployed graduates and school leavers. To try and understand this and perhaps work towards addressing these problems please identify which of the following issues have negatively impacted on employment opportunities for this target group.

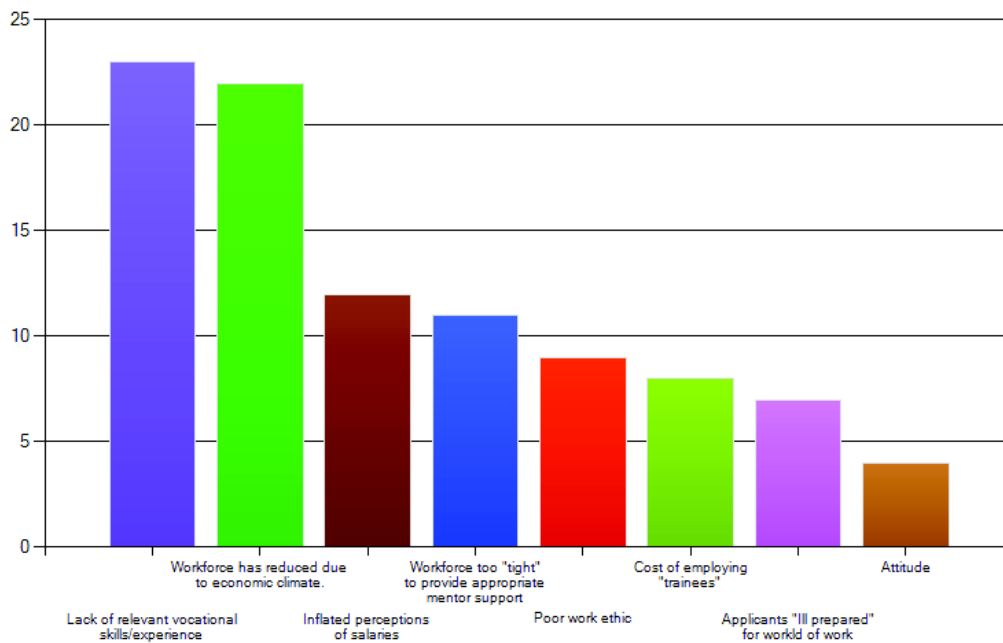


Figure 13

Respondents were asked to identify which reasons if any, attributed to their reduction in employment opportunities within this segment. 50% of all respondents blamed the economic climate as the key factor, which has had the overall affect of reducing workforce numbers. This was predominant in the Construction (which actually identified no reduction in the audit) and Commercial sectors. However the most common reason cited was the lack of vocational skills and experience.

Some respondents went on to give reasons of non-engagement with this group:

“Require good, articulate language skills as most staff involved in over counter advice while selling”

“H&S Issues”, “minimal experience”. “The main criteria for employment is skills and experienced based”,. “The majority of our recruits require either a specialist degree or direct field experience”

“Not been successful in recruiting Graduates and school leavers in the past.

“Lack of hydraulic experience in any group stops us from considering employment.”

“During this economic downturn we do not have the necessary time to spend with the Graduates as everyone is working to full capacity and it would be unfair to employ graduates under these circumstances. Additionally if you are looking to employ additional staff and time is of the essence you are looking for someone to “hit the ground running””

“We are looking for high quality graduates – there have been less of these applying for job vacancies in Aberdeen – don’t seem to be the same number of quality graduates coming out of the local universities”

“We have been very active in recruiting graduates in the 4.5 years we have been operating (over 20 recruited) but the economic downturn meant the strain on our resources will cause us not to recruit graduates this year and resume next year.”

Clearly the results from this audit identify that the most local employment opportunities for graduates currently exist within the :
Transport and Communications, Third, Construction, Food Processing, Public Administration and Financial sectors.

The least local employment opportunities currently for graduates exist within the: Hospitality, Retail and Manufacturing sectors.

In relation to school leavers, the most local employment opportunities currently exist in Public Administration, Hospitality and Food Processing sectors and the least local employment opportunities currently exist in the Financial and Oil & Gas sectors.

Recognising the need to support employment and employer engagement with this target group the audit went on further to identify which support measures could potentially increase engagement.

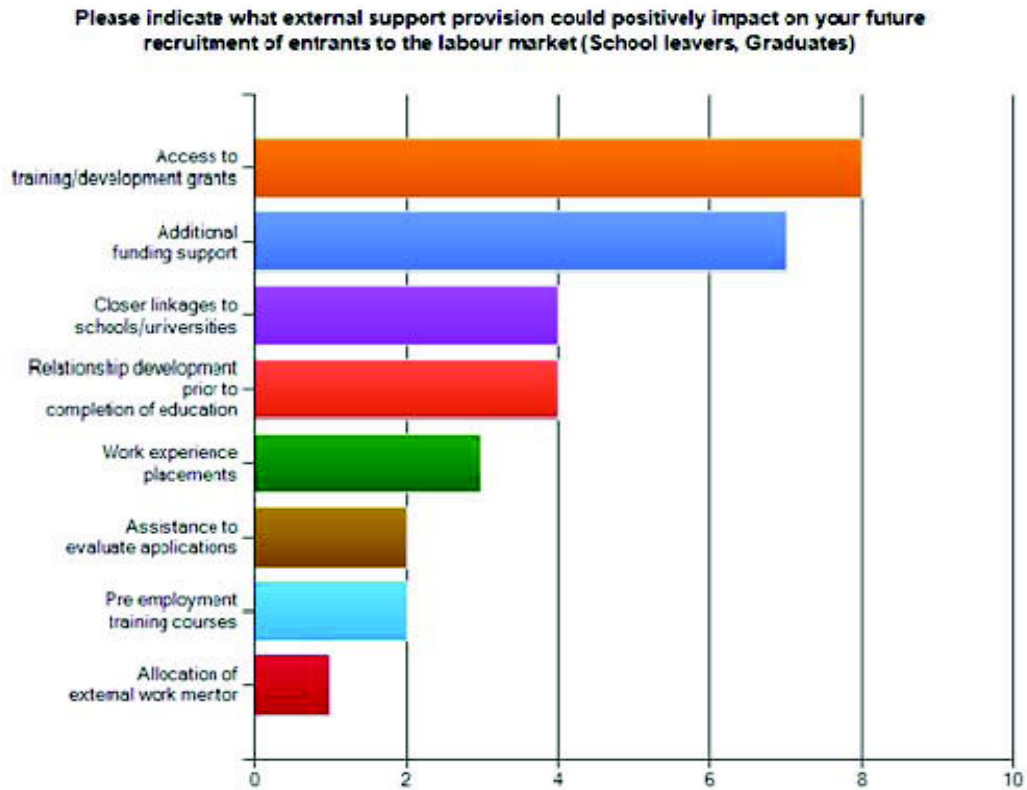


Figure 14

Figure 14 indicates that there are 2 key areas of support that would potentially lead to increased employment opportunities for this target group.

**Attraction of additional funding
Increased early engagement with target group**

Beyond the above the following comments were collected:

“Greater numbers of graduates in shortage occupations and less focus on a traditional degrees with more on vocational skills, apprenticeships etc”.
“Courses not related to oil & gas eg Q.A.”

Final Comments

In the final section of the audit, respondents were given an opportunity to identify areas that Aberdeen City Council through the attraction of additional funding could support and develop the local business community. This information could be used in the future as evidence of need for external funding applications. Suggestions received were wide ranging but there appeared to be a common need for support in the following areas: (In order of demand)

- Supervisory/Management Training
- English as an additional Language Training

- Financial assistance for training
- Training Needs Analysis

Secondary identified needs, identified by multiple respondents:

- Work preparation for School leavers/graduates
- Improved promotion of the area as an employment destination
- Support to recruit staff and reduce the financial burden of this activity
- Team Building
- Mentoring scheme for graduates
- Environmental Management
- Increased communication with SME's

Other lesser identified areas of need were:

- Use procurement system to support local SME's
- Salary Benchmarking

Analysis of the above and of the current skill development provision by Aberdeen City Council and its partners suggest that there is already a level of provision for the above topics, however poor marketing of availability or prohibitive participation costs may have produced this feedback. We are currently awaiting an announcement on the new LUPS funded programme which will indicate which areas of funding Aberdeen City is eligible for. Information contained within this audit will be used to inform Aberdeen City Council and its partners in future eligible external funding applications.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	7 September 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Aberdeen City Centre Development Framework
REPORT NUMBER	EPI/10/186

1. PURPOSE OF REPORT

- 1.1 The draft City Centre Development Framework was reported to Council on 19th May 2010 (item 13) at which the Council - (a) approved the key planning and design principles contained in section 5.3 of the City Centre Development Framework and highlighted in paragraphs 2.5 and 2.7.10 of the report as the basis for the Framework; and - (b) agreed that the final draft City Centre Development Framework be reported to the Enterprise, Planning and Infrastructure Committee for approval for public consultation as Supplementary Guidance to the new Local Development Plan. This report fulfils that instruction and presents the final draft City Centre Development Framework for approval for public consultation.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- 2.1 Approve the final draft City Centre Development Framework Supplementary Guidance for public consultation as part of the Aberdeen Local Development Plan Proposed Plan consultation, the results of which be reported back to Committee in due course.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report. Preparation, printing and administrative costs relating to public consultation will be met within existing budgets.

4. SERVICE & COMMUNITY IMPACT

- 4.1 The draft City Centre Development Framework relates to the following Single Outcome Agreement objectives:
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; 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; and 15- Our public services are high quality, continually improving, efficient and responsive to local people's needs.
- 4.2 The draft City Centre Development Framework meets the vision of the Community Plan in promoting a strong image of the city and a sense of civic pride. The Framework will promote the redevelopment of the City Centre which is one of the main priorities for the Community Plan.
- 4.3 The draft City Centre Development Framework supports the Aberdeen City and Shire Structure Plan aims and objectives and meets the specific target of completion of a City Centre Masterplan.
- 4.4 An Equalities and Human Rights Impact Assessment has been prepared, the results of which will be used with the masterplan, and during assessment of future planning applications. In summary, many of the aims of the development framework will have positive benefits for the equality target groups; for example:
- Disability – improved street / public realm quality, access to and connectivity within the city centre.
 - Older – improved lighting and security; improved transport and connectivity to facilities.
 - Race – promoting a variety of cultural uses with the city centre.
 - Younger – encouraging city centre living.

5. OTHER IMPLICATIONS

- 5.1 There are no property, legal and equipment implications arising from this report.
- 5.2 The City Centre Development Framework will help reduce the risk of piecemeal and inappropriate development. The efficient use of public space and brownfield development opportunities will contribute towards the Council's aim of promoting sustainable development.
- 5.3 Approving the Masterplan will contribute to efficiencies in determining future planning applications made in accordance with the plan. Encouraging acceptable uses, forms of new development and the contribution they make to the public realm, and agreeing them publicly, allows more informed decision making to be made earlier, saving time and resources for staff, applicants and the public.

- 5.4 A Strategic Environmental Assessment has been undertaken as part of the preparation for the forthcoming Aberdeen Local Development Plan.

6. REPORT

- 6.1 The draft City Centre Development Framework is informed by a number of national, regional and local documents, including the Scottish Government's Designing Places – A Policy Statement for Scotland. This states that successful places have a distinct identity; are safe, pleasant and easy to move around; and welcoming to visitors. Added to this, successful places must be adaptable and sustainable. These themes underpin the draft Development Framework.
- 6.2 The Development Framework seeks to:
- Complement and enhance Aberdeen's unique identity
 - Develop clearly defined character areas
 - Ensure future development understands the existing context
 - Complement the wealth of existing urban design qualities
 - Celebrate the quality of architecture present in the city centre
 - Ensure a co-ordinated and integrated approach to the future development of the city centre.
- 6.3 In doing that the Framework is consistent with the guiding principles of the Council's Masterplanning Process (adopted in November 2008). These concentrate on understanding the key themes of **context**, **identity** and **connection**.
- 6.3.1 **Context** – understanding the historic development of the city centre, appreciating what is of value and identifying opportunities to enhance that. This includes consideration of the medieval street pattern, the development of Union Street, the topography of the city centre, the variety of building periods and styles, the existence of landmarks, the relationship with the sea and the rivers. Context is also about the policy framework, including the Development Plan, the Union Street Conservation Area Appraisal, the Urban Realm Strategy and the Local Transport Strategy, all of which have informed the principles of the draft Development Framework.
- 6.3.2 **Identity** – explores what makes the city centre definable and recognisable. This includes a wide range of factors, such as the planning and design principles, gateways and approaches to the city centre, visual references through landmarks and the character of the public spaces, streets and gardens between buildings. Also included are materials (specifically for Aberdeen the use of granite), the importance of corners, lighting, street furniture, signage and trees and landscape.
- 6.3.3 **Connection** – underpins many of the themes within context and identity, emphasising not only the importance of the quality of public realm and connections within the city centre, but also about transportation and as such will be informed by the Council's Local Transport Strategy. Connection includes issues relating to the role of the city centre as a transport hub, reducing the need to travel,

promoting pedestrian priority, ensuring an accessible urban core (including consideration of car parking, cycle paths, desire lines) and servicing requirements for city centre homes and businesses.

6.4 Based on an analysis of the factors outlined above, the draft Development Framework is founded on five key objectives. These are that:

- The principal focus of the Framework is Union Street; as the most important and identifiable street in the city it should be promoted as the commercial, vibrant heart of the city centre;
- Character areas and urban quarters are developed to capitalise on the distinctive merits of their surroundings and reinforce Aberdeen's unique identity;
- Legible transport hubs are introduced to the central area with car parks on the approaches to ensure an efficient and understandable relationship between character areas, Union Street and public access to facilities in the city centre;
- Street surfaces are of a high quality at first points of contact with the city centre (public transport hubs, rail station, car parks and around important public and historic buildings);
- A range of vibrant connected squares are developed to ensure the best use of space to enhance city life.

6.5 Whilst very much focused on planning and urban design principles it is important that the City Centre Development Framework embraces the Council's wider vision for the future of the city and for the Council. As such the Framework considers a number of other issues including the need for a series of supplementary strategies to be considered in due course.

6.6 As stated above, the Framework proposes that the unique identity of the city centre be enhanced and reinforced through the clear definition of a number of urban quarters and character areas. Each of these has a distinct character and purpose and the Framework explores their context, identity and connection, along with a number of key issues and opportunities that must be considered when developing these Quarters. The key characteristics of each area are summarised below.

6.6.1 **Union Street** – the city's principle thoroughfare and the grandest street in Scotland plays a major strategic role in the future development of the city centre, including potentially through pedestrianisation which will enhance the retail opportunity of Union Street as well as improving the quality of the public realm and air quality.

6.6.2 **Civic Quarter** – relates to the area around Broad Street, the St Nicholas and Bon Accord shopping centres and St Nicholas Kirk. The strategy for the future development of this area is based on the Bon Accord Masterplan approved by the Council in 2006. The Council's occupation of Marischal College, redevelopment of St Nicholas House and the creation of a civic square on Broad Street, which maximises the potential of Provost Skene's House, with linkages to the shopping

centres and green space at St Nicholas Kirk is fundamental to reinforcing the character of this area.

- 6.6.3 **The Green** – is of national importance as it evidences the development of Aberdeen from its earliest origins. The historic streetscape is a major element of the character of this area and it plays an important role as a gateway from the bus and rail stations to the rest of the city centre. The Townscape Heritage Initiative is a conservation led programme to protect and enhance the unique character of this area.
- 6.6.4 **Castlegate Quarter** – this area currently acts as the termination of a grand procession through the city from east to west. It is a prime urban space with a key strategic position in the city. Its future development should enhance its historical character and the public realm of the area and maximise the opportunities arising from adjacent development sites and the benefits of its location as a potential transportation hub to encourage its role as a gathering point in the City. Proposals in the Draft Beach Masterplan suggested that Union Street and the Beach Boulevard be better physically connected via the Castlegate and Justice Street.
- 6.6.5 **Cultural Quarter** – this area relates to Denburn Valley and its surroundings. A wealth of cultural activity exists with His Majesty's Theatre, Central Library, Aberdeen Art Gallery, Belmont Cinema and Music Hall all within a short distance of Union Terrace Gardens, the main landscaped green space focus of the city centre. Union Terrace Gardens and its surroundings provide key elements of the city centre, providing valuable green space and marking the extent of the medieval core of the city. Union Terrace Gardens should be used as a focus for broader regeneration of the surrounding area and implementation of the Framework.
- 6.6.6 **Crown Street** – Is a predominantly residential area which presents an austere architectural image in the City. There is scope for general upgrading and enhancement of the public realm in this area, retaining its inherent character, but no major development opportunities are envisaged.
- 6.6.7 **The West End** – relates to the area north of Union Street from Huntly Street west. This is a transitional zone between business and retail and currently offers a variety of uses, including speciality retail, housing, business, hotel and entertainment. Many of the streets have their own distinct character and uses contributing to their success and this should continue to be enhanced in line with The West End Study and Chapel Street Car Park brief.
- 6.6.8 **Bon Accord** – this area currently functions as an entertainment zone. Its future development should build on recent high quality developments in the area as well as addressing the vehicle pedestrian conflict on Justice Mill Lane.
- 6.6.9 **Riverside** – embraces the south Dee area and has recently been the focus for new business and commercial development. This area should

exploit and enhance its riverside location, its close proximity to the city centre and its excellent public transport links to build on its role as a central business district. Links to the Harbour will be significant for this area.

- 6.7 Any proposal for development within these urban quarters and character areas must appreciate the positive characteristics of the site and its special role within the city centre. The six principal qualities of any successful place set out above, namely distinct identity, safe and pleasant environment, easy to move around, welcoming, adaptable and sustainable must be applied in the preparation and consideration of such proposals.

Consultation

- 6.8 As part of the emerging Aberdeen Local Development Plan a series of consultation events about the Main Issues Report were held in different neighbourhoods. There were 54 sources of comment on the City Centre and Retailing topic. Comments recognised the importance of the City Centre and the need for a plan-led response. There was support to for a City Centre Development Framework and/or masterplan to guide development, with an emphasis on taking a joined up approach which looked at the City Centre as a whole.
- 6.9 As the draft Development Framework is expected to form supplementary guidance to the forthcoming Aberdeen Local Development Plan, it is proposed that public consultation relating to the Framework be carried out as part of the Aberdeen Local Development Plan – Proposed Plan consultation programme in the final quarter of 2010 as agreed by Council on 18 August 2010. This will be supplemented by contacting key stakeholder and community groups. Presentations have already been made to Aberdeen City and Shire Economic Future, Aberdeen City Centre Association, Aberdeen Federation of Small Businesses, Aberdeen Civic Society, among others.

Consultation will include, but not be limited to, the following key stakeholders and community groups:

Aberdeen & Grampian Chamber of Commerce
Aberdeen City and Shire Strategic Development Authority
Aberdeen City Centre Manager
Aberdeen City and Shire Economic Future
Aberdeen City Heritage Trust
Aberdeen Civic Society
Aberdeen College & Gallowgate Library
Aberdeen Council of Voluntary Organisations
Aberdeen Harbour Board
Architectural Heritage Society for Scotland
Aberdeen Taxi Group
Aberdeen Trades Council
Aberdeenshire Council
Community Councils (City-wide)

Disability Advisory Group
Federation of Small Businesses
First Bus
Friends of the Earth
Grampian Fire Brigade
Grampian Forum of Voluntary Organisations
Grampian Police
Grampian Primary Care NHS Trust
Historic Scotland
Homes for Scotland
Network Rail
NESTRANS
NHS Grampian
Royal Town Planning Institute (Scotland)
Scottish Ambulance Service
Scottish Enterprise Grampian
Scottish Natural Heritage
Scottish Retail Partnership
Scottish Water
Scottish Environmental Protection Agency
Shopping Centres
Stagecoach/Bluebird

- 6.10 Feedback from the public consultation will be evaluated and incorporated in the final Development Framework which will be reported to Committee in due course.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Draft City Centre Development Framework

[http://committees.aberdeencity.gov.uk/Published/C00000122/M00000371/\\$\\$A DocPackPublic.pdf](http://committees.aberdeencity.gov.uk/Published/C00000122/M00000371/$$A DocPackPublic.pdf)

(Please note that the Draft Development Framework starts on page 45 of the Council Agenda Pack for 19th May 2010.)

Minute of Council meeting 19 May 2010

[http://committees.aberdeencity.gov.uk/Published/C00000122/M00000371/\\$\\$\\$ Minutes.doc.pdf](http://committees.aberdeencity.gov.uk/Published/C00000122/M00000371/$$$ Minutes.doc.pdf)

Available on the Aberdeen City Council website or on request

Aberdeen Masterplanning Process

Aberdeen Local Plan 2008

Aberdeen City and Shire Structure Plan 2009

“Building on Energy” – The Economic Manifesto for Aberdeen City and Shire

Bon Accord Quarter Masterplan 2006

North Castlegate Design Brief

West End Study

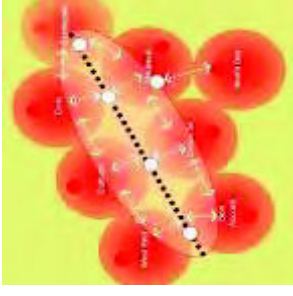
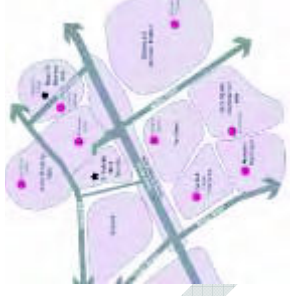
Draft Aberdeen Beach Masterplan

Chapel Street Car Park Planning Brief

Denburn and Woolmanhill Planning Brief



ABERDEEN
CITY COUNCIL



Aberdeen City Centre Development Framework

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August 2010

Aberdeen City Centre Development Framework

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Vision

Successful places have distinct identity. The Scottish Government's "Designing Places – A Policy Statement for Scotland" sets the national policy context for creating places. The Policy states that successful places are safe, pleasant, easy to move around and welcoming to visitors. Successful places are sustainable and adaptable to changing circumstances in social, economic and environmental conditions, in other words *dynamic*.

Regional and local planning policy highlights the importance of Aberdeen City Centre being a successful place.

The Aberdeen City and Shire Structure Plan (2009) sets an ambitious vision for a successful and sustainable future for the north east. It specifically recognises the importance of the completion of a city centre masterplan, which includes proposals to make part of Union Street an area for pedestrians only, to help achieve that vision.

The Aberdeen Local Development Plan – Proposed Plan sets out how the Council will implement the Structure Plan. It recognises that access to an attractive and vibrant city centre is vital to achieving a sustainable economic future for the city and region. It refers to the emerging City Centre Development Framework's role in setting out the development principles to guide and co-ordinate development and infrastructure investment in the city centre, identifying key projects and opportunities needed to achieve the vision and setting a programme to monitor the delivery of agreed priorities in the city centre.

Aberdeen City and Shire Economic Future's Economic Manifesto, and Action Plan states that the City Centre must act as a key business location, retail centre, major tourist destination, historical and cultural centre, leisure and entertainment centre, key transport node, and a place where people live and feel safe.



The Development Framework

This Development Framework is informed by and responds to national, regional and local policy. Understanding the key themes highlighted in these policies that make a successful place has been instrumental in preparing this Framework. It has also been prepared following the Council's Masterplanning Process which sets out a process for achieving a sense of place.

The Development Framework promotes a strategy to complement and enhance the features of the City Centre that make Aberdeen unique. By developing clearly defined character areas, reinforcing their identity and ensuring their accessibility and connectivity, the Framework will ensure that the right projects will be developed in the right places and in appropriate ways to ensure the social, economic and environmental futures of the City Centre will thrive. The Framework will ensure that the City Centre becomes a successful place that encourages liveliness, diversity and activity to leave a positive legacy of the first half of the 21st Century.

The Development Framework seeks to:

- complement and enhance Aberdeen's unique identity;
- develop clearly defined character areas;
- ensure future development understands the existing context;
- complement the wealth of urban design;
- celebrate the architectural quality present in the City Centre; and
- ensure a co-ordinated and integrated approach to future development.

The Development Framework identifies 9 character areas and urban quarters focussed on **Union Street** as the spine of the City Centre and the main thoroughfare that connects the urban neighbourhoods of the **Civic, Cultural, Green** and **Castlegate Quarters**. In addition, the Framework includes **Crown Street**, the **West End, Bon Accord** and **Riverside** areas as important components to the central urban core of the City Centre. Each of the character areas or urban quarters will be well connected to the central spine and to each other.

The principal focus will be on the enjoyment of the City Centre by the pedestrian, allowing and encouraging people to spend time in a vibrant urban environment. Each area will have its own distinct identity and purpose, gateway, landmarks and opportunities contributing to the definition of the overall character. These are discussed in more detail in section 5 of the Framework.



Public transport provision in the City Centre will be critical to its success, as well as cycling, car parking strategy and servicing. The Development Framework proposes public transport hubs to improve legibility and understanding of the public transport system. Locating hubs in and around urban squares presents opportunities to free up valuable space on footways and provide facilities in buildings around the space to support those waiting for transport. Issues of connectivity are outlined in more detail in section 4 and referred to throughout section 5.

Once adopted, the Development Framework will have statutory status as supplementary guidance to the new development plan. It sets out the strategy for future development of the City Centre and will be a significant material consideration in the determination of all future planning applications within the City Centre.

The Development Framework will remain as a live document to be underpinned by an action and delivery programme. That programme will be reviewed annually to ensure relevance, manage deliverability and respond efficiently to the needs of the City and its partners. The Framework itself will be reviewed as part of the ongoing local development plan process.

The City Centre Development Framework is presented in draft form. Further work is required to develop each of the key themes and principles contained within the document and develop an action programme to support the delivery of the Framework.

Development Framework Principles

The Development Framework will create and maintain a “**sense of place**” in Aberdeen City Centre informed by understanding the historical and cultural **context** of the City as it moves forward. This will be supported by a series of overarching planning and design principles that seek to enhance Aberdeen’s unique **identity** and ensure that appropriate **connection** is made to and throughout the City Centre. These principles include those qualities outlined in the vision above that make a successful place, namely:

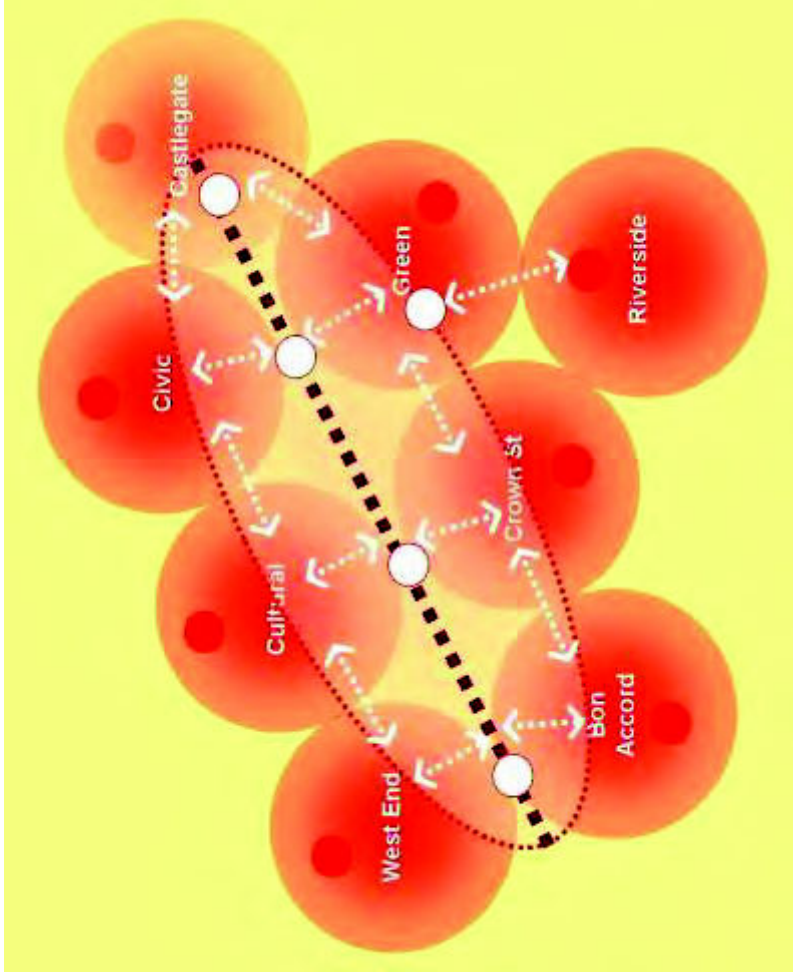
- **Distinct identity**
- **Safe and pleasant environment**
- **Easy to move around**
- **Welcoming**
- **Adaptable**
- **Sustainable**

These overarching principles include specific objectives for Aberdeen City Centre:

- **Union Street Focus**
- **Development of Urban Quarters and Character Areas**
- **Improved accessibility**
- **High quality public realm**
- **Connected spaces, squares and landmarks**

These will be applied to each of the character areas along with more detailed specific themes contained in the Development Framework.

Objectives for Aberdeen City Centre



■ Union Street Focus

The principal focus of the framework is Union Street; as the most important and identifiable street in the City it should be promoted as the commercial, vibrant heart of the City Centre.

■ Urban Quarters/Character Areas

Developing character areas and urban quarters that capitalise on the distinctive merits of their surroundings will reinforce Aberdeen's identity.

■ Access/Public Transport

Introduce legible public transport hubs in the central area and car parks on the approaches to ensure an efficient and understandable relationship between character areas, Union Street and public access to facilities in the City Centre.

■ High Quality Public Realm

Ensure that street surfaces are of suitable high quality at first points of contact with the City Centre, i.e. at public transport hubs, rail station, car parks, and around important public and historic buildings.

■ Connected Spaces, Squares and Landmarks

Develop a range of vibrant connected squares to ensure best use of space to enhance City life.

Introduction

1.1 What is a development framework?

A development framework is a form of masterplan, referred to in the Aberdeen Local Plan 2008 and Designing Places – A Policy Statement for Scotland. The City Centre Development Framework sets out a baseline spatial plan for the way in which Aberdeen City Centre should evolve. It is not intended to be a detailed masterplan, which would create a snapshot of development in time, but rather it provides the framework upon which future masterplans could be created for specific character areas to ensure they are not considered in isolation.

1.2 Why do we need one?

1.2.1 Combine a variety of planning guidance into a single vision

Aberdeen City Centre has been the subject of numerous studies, planning briefs and masterplans, including the Heart of Aberdeen, the Urban Realm Strategy and Bon Accord Quarter Masterplan. This Development Framework brings many of the issues already explored in those studies together in a cohesive urban strategy for the City Centre.

1.2.2 Perception of disparate projects

The City Centre is subject to much investment through major projects such as Union Square, the refurbishment of Bon Accord and St Nicholas Centres, Union Plaza, together with current issues relating to the Denburn Valley. These all contribute to Aberdeen's role as a regional centre, but are perceived to be delivered individually without adherence to a co-ordinated strategy for the future. The Development Framework will set these, and future projects, within that defined strategic context.

1.2.3 Identify important links

As a result of this disparate approach, many areas and sites in the City Centre have been developed without due consideration of their affect on context, potential links with each other and the existing historic fabric of the City. The Framework seeks to address this.

1.2.4 Public realm strategy

The Development Framework will provide a clear public realm strategy for the City Centre to enhance the historic network of streets, squares and spaces, how these should look, how they are connected and how they are used in the future.

1.3 What has happened to get to this point?

As stated previously, the Aberdeen City and Shire Structure Plan and the Local Development Plan Main Issues Report highlight the need for a co-ordinated City Centre Masterplan. The Development Framework is seen as the most appropriate form of masterplan to cover the whole City Centre as this will set a series of planning and design principles that should be applied to all new development over the next 25 years.

Various workshops and presentations involving key stakeholder groups were held during 2007-09 and these have informed the format and content of the Framework. The 2009 Aberdeen Summer School, run by Robert Gordon University and the Prince's Foundation for the Built Environment, examined the City Centre. Robert Gordon University Masters in Architecture year 6 students at the Scott Sutherland School of Architecture have also examined masterplanning opportunities.

1.4 Where do we want to go?

The City Centre has a strong character with uniformity of materials and styles, reflected in its granite buildings, the grand nature of Union Street and smaller intimate streets and public spaces just off the main thoroughfare. Much of the City Centre falls within designated Conservation Areas and it has a large concentration of listed buildings. Understanding what is of value, protecting and improving the built fabric is vital within the City Centre. The City needs quality design solutions. All development must make a contribution to the wider context of the City.

The Development Framework explores indicative concepts and proposals that can help to ensure that the City Centre is a successful place. As the urban core of Aberdeen, the City Centre has to manage a number of conflicting issues. Making the City Centre accessible, whilst at the same time ensuring the quality of public realm, encourages pedestrians to linger and use the area is challenging.

The planning and design principles that form the backbone of the City Centre Development Framework are informed by the principal themes of **context**, **identity** and **connection** outlined in the Aberdeen Masterplanning Process.

The strategy contained in this Framework concentrates on defining a high quality urban core of the City Centre, ensuring that users can be encouraged to use public transport to directly access that core. Users are encouraged to leave their cars at the edges with a clear hierarchy of pedestrian friendly streets, spaces and squares contributing to a vibrant civic structure of urban life. Urban quarters and character areas are identified by understanding the recognisable assets in the City Centre

and reinforcing their roles and functions. Union Street connects all of these together and presents a unifying spine to the central core of the City.

The Development Framework will create:

“A shared vision of urban quality and city life which builds on Aberdeen’s outstanding setting and architectural heritage”



2. Context

2.1 What is Context?

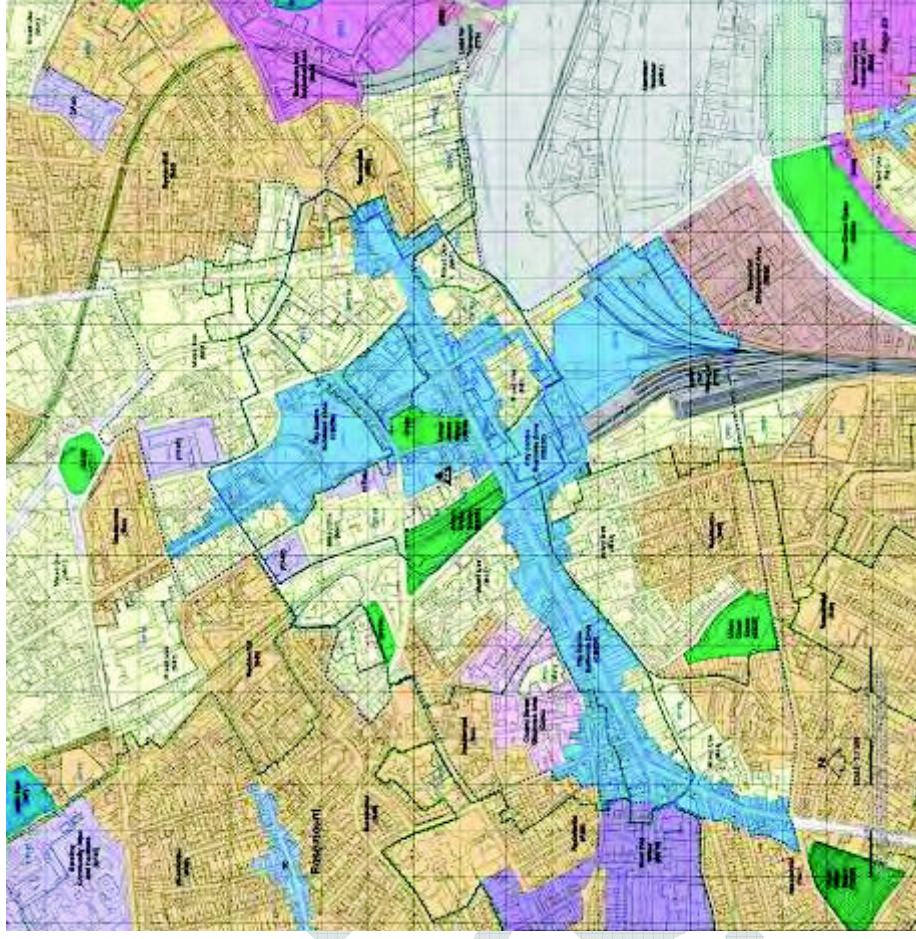
Understanding historic development is essential in determining the future vision for any place. An appraisal, understanding and appreciation of what is valuable and should be conserved is necessary to identify opportunities for appropriate development and enhancement. Coupled with policy review, this allows for an informed strategy to be developed that creates a realistic, sustainable and deliverable vision for the future.

2.2 Site

The City Centre area is defined by the Aberdeen Local Plan 2008. The Development Framework uses the existing boundary as a guide but does not preclude opportunities that lie outside that boundary.

Areas such as Poynerook between the River Dee and Union Square offer the opportunity to become a better connected, complementary component of the City Centre, recognising the close relationship between surrounding sites and the City Centre itself.

The Development Framework will also link to other strategies and initiatives around the periphery of the City Centre, such as conservation area appraisals and the prospective Aberdeen Harbour Masterplan.



2.3 Historic Context

2.3.1 Medieval Street Pattern

Aberdeen developed around St Katherine's, Castle and Gallowgate Hills. Evidence of the medieval core of Aberdeen around St Katherine's Hill can still be seen today at Ship Row, Netherkirkgate, Correction Wynd, Back Wynd, Flourmill Lane and Carnegie's Brae. Founded in the mid 12th century, The Kirk of St Nicholas (or Mither Kirk), was one of the largest medieval burgh Kirks in Scotland. The Trinitarian Friary stood south-west of St Katherine's Hill from as early as 1273 and existed until the mid-sixteenth century. The Carmelite Friary bounded the Green, with Blackfriars settling to the north at Schoolhill.

2.3.2 Urbanisation

Although Aberdeen was still tightly confined to the streets around the base of St Katherine's Hill, the 18th century experienced urban growth. Marischal Street demonstrated pioneering urban planning and engineering in providing a direct route from the town centre to the quayside, signifying the start of a new era of modern planned growth.

2.3.3 Union Street

The early 19th century saw the City expand westwards. A bridge with a series of vaults was built to allow Union Street to be formed from the Castlegate across the Denburn Valley to the undeveloped land beyond the west bank of the Denburn. The expansion was pioneering and visionary, but costly and led to the City's bankruptcy in 1817.

The decision to provide the City Centre with wide streets on a system of viaducts over the valleys below had far reaching effects. The street width allowed buildings to be of a scale and quality which firmly established Union Street as the City's principal street. New buildings were generally

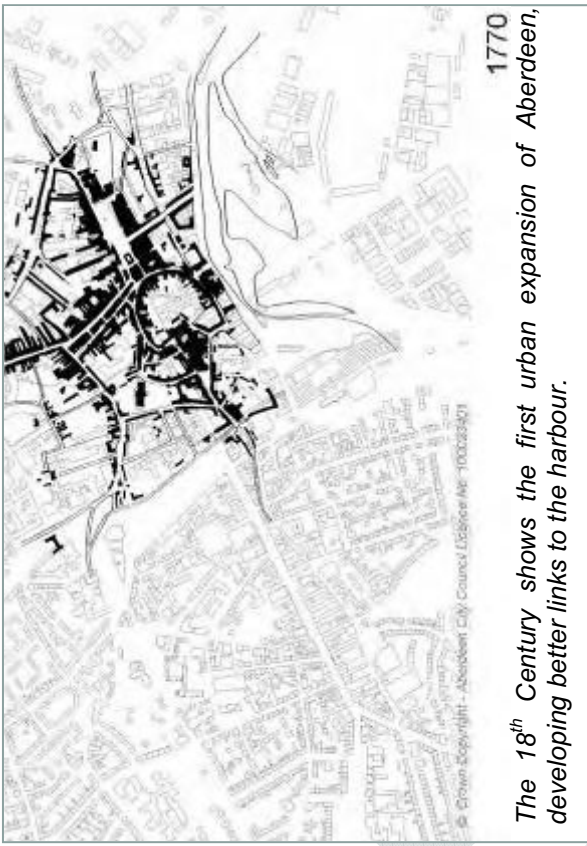
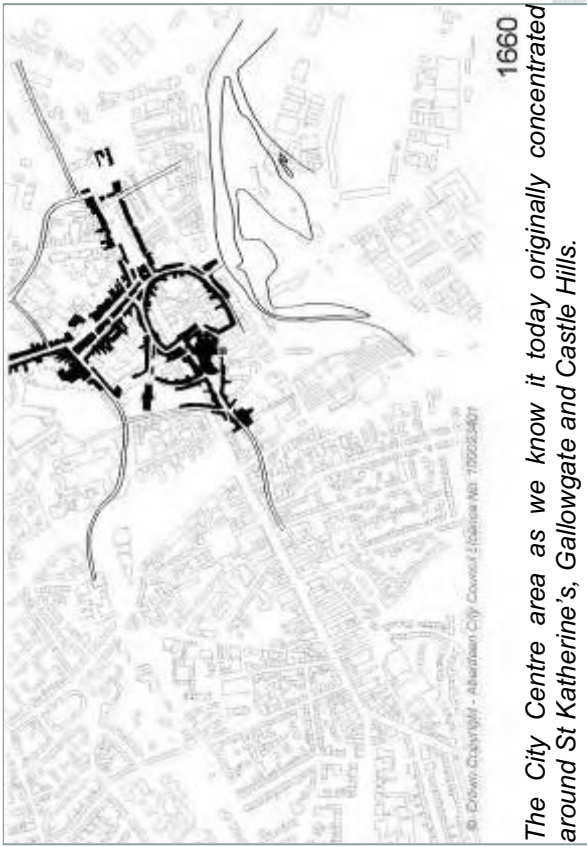
permitted to be four storeys of highly dressed granite. Although originally residential houses, it was not long before the first shops appeared. Union Bridge (1805) was seen as the architectural centrepiece of Union Street.

The one piece of open ground left undeveloped was the Denburn Valley, which later became Union Terrace Gardens. This marks the western extent of the medieval town. Development to the west had been slow, apart from Golden Square (1810). Major public buildings such as Trinity Hall, the Smith's screen in front of St Nicholas Kirk and the Music Hall were built during the 1820s. Market Street was laid out on a grid pattern with Exchange and Hadden Streets, connecting Union Street to Guild Street and Trinity Quay.

The introduction of the railway over the culverted Denburn transformed the surrounding industrial area into an urban park; Union Terrace Gardens. Denburn and Rosemount Viaducts enabled further development of land at Schoolhill.

2.3.4 The City Centre Today

The fundamental shape of Union Street and the surrounding area has remained. The urban layout of the 19th century and much of the architecture has survived, with the exception of areas impacted by recent development such as St Nicholas House, The Mall (Trinity Centre), Bon Accord and St Nicholas Centres and development of John Lewis. All of these have had a major effect on the urban form, connectivity, movement and the transport system within the City Centre. Economic and commercial pressures continue to affect Union Street. The Union Street Conservation Area was designated in 1968, with a Conservation Appraisal completed in 2007. The historic analysis outlined above is extracted from that Appraisal.



2.4 Setting

2.4.1 Topography

The topography of Aberdeen constrained the expansion of the town up until the beginning of the 19th century. This relationship becomes less apparent over time as advances in engineering enabled early town planners to break free of topographical constraints but still nevertheless gives the City much of its unique character.

Union Street is positioned over the undulating ground of three hills and the Denburn valley. The land comprises gently sloping ground from the edge of the City to the coast. There is a drop in height generally across the City Centre from west to east, from 35m at Alford Place to 15m at the Castlegate. Union Street is immediately surrounded by relatively high-density development, resulting in long-distance views of the Street and an awareness of setting not always being apparent, but all the more dramatic where this occurs.

There are many important strategic views in the City Centre, including Marischal Street to the harbour; from Union Street over the Denburn Valley; and from Rosemount Viaduct towards Union Street, Union Terrace and Belmont Street. Important views also exist along the length of Union Street from either end with definite, but understated, visual terminations at the Salvation Army Citadel and The College buildings. These views define the City Centre's relationship to the landscape.

Future development within the City Centre should address and respect the multiple layers of the City Centre. Bold interventions of the past, like Marischal Street, Bridge Street, Market Street, Union Street and Rosemount Viaduct, are there to be celebrated. Back Wynd stairs to

the Green dramatically shows this historic relationship, as does Union Street down into Correction Wynd.

Main approaches are also crucial to understanding the topography of the City Centre. The view from Wellington Road, for example, and then closer to the City Centre from Market Street alongside the harbour looking north towards St Katherine's Hill and Castlegate are examples of this.



2.4.2 Water

Aberdeen's relationship with the sea is demonstrated throughout its history, yet the City Centre has little or no relationship to the water. The River Dee to the south is isolated from the City Centre by the inner ring road and the Poyrnook/Palmerston area. The Harbour extends right into the heart of the City - the vista looking south down Marischal Street presents one of the few opportunities to see just how close that relationship is. Equally, the Beach is divorced from the City Centre by the same inner ring road and the roundabout at the top of the Beach Boulevard and the lack of a through route from the Castlegate.

2.4.3 Street Pattern

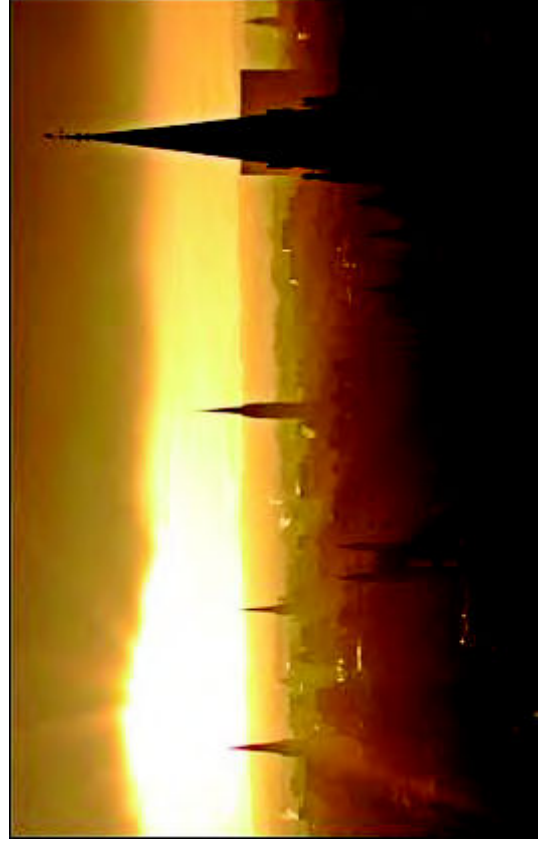
Unusually for historic Scottish towns, no high street was formed in Aberdeen until the development of Union Street in 1800. Development encompassed geographical features and Aberdeen evolved as a series of important 'areas' such as the Green, Castlegate and St Nicholas Kirk. Union Street had a major effect on the street pattern and formed an important spine. The changes in level around Union Street and its elevated position are still evident, even though they are not always obvious. There is a clear distinction between the bold geometry of Union Street (and the post-Union Street new town west of the Denburn) and the intricate and organic street pattern of the medieval heart of the original town.



2.4.4 Buildings

A variety of building periods and styles contribute to the character of the City Centre, ranging from St Nicholas Kirk, 16th century Provost Ross and Skene's houses to 20th century shopping centres and civic buildings. The 19th century planned streets are lined in the main by fine granite buildings of 4 or 5 storeys. A variety of public buildings, from St Nicholas Kirk through to St Nicholas House punctuate the skyline. The dominant architectural style can be described broadly as classical or neo-classical.

Notable landmark buildings include the Town House, the Salvation Army Citadel and the spires of Marischal College, St Nicholas Kirk, and Triple Kirks, as well as the Schoolhill domes of the Art Gallery, His Majesty's Theatre, City Library and St Marks. These landmarks contribute to the legibility to the City Centre and aid navigation. They are often seen as a visual symbol of Aberdeen.



2.5 Policy

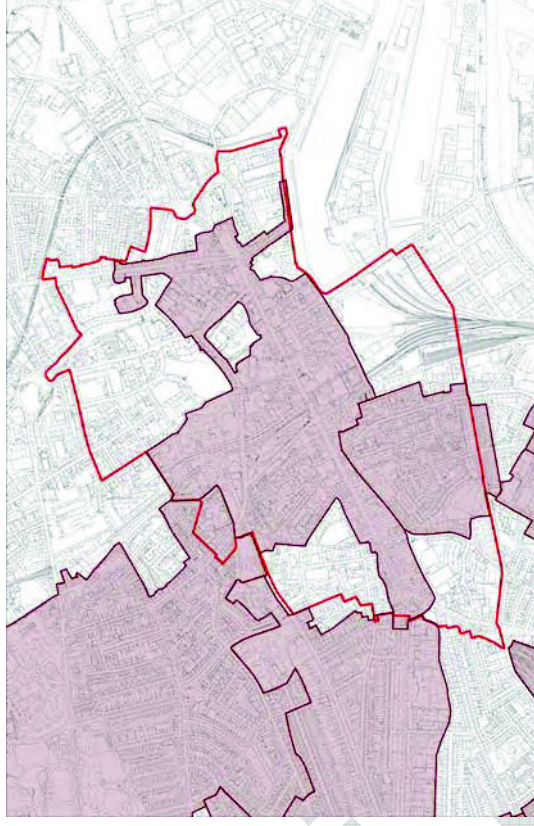
Both the City Centre Development Framework and any proposals for future development within the City Centre must take account of, and be informed by, existing and emerging policy. Reference has already been made to national policy, the Structure Plan and the emerging Local Development Plan but there are other, more specific documents that must also be considered including a variety of projects, briefs, masterplans and other guidance prepared over the last 20 years. The current policy context is summarised in Appendix 1.

2.5.1 *Aberdeen Local Plan 2008*

The current adopted Local Plan contains the policy context for retail, employment, housing, transport/access, public realm and design in the City Centre. Key policy issues are summarised in the table in Appendix 1. This will ultimately be superseded by the new Local Development Plan.

2.5.2 *Conservation Areas*

The majority of the City Centre is covered by two conservation areas, Union Street and Bon-Accord/Crown Street. In addition, the Rosemount, Albyn Place/Rubislaw, Ferryhill, Marine Terrace and Great Western Road Conservation Areas lie immediately adjacent to and on important strategic routes leading into the City Centre. As such, much of the historic environment in the City Centre is deemed to be of national importance. Care of the country's heritage is a fundamental element of environmental stewardship and sustainable development which is at the heart of Government and Council policy.



2.5.3 *Union Street Conservation Area Appraisal 2007*

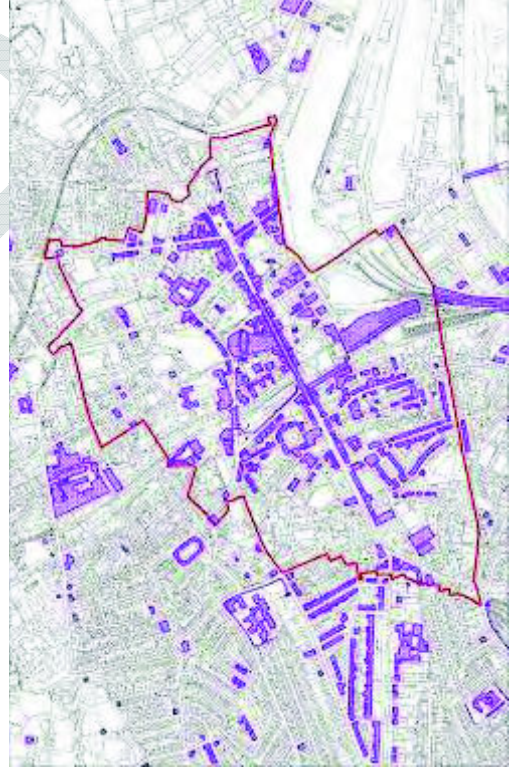
The Union Street Conservation Area Appraisal was published to:

- justify the designation of the conservation area and review the existing boundaries;
- identify important characteristics of the area in terms of townscape, architecture and history;
- identify important issues that affect the conservation area;
- identify opportunities for development and enhancement schemes;
- encourage interest and participation in conservation issues amongst people living and working in conservation areas; and
- produce a useful tool in conservation area management.

The Appraisal details the historical development of the conservation area, highlighting key stages in its development. It describes the components that make up the character of Union Street. The Appraisal presents the conservation area strategy, which includes the development and enhancement opportunities within the area, proposed boundary alterations, planning policy, development restrictions, availability of grants and funding, as well as proposals for the monitoring and review process.

2.5.4 **Listed Buildings**

In addition to the general conservation area designations, there are a great many buildings statutorily protected under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 in the City Centre. Many are concentrated around Union Street, the Denburn Valley, the southern end of King Street, Golden Square and the Crown Street areas. The listings in the City Centre include many important buildings, landmarks and structures, such as Union Bridge, the vaults on Union Street itself, balustrades and arcades of Union Terrace.



Most of the principal public buildings in the City Centre are listed. These form public face of the City and are of a quality and architectural excellence that contributes to civic pride and a strong sense of place, reinforcing Aberdeen's identity.

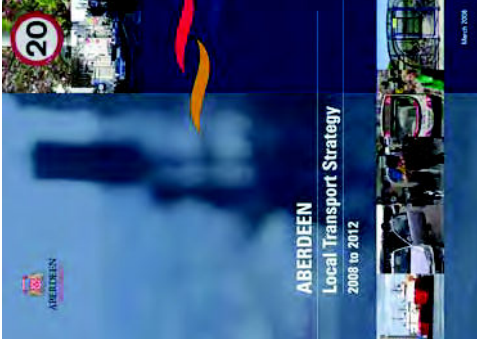
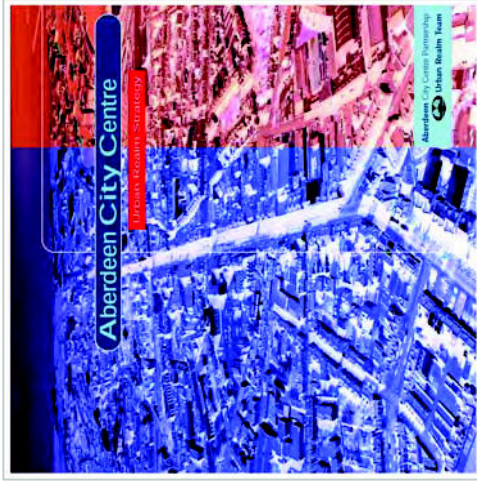
2.5.5 **Aberdeen Urban Realm Strategy 2001**

Published by the former Aberdeen City Centre Partnership, the Urban Realm Strategy focused on a compact civic heart with leading institutions, civic presence and cultural drama surrounded by a series of vibrant mixed use business, retail and residential areas, within a policy context of enterprise and development. Five strategic themes were identified:

Union Street - the Boulevard of the North, aims to reassert the axial elegance of the grandest street in Scotland, by upgrading environmental quality and redressing the balance of movement along the street in favour of the pedestrian, and encouraging an improvement in the quality of retail on offer.

Broad Street - the Civic Heart, consolidates civic uses, including the Council's corporate headquarters, in and around Broad Street.

Guild Street and the Green - aims to connect the new rail and bus station developments and the harbour with Union Street and the Civic Heart through improved streetscape



2.5.6 Aberdeen Local Transport Strategy (LTS) 2008

The LTS recognises the significant impact transport has on the environs of the City Centre. It also acknowledges that the requirement to access the City Centre is not only as a result of shopping, business and access to local and regional public transport but is compounded by the lack of non-car options for circumferential and non-radial journeys. The City Centre transport network provides a thoroughfare for all types of journeys. Transport is the major cause of air quality problems within the City Centre. The LTS sets out a strategy and a range of actions to address how the network is accessed and used in order to ensure the City Centre maintains its vitality. This is discussed in more detail in section 4.

Denburn Valley - seeks to maximise the potential of Union Terrace Gardens by providing access from the surrounding streets, introducing uses to promote better activity and a perception of safety, extending the gardens to the north to link with the development opportunities presented by the Denburn Clinic and Woolmanhill Hospital.

Castlegate and Castlehill - promotes the revitalisation of the Castlegate and the refurbishment of the Citadel to create a cultural quarter to reflect the importance of this area at the eastern termination of Union Street.

In addition, the thematic project **Collegiate Aberdeen** recognised the inherent and intricate qualities of Aberdeen's public spaces.

Much of the Urban Realm Strategy remains relevant and the Development Framework builds on the themes and concepts set out within the Strategy.

2.5.7 Masterplans, planning briefs and projects

In addition to the above high level strategies and policies, there have been a number of more detailed masterplans and planning briefs prepared for parts of the City Centre, some of which have been implemented either fully or in part. These include Masterplans for the Denburn and Bon Accord Baths and the West End Study.



There have also been many major projects and proposals delivered or currently underway within the City Centre, consistent with the Urban Realm Strategy and Local Plan policies. These include the development of Union Square and the Green Townscape Heritage Initiative.

The plan below illustrates the extent of the coverage of these across the City Centre.



3. Identity

3.1 What is Identity?

Identity is what makes a place definable and recognisable. Aberdeen has to present itself well in terms of quality, heritage and competitiveness. The City Centre must capitalise on its unique character, welcome visitors and leave them with a lasting positive impression of a distinctive vibrant place with a clear and unique identity.

3.2 Planning and Design Principles

The planning and design principles explore indicative concepts and proposals that can help to ensure that the City Centre is a successful place. As the urban core of Aberdeen, the City Centre has to manage a number of conflicting issues. Making the City Centre accessible, whilst at the same time ensuring the quality of public realm, encourages pedestrians to linger and use the area is challenging.

The strategy contained in this Framework concentrates on defining a high quality urban core of the City Centre, ensuring that users can be encouraged to use public transport to directly access that core. Users are encouraged to leave their cars at the edges with a clear hierarchy of pedestrian friendly streets, spaces and squares contributing to a vibrant civic structure of urban life. Urban quarters and character areas are identified by understanding the recognisable assets in the City Centre and reinforcing their roles and functions. Union Street connects all of these together and presents a unifying spine to the central core of the City.

3.3

Gateways and Approaches

Approaches to the City Centre are extremely important in setting the scene for arrival. The grand procession from the west leading towards the City Centre along Queen's Road is an approach to be celebrated. The grand tree lined avenue with fine granite villas leads into Albyn Place, with the formality of Queens Gardens signifying the immediate approach to the City Centre and arrival at Union Street. The journey along Union Street (walking the mat), leads to the Castlegate, where a dilemma is reached. The Castlegate currently satisfies neither the need to project beyond to meet the Beach Boulevard and proceed on to the coast, nor does it adequately form an axial stop to Union Street.

Each of the other main approaches from the north (King Street), north-west (from Rosemount), south-west (Holburn Street, Bon Accord Street) and south (Crown Street, South College Street, Market Street) need to offer a similarly considered approach to that of Queen's Road. Developing a clear strategy for all approaches, incorporating signage (which supports the existing Variable Message Signs), landscaping, strategic planting, lighting and branding, coupled with a high quality of public realm, will set the City Centre apart. It is acknowledged that existing infrastructure will not always be capable of sustaining mature street trees on all of these approaches, but they must be readily identifiable as leading to the quality urban core of Aberdeen. Current approaches, such as that on Market Street, offer little inspiration or encouragement. Low rose bushes collect litter easily and appear unsightly for much of the year. Solutions which require little maintenance, but remain good looking should be encouraged.

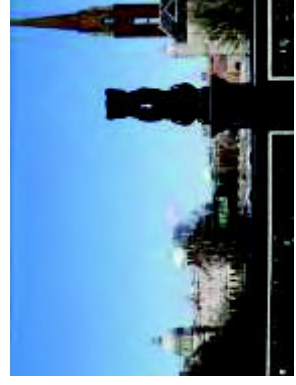
Historically there were six city gates or "ports" leading into Aberdeen; two in the Castlegate - Justice Port (now Justice Street) and Futtie's Port (leading from Castlehill to Footdee), Trinity, Netherkirkgate, Upperkirkgate and Gallowgate. These should be highlighted and celebrated with contemporary interpretation of ports to the City Centre developed.

3.4

Landmarks

Visual references in the City Centre are important to help movement and legibility. Landmarks help define important destinations and provide orientation points. It is essential that historic landmarks are given due care and attention when new development is planned, to allow important vistas and views to be maintained.

The City Centre is characterised by a number of distinctive landmarks, ranging from traditional spires and steeples to modern landmarks such as residential tower blocks. More recently, the major shopping centres have developed as landmarks, synonymous with how people access and use the City Centre. Equally important is the quality of space around these City Centre landmarks. Achieving a high quality, well connected network of public realm spaces, related to existing landmarks, increases legibility and way finding.



3.5 Tall or Large Buildings and the City's Skyline



Tall or large scale buildings can add to and positively enhance the identity of the City and its skyline if well designed. However, they can have a detrimental effect if due consideration is not given to their context. The definition of a “tall building” is one that exceeds the general height of its surrounding context. A “large building” may not breach the skyline, but may be viewed as bulky and at odds with its surroundings from strategic locations.

In certain circumstances as little as an additional storey height may set a development proposal out of context. It is not expected that there will be a presumption against tall buildings, indeed the City Centre is the right place for such buildings, but they should respect the height and scale of their surroundings, the urban topography and the City’s skyline and aim to preserve or enhance important vistas. Further Supplementary Planning Guidance will be prepared as part of the Proposed Aberdeen Local Development Plan to support a Tall or Large Buildings Policy.

3.6 Public Realm

Public realm is the space between buildings, including streets, footways, squares, gardens and landscaping. High quality public realm is essential to the future success of the City Centre; if it looks good, is easy, comfortable and safe

to walk around, it will attract more visitors. Public spaces become a source of local pride generating a positive image of the City. The quality of environment and approach to public buildings and public spaces in particular must be integrated with new development to promote a well functioning and attractive city centre.

Successful city centres consist of a network of well connected public spaces and a series of linked squares. Aberdeen should be no different. Aberdeen has a wealth of public realm in the City Centre. Many of these have become bleak pockets of inactivity which present an impression of neglect, not one of wealth and prosperity. Spaces have been invaded by vehicles, displacing any positive spatial qualities and diluting the pedestrian, cycling and public transport experience of the City.

Public realm presents a valuable opportunity for modest intervention which will improve the perception of the City Centre. As stated previously, the Urban Realm Strategy proposed that a series of interconnected urban squares and spaces be developed to enrich the character and quality of the City Centre urban environment. The principle aim is to develop an interesting and exciting pedestrian experience throughout the City Centre, and introduce places to ‘pause’.

Creating a network of clearly defined pedestrian priority spaces will reinforce the distinct character areas promoted in the following section of the Development Framework and complement the landmarks in maintaining legibility of space to aid orientation and movement in the City Centre.

The choice of materials, combined with construction methods, for public realm contribute significantly to improving the appearance of the streetscape. A by-

product of using appropriate natural materials is durability, demonstrated by the relatively low level of maintenance required in Belmont Street and Back Wynd, despite the area's intensive use.

A streetscape manual should be developed to guide future public realm projects and demonstrate how this approach applied in Belmont Street can be repeated across the rest of the City Centre.



In addition to the quality of public realm, one of the main issues for the City Centre is the future efficient use of these spaces. Some, such as Golden and Bon Accord Squares, are currently devoted to car parking, others, including the Castlegate and the Green are pedestrianised but not offering their full potential. Whilst others still, such as

Broad Street, are simply road dominant. Green spaces in the City are at a premium, with only St Nicholas Kirkyard, Bon Accord Park and Union Terrace Gardens offering respite from the hard edges of the Granite City. How the City intends to make best use of these important spaces and link them to the rest of the urban structure is critical to the future success of the City Centre. Equally important will be the pedestrian paths which connect the spaces together.

A number of proposals promote the removal of car parking areas from the public realm, for example at Golden Square, to enable environmental enhancement to take place. Although parking is to be removed from these squares, it is not intended to reduce the balance of car parking provision throughout the City Centre.

Several terraces exist in the City Centre, each with their own formal landscape setting; Queen's/Rubislaw, Bon Accord and Union Terraces. These give the opportunity to maintain mature trees in the City Centre where there is little conflict with services and infrastructure. These urban green spaces should be strategically linked to each other and the urban spine of Union Street. The development of an architectural trail could celebrate the history and culture of these connected spaces.

There are several factors which are important for successful public realm. These are:

- **sense of place** – creating a distinct identity
- **safety** – ensuring comfort in the space
- **access** – easy to get to
- **connection** – linked to other spaces
- **signage and wayfinding** – to ease movement

- **best use of the space** – activity encourages social interaction
- **lighting** – improving safety, better use of space at night, celebrating landmarks
- **landscaping** – counteracting hard surfaces
- **public art** – stimulating cultural interest
- **street furniture** – reducing clutter and maintenance and presenting a unified appearance
- **quality of surface materials** – increasing attractiveness and reducing maintenance?

Each of these have all been taken into account in assessing the existing public realm and identifying opportunities to enhance those areas as discussed below.

3.6.1 Queen’s Terrace and Rubislaw Terrace Gardens

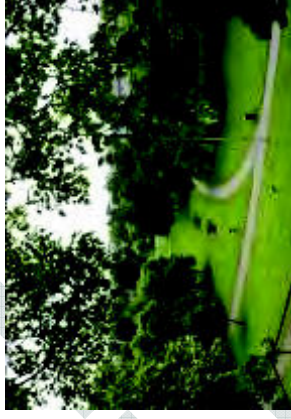


Forming the setting to Queen’s and Rubislaw Terraces, this formal garden was originally laid out with the Terrace to be shared with the villas opposite in Albany Place. Now in Council ownership, open to the public and with cast iron railings reinstated, this important green space with mature trees marks the transition from the West End to the City Centre.

3.6.2 Bon Accord Crescent Gardens

To the south of the City Centre Bon Accord Crescent Gardens is laid out in the valley of Justice Glen. The large open green space provides the setting for Bon Accord Crescent. The dramatic changes in level offer extensive views south-west. The space has great potential but

needs comprehensive redesign and re-landscaping rather than cosmetic improvements. The existing listed terrace could be restored and combined with information on the site celebrating the location of the mustering of troops and the ultimatum preceding the Battle of Justice Mill 1644.



Accessibility could be increased by introducing a series of connected viewing platforms which accommodate and celebrate the dramatic changes of level and complement the listed terrace. These terraces could be used as a basis for a public art project. Walking and cycle paths could be upgraded and promote external links to encourage use. A lighting scheme should be developed to increase the safety of the park at night. Activity could be encouraged by introducing areas for seating, picnics, and informal active uses.



3.6.3 **Bon Accord Square**

Bon Accord Square, designed by Archibald Simpson and dating from 1823, is clean, austere and has elegant proportions. The central space is dominated by a raised rectangular green space, but parking around this detracts from its spatial quality. Alternative layouts for parking to facilitate a more pedestrian dominant environment should be developed. Enhancing the green 'haven', improving and encouraging pedestrian access to it, and introducing further seating would enhance the use of the space. The statue, in memory of Archibald Simpson, could be supplemented with interpretation to celebrate his story. As with all other spaces there is potential for further public art. Additional tree planting and landscaping could be considered.

3.6.4 **Bon Accord Street**



As project funded by the former Aberdeen City Centre Partnership made this is an example of enhanced use of the footpath, with art work in the public space.

3.6.5 **Huntly Street/St Mary's Cathedral**

Currently a car and motorcycle park and refuse zone, with telephone boxes on the street frontage, this space in front of an important landmark is well protected from the wind and has a good aspect which catches the sun. It is visible

from Union Street, links to an attractive 'green' street and connects to other squares. This area could be developed as a small plaza/courtyard which serves as a place to 'rest'. Possible interventions include removing the car parking, rationalising the street furniture to include seating in sheltered, sunny locations, and encouraging live frontages to ensure activity in the space. Lighting should be introduced, not only to illuminate the space, but also direct movement through to Golden Square.

3.6.6 **Golden Square**



Golden Square was built as part of Abercrombie's 'Further Improvements' (1810-1821) and became a centre for business from Edwardian times. Business uses remain but the classical character of the Square has been destroyed with an over dominance of parking. Golden Square should be a developed into a space that focuses on pedestrian movement and activity, celebrating the statue of George 5th whilst balancing the needs of vehicular movement.

Better use of Golden Square could be achieved by:

- Removing cars from the central space

- Comprehensively redesigning the surrounding historic streets approaching the Square
- Removing ventilation ducts and general refurbishment of the rear elevations of the buildings in surrounding streets, including rationalisation of car parking
- Improving maintenance and de-cluttering of street surface treatment, including street furniture
- Holding informal gatherings, market stalls, events, buskers and public art projects
- Introducing greenery, formal planting and seating into the central space
- Widening the pedestrian pavement around the edges of the square
- Introducing signage, and developing of views along the four street axes to aid pedestrian way finding
- Introducing an intimate lighting scheme for the central space
- Introducing interpretative historical material adjacent to the statue
- Encouraging restaurant uses in the basements

3.6.7 *Union Terrace Gardens*

Discussed more fully in the Cultural Quarter section, the Gardens provide the only public park in the heart of the City Centre. The Gardens and their surroundings provide some of the key landmarks of the City Centre.

3.6.8 *Robert Gordon Quadrangle*

This square is shared by Robert Gordon University, the Art Gallery and Robert Gordon College. This mixture of uses creates a well used space with a procession of school children crossing the central section of the quad each day between the college and Schoolhill. The integrity of the

quad is compromised by parking areas and carriageway which are concentrated around its edge. Buildings are separated from the central section by asphalt bays, and thus the architectural setting is not appreciated.



The Quadrangle is currently inaccessible, impermeable and does not connect well to its surroundings. Additional means of access to this space should be considered if the Art Gallery and other buildings come forward for redevelopment, possibly through to Crooked Lane and St Andrew Street.

Reference can be drawn from Old Aberdeen, as well as cities such as Oxford and Cambridge, and more locally the town of St Andrews, where the presence of the colleges is celebrated in the character of the City.

The Robert Gordon Quadrangle should be developed into a space which promotes the architecture of the buildings surrounding the square, allows for seating, and informal

lunchtime gathering and could be used for temporary outdoor exhibitions for the Art Gallery i.e. sculpture; for school fetes and open day of the college; or for graduation and university events of the Institute.

The triangle 'pocket park' to the front of the Art Gallery and entrance to the quadrangle could offer better pedestrian space if associated with future redevelopment of the Robert Gordon University building.

3.6.9 *The Green*

The Green is located in the medieval core of the City, and would once have been a well-used thoroughfare between the former Castle and Justice Mill Lane. This through-route has been severed by the Trinity Centre, compounded by the introduction of Denburn Road.

The character of this historic area has been undermined by long term economic and structural decline. This is a central but underused area that is pivotal in linking the harbour, railway and bus stations and the new Union Square shopping centre to the traditional shopping centres of the City. The dark East Green and monolithic, impermeable facade of the indoor market enclose the space to the east. Connections to Union Street are uninviting. These could be improved by making them brighter, easier to use, cleaner and with safer more obvious routes.

The surrounding area is in the midst of being revitalised with The Green Townscape Heritage Initiative, this is explained in more detail in section 5.4 The Green.

The Green should be developed into a space which:

- reasserts its place in the urban fabric of the City
- makes reference to its medieval context

- celebrates the different layers of the City
- allows for markets, and encourages cafe outlets and pubs
- is an attractive destination as well as an important space 'en route'
- promotes its pedestrian scale

The Green could be improved by refurbishing the façade of the Trinity Centre and the layout of the market building. Demolition and sensitive redevelopment or refurbishment of the market building should be encouraged with shop frontages and activity facing the Green rather than a blank wall which is viewed as a stop.



Ensuring that the Green is used during both the day and to the night by encouraging pubs, restaurants, shops and other activities within this space is essential for a vibrant space. Uses such as outdoor market stalls or the introduction of kiosk style units (i.e. news-seller, florist) promotes use and in turn the perception of safety. These would be most successful on the listed Back Wynd Steps from the Green leading to Union Street if they were sufficiently widened.

There needs to be improved signalling of the presence of the 'Green' from Union Street through, for example, signage, a glazed canopy out into the street, or a suspended art piece above the steps. The new shopping centre at Union Square has to some extent increased the footfall through the Green but further work is required to encourage people to move through and stay in the space.



There are tunnels linking the Green to the wider City Centre. Tunnels such as this are a result of the changes in level brought about by the bridging of the historic core, and represent a unique part of the character of Aberdeen. Unfortunately these tunnels are underused and perceived as dangerous. An opportunity exists to celebrate these 'lost' spaces and re-establish pedestrian links which are now avoided or are unknown. Improved innovative lighting, introducing art work and cleaning up these areas would all improve the use and vibrancy of them. The introduction of uses into the arched vaults, such as cafes, restaurants and wine bars, would encourage activity and exploration of the historic City.

Improving the links to and from the Green with the wider City Centre would bring life back into this area. These improvements, along with those already happening through

the Townscape Heritage Initiative, will help to improve this space and make it a successful area within the City Centre.

3.6.10 St Nicholas Kirkyard



St Nicholas Kirk and Kirkyard comprise two churches, East and West, united by a central tower and spire, surrounded by a graveyard with mature trees. St Nicholas Kirkyard is located within and helps create the identity of the Civic Quarter (see below). The roof top of the adjacent St Nicholas Centre suffers from poor connections, poor quality public realm and empty tenancies which front onto this space and affect St Nicholas Kirkyard (see also St Nicholas Street section). St Nicholas Kirkyard should become a pocket of accessible urban green space, offering a break from the busier surrounding streets.

Better use of St Nicholas Kirkyard could be achieved by:

- Reinforcing the linkages between the surrounding retail areas
- Enhancing seating opportunities within the Kirkyard

- Creating a meeting place at the centre of St Nicholas Street where St Nicholas Church's eastern façade meets the street
- Enhancing views of and to St Nicholas Church, particularly with reference to the tower of Marischal College, and ensuring that development considers, and where possible enhances, such views
- Removing bus stops from the Union Street boundary wall – Smith's screen, and providing architectural lighting
- Potentially linking the Kirkyard with a second floor glazed extension to the St Nicholas Centre featuring food and beverage uses, as detailed in the Bon Accord Masterplan

3.6.11 St Nicholas Street

St Nicholas Street is a lively hub of activity, a popular meeting place and one of the busiest public spaces in Aberdeen. St Nicholas Street consists of the public space which approaches the St Nicholas Shopping Centre from Union Street and the area on the roof of the same shopping centre. It provides links from Union Street to School Hill, all be it, not the most direct.



St Nicholas Street originally connected to George Street, but this link was lost with the construction of the St Nicholas and Bon Accord Shopping Centres. The upper level of the St Nicholas Shopping Centre is an unattractive, hard, bland space, exacerbated by empty shop units. What should be active frontage instead produces dead space. These areas could be improved by adding an additional level to the St Nicholas Centre. The additional level will not increase the height of the building as it would be redeveloping the existing upper units and making the space more usable. The upper area could be fully glazed providing interesting aspects over the St Nicholas Kirkyard. Reintroducing uses into this upper space will attract people and improve the vitality of the area.

Improvements in this area are further detailed within the Bon Accord Masterplan but include:

- Improving the upper area of the St Nicholas Shopping centre with an additional floor (a lightweight, glazed structure ensuring it does not dominate the Churchyard)
- Including eating and drinking establishments at the upper level
- Retaining a green heart adjacent to the Churchyard on the roof of the Centre where people can relax and enjoy a bite to eat
- Adding public art and information to allow better orientation within the City Centre
- Further tree and landscaping on the external area at the top of the Shopping Centre
- Emphasising traditional landscape materials without indulging in historical reproductions

- Creating a meeting place at the centre of St Nicholas Street, where the St Nicholas Church's eastern facade meets the street
- Providing new connections through to Marischal College and the proposed Civic Square
- Improving links through the Kirk Yard
- Providing a light link between the upper level of the St Nicholas Centre and the Bon Accord Centre

3.6.12 Broad Street

Broad Street is flanked by the contrasting forms of Marischal College to the east, and the tower block of St Nicholas House to its west. The Bon Accord Masterplan considered this area to be the civic heart of the City with the redevelopment of St Nicholas House site, the formation of a civic square in front of Marischal College, a new courtyard to the north of Provost Skene's house and new pedestrian linkages between Marischal College and St Nicholas Kirk being key to improving the potential of this area. Further information on this can be found in section 4.2 the Civic Quarter. The formation of a civic square is crucial in providing an appropriate setting for the new City Council Headquarters at Marischal College. Uses around the square would include retail, restaurants, offices, residential, hotel, cultural and civic, creating a genuine, economically sustainable mixed use neighbourhood within the City Centre. These uses around the square must create live frontages and activities at all times of the day and evening, resulting in a successful, positive and usable public space.

3.6.13 Plainstones

Located at the corner of Marischal Street and Castle Street, the area is currently used as a traffic island with a bus stop. It is currently a busy space segmented into

pedestrian and vehicle zones. The public realm should offer a more appropriate setting for surrounding buildings of architectural note such as the Athenaeum and Court buildings.



Better use of Plainstones could be achieved by:

- Creating a pedestrian zone
- Extending surface treatment across Marischal Street to develop a strong pedestrian link with Castlegate
- Introducing seating and street trees
- Introducing signage to direct pedestrians to Shiprow and the Harbour along Marischal Street
- Celebrating the 'Mannie' statue that has been relocated from the Green

3.6.14 Castlegate

The Castlegate, the historic market place and heart of pre-Union Street Aberdeen, has in recent years suffered from its peripheral location within the modern City Centre. The square has been pedestrianised and paved in granite, but there has been no corresponding success in attracting people back into the Castlegate. This major civic urban space, of outstanding historic and townscape character, remains obviously underused.

The Castlegate is the eastern termination of Union Street, yet its high visual importance in the street scene is not reflected in its use. It has low environmental quality and this must be addressed if this space is to become inviting and well used. It is a strategic location and is also the physical connection between the Beach Boulevard and Union Street. The Castlegate is an important axial stop on Union Street, but should connect to the Beach Boulevard as part of the grand procession through the City. The space is not well used as either a thoroughfare or a place to spend time in. The links to the wider City Centre are weak and not very clear.



The most significant building within the Castlegate is the Citadel, this building is the terminal of Union Street and an important landmark of the City Centre. Reuse of the ground floor for café use will help to bring people back into the area. There must be a reason for people to visit the Castlegate and make them want to stay in it.

Reintroducing market stalls in the Castlegate has been tried but not been successful on its own. Coupled with other interventions this may be an initiative that could be reviewed.

Better use of the Castlegate could be achieved by:

- Improving the through route to the Beach.
- Introducing a transport hub
- Improving shop frontages
- Rationalising street furniture
- Increasing in soft landscaping
- Improving the ground surface treatments
- Extending the use café, restaurant and bar outdoor seating.
- Encouraging market or stall activity and other events

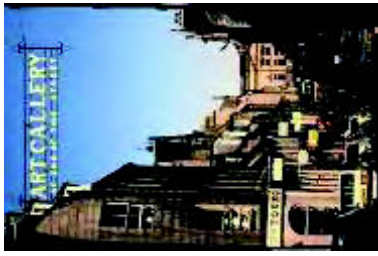
3.7

Streets

A pleasant street environment and street activity is especially important in the City Centre where the street is often the only form of open space available. Well designed and managed streets offer opportunities to provide a better quality urban environment and experience, including interaction with people and enjoyment of a sense of place.

Belmont Street, Little Belmont Street and Back Wynd visibly demonstrate how a positive change in street character can create a more appropriate civic presence and enhanced pedestrian use of space. Concentrating on developing a streetscape that puts the pedestrian first has generated an atmosphere that allows comfortable use of all of the space between the buildings, rather than being restricted to narrow pavements. Kerb heights kept to a minimum ensure that a consistent walking surface is

achieved, whilst strong colour, shading and use of natural materials helps to complement the surrounding architecture and enable easy navigation.



- **Squares** - have a high 'place' function and little or low movement function. Predominantly pedestrian spaces, squares may be hard or soft landscaped.
- **Residential Streets** - are lightly trafficked streets with low vehicular movement but a high place value.
- **Main High Streets** - are streets in the City Centre which combine a high place value with medium level movement patterns.
- **Major Urban Streets** - in the City Centre have to combine a high place value with serving the need for major movement patterns.

A clear strategy for the treatment of each typology will be developed.

3.8

Similar approaches have been taken to other areas such as St Nicholas Street, Shiprow, the Green and pocket parks around the City Centre.

Understanding of the types of street that exist in the City Centre is crucial to determining the type and quality of finish expected in the street, together with the appropriate approach to street furniture and the use of space. A matrix is currently being developed which responds to the key issues raised by 'Designing Streets – A Policy Statement for Scotland'. The matrix will set out guidelines for the whole City, defined streets as having a 'place' function or a 'movement' function, or a combination of both. The 'place' function relates to the amount of pedestrian activity, variety of uses and quality of space that occur in the street. The 'movement' function corresponds to the level of traffic, mainly vehicular, that occurs in the street. In relation to the City Centre there are four clear themes:

Granite



Aberdeen is known as the Granite City. The use of granite unifies many periods and styles of building and gives the City its unique character. For many decades, due to cost and changing building construction, the use of granite has declined. As a consequence it is essential that:

- the existing granite heritage should be conserved;
- the use of granite in new development should be encouraged; and

- where it is not practicable to use granite in new development then materials should be used that complement granite.

This means avoiding imitation granite, the examples of which used to date have turned out to offend rather than compliment the real granite. The Local Plan contains policies relating to the retention of granite buildings and granite streets and pavements to ensure that the indigenous material of the City continues to contribute significantly to the sense of place. There are, however, areas of the City Centre that the use of granite may not be considered necessary, for example, the Riverside (see section 5).

3.9

Corners

Turning a corner on urban blocks in the City Centre has often been seen as a cause for architectural celebration. Whether flamboyant turrets or simple chamfers, corners have traditionally been a focus for finely detailed masonry work, interesting and unique features. Successful contemporary examples of this are few and far between, but should be encouraged to promote a sense of identity in any new development.



3.10 Lighting

Appropriate lighting can contribute positively to the vitality, ambience and identity of the City Centre. Flood lighting of important buildings enhances their architectural and historical merit and stimulates interest. Buildings, including St Nicholas Kirk, Provost Skene's House, His Majesty's Theatre and the Art Gallery, are already lit at night time. Flood lighting is also successfully used on bridges, public art and gardens within the City Centre. As well as enhancing important buildings, lighting also helps to make the City Centre a friendlier and safer place, making it more attractive to visitors and residents alike. But additional floodlighting should not intrude or have a detrimental impact on character, merit or integrity of the building or area, nor impact on residential amenity.

A lighting strategy will identify opportunities to:

- enliven night time views in a coherent and interesting manner;
- encourage creative thinking in the use of street, building and advertisement lighting;
- ensure streets and spaces are sufficiently well lit to promote personal safety;
- encourage appropriate use of decorative and seasonal lighting;
- employ lighting which is appropriate for pedestrian spaces;
- develop solutions that can accommodate Christmas lighting schemes;
- continue to floodlight the City's landmark buildings.

3.11

Street Furniture

Street furniture is the collective name for the variety of fixtures and fittings that are found in urban spaces in the City Centre. This includes:

seats and benches	bins/recycling facilities
planters	flags
information pillars	banners
signs	lighting columns
traffic signal poles	canopies
finger posts	bus stops and shelters
bollards	kiosks
railings	traffic signal boxes
cycle racks	tree grilles
lockers	telephone and post boxes

Poorly placed street furniture impedes pedestrian movement around the City Centre and should be removed or replaced to provide maximum effect with the minimum intrusion.



Street furniture in the City Centre, and particularly the central core, should be considered as a family of items with a unified approach to style, materials, colour and design in seats. It should add to the character and build on the identity of the City Centre while contributing a more attractive high quality street environment.

Design should be modern, distinctive and stylish, drawing reference from surrounding features and meeting the specific needs of the function intended. Use of natural materials is promoted. Location, surrounding context, orientation, pedestrian movement, potential vandalism or misuse, ease of repair and maintenance requirements must be considered when designing and selecting materials for street furniture.

3.12 Signage and Street Letter Tiles

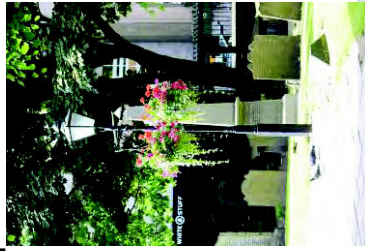
Signage and way-finding in the City Centre should capitalise on existing unique features, such as the distinctive street letter tiles used to name streets in the City. These individual fired clay tiles with white lettering on a black background do not occur elsewhere in Scotland and could form the basis of a unique signage strategy distinguishing Aberdeen from its competitors.



3.13 Access for All

Successful city centres create the right balance between the vehicle and all pedestrian users with pedestrian routes which are safe and pleasant both day and night. In a multi level city such as Aberdeen, accessibility for the elderly and disabled needs to be addressed whilst retaining essential historic urban characteristics such as steps and bridges. Further development of the Framework will take place in full consultation with the Disability Advisory Group.

3.14 Trees and Landscape



Trees make an important contribution to the quality and attractiveness of streets and the urban environment. Attractive tree lined streets or avenues are associated with a high quality of life and affluence. In addition to aesthetic value, existing trees in the City Centre, especially those that are mature and semi-mature, have a positive contribution to make to air quality. The aesthetic value can be seen at locations such as the Art Gallery and His Majesty's Theatre, St Nicholas Kirkyard, Union Terrace Gardens and the Squares and Gardens across the City Centre.

The introduction of large canopy street trees into other parts of the City Centre will enhance the quality and experience of using the public realm. Increased tree cover

helps to frame views and vistas of important City Centre landmarks, provides an increased sense of place and can add to the visual connectivity through the City Centre. The retention of the existing street trees and trees in the urban green space is fundamental to the continued greening and enhancement of the City Centre.

There are challenges associated with the establishment and maintenance of street trees. These are often further compounded by competition with the installation and maintenance of underground services, CCTV requirements and the use of inappropriate surfacing. Open dialogue between urban managers, considered urban design and the use of appropriate techniques can overcome these challenges.

Continued greening of the City Centre will enhance biodiversity, provide shade and shelter, reduce pollution and noise and increase the absorption of carbon dioxide. It will further enhance the feel and experience of the City Centre and create a positive environment. This can be further supplemented by the introduction of green roofs on existing and new buildings when opportunities arise. Where safe access is provided green roofs can be a positive asset for employees and residents alike and contribute to biodiversity.

Tree planting cannot be separated out from the comprehensive re-design of the streetscape and public realm, including hard and soft landscaping, how this relates to the use of the space and the context set by surrounding buildings.

4. Connection

4.1 Strategic context

4.1.1 Aberdeen City Centre is the gateway to the North East and the Northern Isles. A strategic transportation hub, the public transport system converges on the City Centre. It is essential that it is efficient and meets the needs of users in Aberdeen City and Shire and beyond. Many of the key themes relating to connection are implicit in the preceding chapters which emphasise the importance of a high quality of public realm and accessibility and connection within the City Centre. Creating quality space to encourage pedestrian activity must be supported by an efficient public transport and managing the transport network without unduly disadvantaging any particular user.

4.1.2 The Structure Plan includes an objective to reduce the need to travel and encourage people to walk, cycle or use public transport. It also supports proposals to make part of Union Street an area for pedestrians only. The Aberdeen Local Plan 2008 promotes pedestrian priority measures and the use of appropriate transport modes. Creating a City Centre to allow this to happen, as well as ensuring that the benefits arising from such a development and fully realised, is critical to the future success of Aberdeen.

4.2 Local Transport Strategy (LTS) 2008

Whilst the Structure Plan and Local Plan provide high level objectives and policies relating to transport the Council's LTS sets the vision for the City to develop "**A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy and minimises the impact on our environment**".

There are five **high level aims**, as follows:

- 1 Support and contribute to a thriving economy for Aberdeen City and its region.
- 2 Ensure a safe and secure transport system.
- 3 Minimise the environmental impact of transport on our community and the wider world.
- 4 Ensure that the transport system is integrated and accessible to all.
- 5 Ensure that our transport policies integrate with and support sustainable development, health and social inclusion policies.

Completion of the Aberdeen Western Peripheral Route will provide a range of opportunities to reorganise the use of the City's road network. A key justification for the project is that it will free up capacity on the City's existing road network, thereby reducing congestion, pollution and journey times. However, without further intervention, it is highly likely that these benefits would be quickly eroded due to ongoing traffic growth. Measures are needed that preserve, or "lock-in" the congestion, pollution and journey time benefits of the new road. This can be achieved by using available road capacity to provide additional priority to sustainable modes of transport.

The LTS outlines some of these measures in more detail along with other policies and proposals which will influence the City Centre. These include the implementation of Park and Ride and improvements to the bottlenecks around the City. Initiatives that directly affect the City Centre include:

- revising parking charge levels and structures so that they favour shorter stay, business, shopping and visitor trips, whilst protecting residents' ability to park near their homes and supporting the vitality of the city centre;

- ensuring land use plans and development management support sustainable travel and do not encourage car dependency;
- encouraging the development of travel plans for all major employers within the City.

The LTS promotes the need to “think global, act local” and highlights the need to address local air quality and noise pollution problems; and supports initiatives that make our outdoor public realm more attractive (for walking, cycling, shopping etc).

4.2.3 Pedestrian Priority

Scottish Planning Policy promotes a hierarchy of users of streets which places the pedestrian first, followed by cyclist, public transport, servicing and finally the private car. The Development Framework reflects that hierarchy by promoting a clear understanding that the pedestrian should be treated as the most important user in the City Centre.

4.2.4 Other vehicles should not be excluded from the City Centre, but should use it in a respectful manner. This will be combined with promotion of car parking at the ‘edges’ of the City Centre, in association with the urban quarters that they serve, concentrating on improving the links between each area and Union Street.

4.2.5 The critical arrival points in the City Centre are where first impressions are formed by visitors, residents and other users. Ensuring that the public realm around the rail and bus stations, bus hubs and car parks is developed with high quality materials, signage and landscaping, appropriate to the context and setting of the area, will encourage people to walk around. Connecting all the major public spaces together in a cohesive pedestrian

priority network will contribute significantly to the vitality and vibrancy of the City Centre.

4.2.6 Public transport

The Development Framework proposes rationalising bus stops, particularly on Union Street, to develop public transport ‘hubs’ at strategic locations in the City Centre. It is essential that such a proposal has a positive impact on timetables and accessibility of the public transport system. The relationship of public transport hubs to squares and spaces in the City Centre must be defined to determine where the hubs are best located, achieving best connection to character areas and Union Street.

Close liaison is required with bus operators, building on existing relationships, such as the Quality Bus Partnership to increase efficiency and effectiveness of public transport services in the City.

4.2.7 Servicing

Efficient servicing provision in the central core is essential to allow business to thrive. Initiatives such as Belmont Street and Back Wynd have demonstrated how pedestrian priority need not have an adverse impact on servicing. There does, however, require to be a review of how servicing can operate generally, particularly in relation to Union Street. Collectively ensuring the efficient use of space and connection will contribute to the success of the City Centre as a premier retail and business destination.

4.2.8 Future initiatives

Issues such as:

- proposed public transport ‘hubs’;
- the provision of a shuttle bus linking key City Centre sites;

- improving access to the bus and rail stations and the ferry terminal;
- improving air quality;
- providing tourism pick up and drop off points;
- increasing the use of park and ride;
- extending the night time transport zone;
- the pedestrianisation of appropriate area;
- the promotion of cycling;



5. Urban Quarters and Character Areas

5.1 Union Street

5.1.1 Challenges

As the principle thoroughfare in the City, Union Street has a major strategic role to play in the future of the City Centre. Recent development has altered the focus from the more traditional east-west orientation to a north-south emphasis. Economic circumstances and modern retail trends have led to the shopping mall becoming the dominant focus of retail activity in the City compromising the integrity of Union Street. Footways in the central area are generally restricted creating pedestrian congestion, particularly where bus stops are located.

5.1.2 The pedestrian environment

Key pedestrian movements are concentrated along Union Street, in particular between the major shopping centres. Pedestrian movement is generated by institutions, businesses, retail activity, attractions and venues. The concentration of use and the highest pedestrian movement takes place between Golden Square and St Nicholas Street.

Pedestrianising the central portion of Union Street between Market Street and Bridge Street is a key element of the Urban Realm Strategy, Local Transport Strategy, Structure Plan and Local Development Plan and improving the pedestrian experience in the City Centre. This will:

- contribute to improvements of the visual and physical quality of the streetscape;
- substantially increase the available space dedicated to pedestrians;
- provide a strategic link between the north and south shopping areas;
- enhance the retail opportunity on Union Street itself;
- be used for special events including street entertainment;
- contribute to air quality improvements;
- reduce pedestrian related accidents;
- support the economic vibrancy of the City Centre.

Consideration should be given to a specific retail policy for this area to encourage a retail offer that will create a unique identity to this section of Union Street. The relationship of public transport to this space should also be further explored.

Work is already well underway to improve the efficiency of the surrounding road network and the continuation of this improvement programme, together with the benefits achieved in the City Centre by the construction of the Aberdeen Western Peripheral Route, will enable the pedestrianisation of Union Street to be successfully introduced, whilst still maintaining traffic flow through the City Centre and ensuring public transport reliability. As the traffic flows are altered in the City Centre, there is a predicted reduction in through traffic on Union Street allowing the footways to the east and west of the proposed pedestrianised area to be widened.

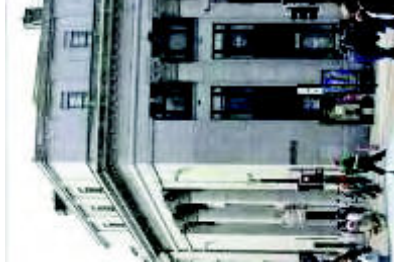
Simple, high quality finishes on the ground, using natural materials complementary to the surrounding architecture should be used to resurface the proposed pedestrianised area. Quality standards in Belmont Street and Back Wynd set the benchmark for the future of Union Street. The streetscape treatment should be extended in the short, medium or longer term to the adjacent historic streets such as Crown Street, Dee Street, Bon Accord Street, Holburn Street, Alford Place, Chapel Street, Thistle Street, Huntly Street, Silver Street, Union Terrace and the key squares as indicated in section 3.5 above.

Street furniture must be limited to maximise the space available for pedestrians. Redundant fixtures and fittings should be removed and signage rationalised.

5.1.3 *The retail environment*

The Aberdeen Local Development Plan will contain a retail strategy that deals with the land use allocation for retail activity in and around the City Centre. To complement this it is proposed that a retail strategy is promoted for the City Centre, with objectives to clearly identify the types of retail

that should be grouped together, particularly in the proposed pedestrian area, West End and the rest of Union Street itself. This strategy will be scoped as part of the completion of the Final Draft Development Framework. This is highlighted in section 5.



5.1.4 *Occupancy*

This needs to be supported with a strategy for the use of the upper floors of buildings, particularly on Union Street itself, which will ensure that opportunities to maximise occupancy and activity can be realised and delivered.

Context

- Union Street is the central spine and focus of activity in the City Centre
- Union Street must remain as a commercial thoroughfare
- Vacant units and upper floors must be addressed

Identity

- pedestrian priority along the length of Union Street to help reinforce identity
- address upper floor vacancies, living above the shop
- strategy to group types retail together in distinct zones to improve legibility

- air quality improvements
- strategic link between major retail centres and green space
- lighting
- service access
- celebrate landmarks
- improve the setting of and public realm around important buildings

Connection

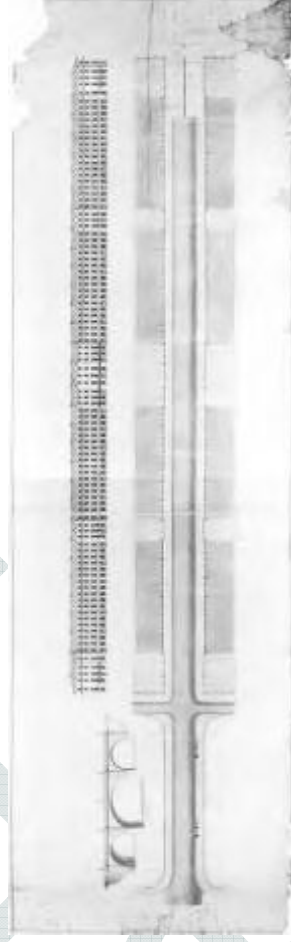
- widen footways on Union Street
- develop public transport hubs at strategic locations to free up space on footways
- other urban quarters and character areas must be connected to Union Street with high quality public realm
- establish a direct link from Union Street to Union Terrace Gardens
- reinstate “Walking the Mat”
- link Union Street to urban spaces and squares identified in section 3.6

Opportunities

- 91-93 Union Street (BHS) and links to Market building. These buildings provide the opportunity to achieve very large retail floor plates with direct access from Union Street and the Green.
- 26-38 Union Street (former Esslemont & Macintosh). This has planning permission for mixed use including an hotel
- 131½-141 Union Street (former Boots/Zawvi) could provide a strategic indoor link to the Green
- 1-13 Union Bridge
- 196-206 Union Street (former YMCA)
- retail strategy (as outlined above).

Walking the Mat

Aberdonians fondly reminisce of ‘walking the mat’ on the main avenue, Union Street. It is only about a mile in length, and on a Saturday night, all the young lads and lassies would put on their ‘finery’, and stroll its length socialising and ‘chatting each other up.’ Even young people from the surrounding areas would catch a bus into Aberdeen, to ‘walk the mat’. It was a happy and cheerful way to meet people, and the tradition was known to be responsible for a large number of marriages in the town, and the surrounding areas as well!



Civic Quarter

Based on the strategy developed in the Bon Accord Quarter Masterplan (2006), the Civic Quarter relates to the area around Broad Street, including major landmarks such as Marischal College, the Town House, the Bon Accord and St Nicholas Shopping Centres and St Nicholas Kirk. The future of Marischal College as a major and identifiable landmark in the area has been secured, due to become the headquarters of Aberdeen City Council by 2011.

A significant development opportunity exists in the heart of this area at St Nicholas House. The City Council's current headquarters will become vacant during 2011 as occupancy of Marischal College takes place. Further detailed guidance for the redevelopment of the area is contained in the Bon Accord Quarter Masterplan and concentrates on delivering the following key issues:

Context

- Refurbishment of Marischal College as the new City Council HQ, consolidating civic functions in the area.
- Celebrate landmarks in the area – Marischal, Town House, Provost Skene's, St Nicholas Kirk.

Identity

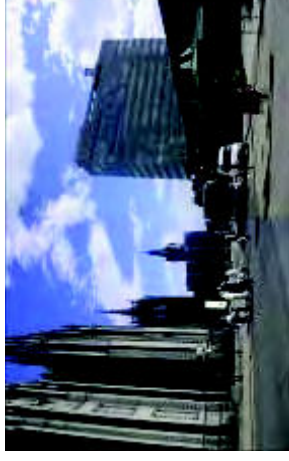
- Retention of Marischal College and celebration of visual landmarks and links between Mitchell Tower and the spire of St Nicholas Kirk.
- Future development must improve the setting of and respect Marischal College and Provost Skene's House as important historic buildings.
- Redevelop former Esslemont & Macintosh buildings.
- St Nicholas Centre: redevelop and enhance public space on upper levels as outlined in the Bon Accord Quarter Masterplan.

Connection

- Broad Street to be treated as an urban square to improve the setting for Marischal College. Connected to this will be a smaller, more intimate square at Provost Skene's, appropriate to the scale of the building. Each square will have live frontage to encourage activity in the space.
- Improve the relationship and interaction of the Bon Accord Centre with its surroundings as outlined in the Bon Accord Quarter Masterplan, particularly in relation to the public realm at entrances.
- Maintain and enhance links on the upper level of the St Nicholas Centre.
- resolve pedestrian – vehicular conflict on Upperkirkgate.

Opportunities

- St Nicholas House redevelopment
- 26-38 Union Street (former Esslemont & Macintosh)
- civic square with live frontage at Broad Street
- interaction between shopping centres and surroundings
- redevelop the upper levels of St Nicholas Centre
- strategic link between retail centres and green space
- resolve pedestrian – vehicular conflict on Upperkirkgate



5.3

The Cultural Quarter

The Cultural Quarter relates to the Denburn Valley and its surroundings. A wealth of cultural activity exists with His Majesty's Theatre, Central Library, Art Gallery, Belmont Cinema and Music Hall all within a short distance of Union Terrace Gardens, the main landscaped green space focus of the City Centre.

Union Terrace Gardens and its surroundings provide key elements of the City Centre, providing valuable green space and marking the extent of the medieval core of the City. Bridges, buildings and balustraded terraces are significant, and, together with the topography of the area, are important in terms of the legibility of the City.



Future (ACSEF) undertook a City wide consultation on that concept. The results indicated that the majority (55%) of those consulted were against the concept.

Intervention with the Gardens has been under discussion since the Dobson, Chapman and Riley Granite City Plan of 1952, which proposed extending the Gardens to cover the railway line. There has been much iteration since, including the unsuccessful Millennium Square project of the late 1990s. Many earlier proposals regarded Union Terrace Gardens as a development site and failed to appreciate its positive characteristics and its very special role in the City Centre. Union Terrace Gardens should be used as a focus for broader regeneration of the surrounding area and implementation of the Development Framework.

5.3.2

Perceptions

There are negative issues related to the Denburn Valley. The lack of focussed cultural activity reduces the number of potential users. Access to the Gardens is challenging with no obvious or enticing link from the main pedestrian flow on Union Street. The historic setting, quality and drama of many of the buildings to the rear of Belmont Street are diluted by the continued dereliction of the Triple Kirks site.

5.3.1 Union Terrace Gardens

The Gardens are currently the subject of much debate on the principles of appropriate development. A 3,200 m² centre for contemporary arts was granted planning consent in 2008 through the statutory planning process. Shortly afterwards, an announcement was made that a donation of £50m from Sir Ian Wood may contribute to a proposal that could raise the level of the Gardens to that of the surrounding streets. Aberdeen City and Shire Economic

Despite its key strategic location in the heart of the City, Union Terrace Gardens lacks some connectivity linking the area to its surrounding urban fabric. What is clear is that in any proposal for Union Terrace Gardens and the Denburn Valley, there are several key themes that must be addressed. These are discussed in the following sections.



5.3.3 *Future of the Denburn Valley*

Prior to any proposal being developed for the Denburn Valley a detailed assessment of the historic environment is necessary to determine its contribution to townscape, proposed interaction of buildings and space and to ensure that key views and vistas are identified to inform the design stage.

Triple Kirks is an essential component of any future proposals for the area. Failure to imaginatively develop this site will detract from the ambition to develop quality urban space in the area. Triple Kirks, and Archibald Simpson’s spire particularly, is an important landmark in the City Centre and must be incorporated into any new development.

Context

The Denburn Valley and the wider Cultural Quarter provides the setting for a number of important public buildings in the City.

Union Terrace Gardens has many qualities to be exploited and enhanced including:

- Topography which provides a unique and dramatic setting for the surrounding historic townscape and

bridges and an essential component of the identity of the City Centre

- character of buildings to the rear of Belmont Street
- setting for His Majesty’s Theatre, St Mark’s and the Central Library
- Denburn Viaduct and Union Bridge
- green space and mature trees
- one of the last locations where the historic relationship of Union Street to the old city can be appreciated

Identity

Any proposal for Denburn Valley must ensure a sense of place in the City Centre. This will be achieved by:

- ensuring the Gardens themselves are a destination with purpose
- addressing dereliction, particularly at Triple Kirks
- delivering a clearly defined “green” urban park
- providing a cultural focus in the central gardens area

Connection

Connection to and from the Gardens and the opportunity to link to the surrounding urban fabric at a variety of levels is as important as the Gardens themselves. By linking the valley to a wider network of enhanced squares and spaces, particularly around key public buildings, the full potential of this considerable asset can be achieved. The key principles to be addressed are:

- accessibility from major thoroughfares
- multi-level connection
- direct link from Union Street
- relationship to ‘collegiate’ Aberdeen
- development of and from the rear of the buildings of Belmont Street.

Opportunities

Buildings and terraces could be added to the rear of Belmont Street which could exploit the proximity and views of the Gardens. Terraces could extend over the Denburn dual carriageway and one or more pedestrian bridges could directly link Belmont Street to the Gardens.

From the west, Union Terrace Gardens should be seen as the culmination of a series of squares and spaces that comprise the essential urban fabric of the City.

From the north, the approach from Schoolhill should be incorporated within any proposal to redevelop the Triple Kirks site. In addition, linking to the urban space to the north of His Majesty's Theatre, St Mark's and the Central Library is desirable. This would allow the Denburn and Woolmanhill opportunity sites to be integrated with the central area. From the south, consideration should be given to direct access from Union Street. The opportunity also exists to connect at lower levels to the Green and the rail station. All the approaches should form part of the experience of City life and movement.

Proposals are under development to refurbish the Art Gallery/Cowdray Hall complex to further improve its cultural, social and economic impact delivering greater benefits to the City.

Work is ongoing to discuss and secure funding opportunities to redevelop the Music Hall into a centre for excellence in music practice in the North East. The proposal includes new rehearsal space, recital space, space for composers and community orchestras.

Sustainability

It is essential that sustainability is a key consideration in the future of the Denburn Valley and Union Terrace Gardens. The cultural and social needs of the City need to be clearly understood along with the implications of construction, maintenance and life time costs.

The variety of cultural uses around the Denburn Valley demands that Union Terrace Gardens provides a focus of cultural activity that enhances that vibrancy. A proposal for a contemporary arts centre is welcome, but it must not be seen as the solution to all the perceived problems of the Gardens. There are still issues relating to access, safety and connection to the wider urban fabric of the City.

The pocket park in front of His Majesty's should be incorporated into the Gardens. This makes use of the elevated topography available to capture sunlight.

Key Issues for the Cultural Quarter

- create a sense of place
- use topography to add interest and character
- enhance urban green environment
- undertake more landscaping
- improve connectivity
- ensure access and safety
- enhance multi level connections
- redevelop Triple Kirks
- attract visitors
- cultural focus
- improve streetscape and access around key public buildings

5.4

The Green

The Green – is of national importance as it evidences the development of Aberdeen from its earliest origins. The historic streetscape is a major element of the character of this area and it plays an important role as a gateway from the bus and rail stations to the rest of the city centre. The Townscape Heritage Initiative is a conservation led regeneration programme to improve the quality of the built environment and enhance the unique character of this area.



The Merchant Quarter is an initiative promoted by independent businesses based in the Green area. The key themes of the Merchant Quarter include promoting the area as a new vibrant cultural area for Aberdeen that is centred around brasserie style food and drink, live music, life style businesses and independent shopping - supplemented periodically, by a range of festivals e.g. food, drink and entertainment. The initiative also promotes an artistic gateway for visitors arriving in the city via the harbour, train station and bus station with themed lighting, art, sculptures and street furniture.

Ultimately the Green could develop as a distinctive tourist offer including promotion as

- an area of Aberdeen where alcohol is only one aspect of the entertainment offer;
- a better connected area where the participating groups use their combined strength to further improve access routes, street infrastructure and policing.

Context

- Historic core of the city
- Urban space

Identity

- First impressions of Aberdeen for those arriving from the station
- Celebrate level changes
- Implement the Green Townscape Heritage Initiative
- Support the initiatives of the Merchant Quarter
- Enhance public use of Green urban square
- Ensure wayfinding

Connection

- Address Guild Street and the link between the rail and bus stations and Union Square and the City Centre
- Develop links to Union Street (Back Wynd Steps)

Opportunity

- The Market building has the potential to provide the necessary vertical linkage between the Green and Union Street and a new live frontage onto the Green.
- Direct link between the rail station and Trinity Mall.

Key Issues for the Green

- connect south side to City Centre
- deliver The Green Townscape Heritage Initiative
- redevelop Aberdeen Market
- ensure wayfinding
- celebrate level changes
- possible link to Union Terrace Gardens

development opportunities that, if realised, could revitalise this area and strengthen its place in the cityscape once again.

Several studies have been carried out to review options for regenerating the Castlegate, including the Castlegate Study (Gillespies 1998), Urban Realm Strategy (2001), North Castlegate Brief (2002) and the draft Beach Masterplan (2005). Each proposed a variety of measures to enhance and stimulate the area.

5.5 Castlegate Quarter

The grand procession through the City from the west along Queen's Road, Albyn Place and through Union Street terminates at the Castlegate. At present, continued pedestrian movement is severely hindered by the inner ring road and roundabout where Virginia Street, East North Street, Park Road and the Beach Boulevard converge. Vehicular movement is deflected through King Street from Union Street.

Castlegate should connect to the Beach Boulevard and ultimately provide a link directly to the Beach to enhance the City's relationship with the water that surrounds it. The view down Marischal Street should be celebrated and enhanced and could link to future pedestrian and landscaping initiatives related to Aberdeen Harbour, including a viewing and information point.

Castlegate is a prime urban space in the city, with the Citadel terminating the axis of Union Street at its eastern end. However, the square is poor in quality and underused, and the sites surrounding this area are degraded. There is a great potential to enhance the urban fabric of Castlegate into a quarter of strong identity. The adjacent sites present

The most ambitious is that proposed in the Draft Beach Masterplan which suggested that the Union Street and the Beach Boulevard should be physically reconnected via the Castlegate and Justice Street. This would be involve radically reorganising the roundabout as a development opportunity with a street running through and connecting to the Beach Boulevard as a street with activity on either side. The Castlegate should become a transportation hub once more to encourage its role as a gathering point in the City. The Beach Boulevard would have a lively street character, rather than the open, sometimes inhospitable space it is at present. Hanover Street School would then become a central focus in an urbanised area. Whilst the dual carriageway from the harbour is maintained, traffic movement could be controlled allowing the flow of east/west pedestrian and traffic movement. Issues of visibility, roads safety and pedestrian vehicular conflict would require to be carefully managed.

Context

- Celebrate historic significance of Castlehill
- Grand axis termination of Union Street
- Well proportioned but underused public square
- Good quality natural materials, but poorly laid, uneven surface

5.6

Crown Street

Predominantly a residential area with small private hotels and guest houses, the Crown Street area presents an austere architectural image in the City. There is scope for general upgrading and enhancement of public realm, but no major development opportunities are envisaged. It is envisaged that this area will retain its inherent character. Successful intervention has occurred with New Century House adjacent to the former General Post Office a good example of contemporary tenement style.

Context

- Predominantly residential uses
- Small private hotels and guest houses

Identity

- Highlight former General Post Office, 23-35 Crown Street (Prudential Building), 85 Crown Street (Masonic Temple)
- Promote maintaining simple clean lines of neo-classical townscape

Connection

- Level changes in Windmill Brae
- Crown Terrace/Bridge Street steps
- Servicing near Union Street
- Relationship to Golden Square

Identity

- Refurbish Citadel
- Mixed use residential quarter
- Introduce soft landscaping features in the square, including trees
- Develop a coherent urban quarter focused on leisure and tourism
- St Andrew's Cathedral

Connection

- Connect Castlegate, through Justice Street to Beach Boulevard
- Consider reorganisation of the space around the roundabout
- Create transportation hub to encourage meeting, gathering
- Reinforce the townscape value of the Castlegate Wynds

Opportunity

- Connect Castlegate, through Justice Street to Beach Boulevard
- East North Street Car Park
- Frederick Street Car Park
- Beach Boulevard
- Timmer Market (on site as at 2010)
- Peacock's



Opportunity

- Enhance public realm on immediate approaches to Union Street
- Explore linkages and levels with other quarters and character areas
- Lighting scheme incorporating notable buildings



5.7

The West End

The West End of the City Centre relates to the area to the north of Union Street from Huntly street west, including Chapel Street, Summer Street, Rose Street, Thistle Street connecting to Union Street.

The West End is a transitional zone between the business orientated Albyn Place and the more retail focused City Centre. The area currently offers a variety of uses including speciality retail, housing, business, hotel and entertainment. There are a number of small shop units and businesses within the West End. Many of the Streets

also have their own distinct character and uses contributing to their success.

There are a number of points of conflict between pedestrians and vehicular traffic. Many pavements are narrow and create an inhospitable environment for comfortable pedestrian use. Further to this the Chapel Street multi storey car park is uninviting, feels unsafe with unclear entrance and exits, dissects the area and is an unattractive building. A planning brief has been prepared for this site, with a business use and a reduced capacity replacement considered appropriate.

This area lacks legibility along with a relatively poor quality public realm. Planters along with randomly placed, limited street furniture contribute to the lack of a sense of place. There are no real spaces to sit comfortably, wait and relax.

The built environment in the City Centre must to be of high quality capable of providing a major attraction for forward investment. Good architecture raises company profile and enhances corporate identity. Good building design, avoiding the pastiche of grey mock-granite and dry-dash roughcast, has a key role to play in the success of businesses and industries. This is particularly relevant in the West End, where high quality, innovative contemporary architecture must be produced to encourage meaningful business development in the area.

Successes in this area include the Union Plaza office development at Union Row, which locates its parking in the basement out of public sight. Maintaining business uses in the City Centre contributes to enhancing the diversity and vitality of the area.

The West end of Union Street has developed into a hub for high level national shops such as Boss and Cruise. The smaller streets off Union Street such as Rose Street have smaller more niche shops. Further encouragement should be given to local shops and businesses operating in this area.

The key objectives for the West End are:

- Maintaining and enhancing the vitality, vibrancy and viability of the West End;
- Creating better urban spaces for residents, employees and visitors;
- Maximising opportunity for development.

Context

- Encourage the development of the smaller shop units.
- Good example of Mixed Use

Identity

- Small niche shop units
- Consistent use of materials and better landscaping.
- Use select limited palette of materials to improve the streetscape.
- Positive areas for outdoor seating.

Connection

- Improve connections from Huntly Street to Golden Square
- Wider pavements to maximise positive pedestrian experience.
- Uniform carriageway treatments, ie stud demarcation to parking bays.

Opportunity

- Redevelopment of Chapel Street Car Park.

- Improve public realm adjacent to St Mary's Cathedral on Huntly Street.
- Small gap site on Chapel Street.
- Public realm improvements to Rose Street, Thistle Street, Chapel Street.
- Remove redundant street furniture

5.8 Bon Accord

The Bon Accord area is one of potential conflict in the City Centre. The area is both a popular "entertainment zone", with many bars, clubs and restaurants, and a residential area.

Management of public realm is critical to reducing that conflict. Proposals are currently under consultation for the management of traffic in Justice Mill Lane. This could be an opportunity to review pedestrianised options for evenings and night time use to encourage civilised use of the space.

In conjunction with recent redevelopment of the new hotel on Justice Mill Lane, important opportunities exist in the area, particularly at Bon Accord Baths. A planning brief (2009) has been prepared for this building promoting use as a performance arts or gallery space, or opportunities for conferencing, retail and/or catering.

Further consideration should be given to the principles contained in the West End Study (2002) which promoted improving direct links with Union Street.

Formal public spaces in the area include Bon Accord Square by Aberdeen's most notable architect Archibald Simpson. The square includes a memorial to Simpson.

Particular successes in the area include Langstone Kirk (now Soul Bar) on Union Street, which demonstrates re-

use of a redundant landmark listed building. This is well designed and includes an area of external seating making best use of space on Union Street.

Context

- Celebrate architecture of Archibald Simpson
- Management of conflict of users in the area

Identity

- Enhance green space in Bon Accord Square
- Public art for Square and Gardens
- Lighting scheme

Connection

- Potential for connection to Union Street

Opportunity

- Justice Mill Lane public realm improvements
- Bon Accord Baths



5.9

Riverside

The Riverside area has the potential to be enhanced as a sustainable central business district. The area between the Dee and Union Square has excellent public transport links being immediately adjacent to the Joint Station. Access from the inner ring road is relatively straightforward, but analysis is required to assess the capacity of the existing road network to determine whether the balance of car parking in the area could, or should, be increased and to what level. In any event the proximity of public transport links should be an advantage.

The key issues affecting the Riverside area include ensuring that new development takes advantage of the existing urban grain. Maintaining the grid street pattern will create the best opportunities for internal connectivity. New development must make a positive contribution to urban design in the area. Development must contribute to increasing the quality of the public realm. Development opportunities exist within the established blocks and there may be a case here for a significant increase in scale if it can be demonstrated that strategic views of the City and central area are not compromised. This could maximise opportunities for views to the river. There should be a direct pedestrian through the centre of the area connecting the site to Union Square to the north and the riverside to the south.

New development should take advantage of the south facing riverside setting. Consideration should also be given to providing complementary mixed uses to ensure that the area does not become sterile in the evening.

The Riverside Quarter will have essential links to be developed in relation to the central core, the south side of the River Dee and crucially to Aberdeen Harbour. The

relationship of the character areas to the future strategies of the Harbour should be interlaced.

Context

- Close proximity to the central core
- Riverside setting
- Southerly aspect for north bank

Identity

- Reinforce riverside setting
- Promote as central business district
- Introduce tall buildings, dependent on further analysis
- Urban landscape must connect to riverside green space

Connection

- Good public transport links
- Grid street pattern will maximise internal connections
- Promote 'boulevard' approach to central core
- Pedestrian bridge to south side

Opportunity

- Aberdeen Seafood Park
- Other industrial sites to be identified
- Introduce street trees
- Links to a future Harbour Quarter

6. Retail Strategy

6.1 Development Plan

The Development Framework will support the emerging Local Development Plan. The Plan recognises that the City Centre plays a major role in the commercial, economic, social, civic and cultural life of Aberdeen and the wider north east. It is an important regional centre

providing a focus for employment and business interaction, it offers access to a wide range of goods and services, and it is a place where many people meet socially and choose to live and visit.

The Proposed Plan will reinforce the importance of the City Centre as a regional centre. Retailing is a key component of this function and policies highlighted in the Main Issues Report focus on where different types of retailing should be encouraged. The City Centre Business Zone contains most of the centre's shopping floorspace and this is where most new development of this nature is to be directed. Primary and secondary shopping frontage areas are also identified to give further guidance, and a specific policy for Union Street seeks to enhance its vitality and viability in recognition of its key location at the heart of the City Centre.

6.2 Further work

The Local Development Plan will set the land use policies in relation to retail provision in the City Centre and beyond. It will not, however, deal with the relationship between certain types of retail use, the potential grouping of similar retail providers, nor the relationship of the type of retail or commercial activity appropriate to the setting of urban spaces as identified in the preceding chapters. This needs to be scoped and developed for inclusion as a strategy to supplement the final Development Framework.

7. Programme and Next Steps

7.1 Consultation

7.2 As part of the emerging Aberdeen Local Development Plan a series of consultation events about the Main Issues Report were held in different neighbourhoods. There were

54 sources of comment on the City Centre and Retailing topic. Comments recognised the importance of the City Centre and the need for a plan-led response. There was support to for a City Centre Development Framework and/or masterplan to guide development, with an emphasis on taking a joined up approach which looked at the City Centre as a whole.

7.3 As the draft Development Framework is expected to form supplementary guidance to the forthcoming Aberdeen Local Development Plan, public consultation relating to the Framework be carried out as part of the Aberdeen Local Development Plan – Proposed Plan consultation programme in the final quarter of 2010 as agreed by Council on 18 August 2010. This will be supplemented by contacting key stakeholder and community groups.

7.4 Feedback from the public consultation will be evaluated and incorporated in the final Development Framework which will be reported to Committee following conclusion of the Local Development Plan - Proposed Plan consultation period.

8. Appendices

8.1 Appendix 1: Policy Summary

	Retail	Employment	Housing	Transport/ Access	Tourism/ Culture/ Leisure	Public Realm/ Environment/ Safety	Design
Aberdeen City and Shire Structure Plan – August 2009	Support Aberdeen city centre to improve regional shopping facilities	Create new employment in a range of areas	Increase the range and quality of housing	Make sure that all new developments contribute towards reducing the need to travel, enhance alternatives and Union Street part pedestrianisation	Retail and all forms of tourism, including business tourism, will have an important role to play in creating a strong service sector		Improve the quality of design
Aberdeen Local Plan 2008	Enhance vitality and viability of city centre and improve quality and format of retail offer	Promote development opportunities for retail, leisure, office, tourism and business services	Residential development must ensure suitable residential amenity	Pedestrian priority measures required for new development		Developments affecting streets and open spaces must ensure high quality design where buildings and streetscape interface	New developments must be designed with due consideration to surrounding context
Scottish Planning Policy 2009	Diverse mix and range of uses	Focus for range of uses including businesses	Homes within the City Centre should be included with the mix of uses	High level of accessibility	Promote leisure, recreation, cultural and community facilities in the City Centre	High quality, inclusive environment and, high quality public realm	Promote new opportunities for development, using masterplanning and design exercises
PAN 59	Good range of shops is critical to the ongoing health of town centres	Utilise development opportunities and promote economic viability	Importance of encouraging residential development in or near town centres is recognised	Improvements to accessibility through effective parking, public transport and efficient sign posting	Promoting arts and culture activities, such as street theatre and music, community activities and public art	Improve pedestrian environment Promote safety through good design Effective maintenance	Use of good design to improve safety and improve town centre appeal
ACSEF	Enhance the city's	Greater diversity	Adequate supply	Improve	Promote the city	Improve safety for	Encourage high

Manifesto	reputation as a retail destination	of employment opportunities	of land for housing	accessibility within, to and from city centre	centre as a historical and cultural centre	residents and visitors Create high quality urban realm	quality architecture
Strategic Priorities for the NEJPSG		Attract new business and provide opportunity to attract new skills	Support new housing including affordable housing Increasing levels of affordable housing in new housing developments Availability and quality also important	Support integrated transport mainly from Aberdeen to rest of Scotland and UK	Promote city's heritage and internationally recognised institutions and services	Improvements to living environment	
Aberdeen Community Plan and Single Outcome Agreement	Support private sector led retail development to increase population growth prospects	Support and welcome new business		Deliver a fully integrated transport network Improve sustainable transport options		Make the city a more attractive, clean, healthy and safe place to live/work/visit	Improve quality and sustainability in the design of new developments
Transport Strategies	Creation of a strong centre with more concentrated retail	Improve accessibility for job opportunities through improved transport connections	Promote city centre housing developments to reduce need to travel	Promote accessibility and the city centre as a key transport interchange Support investment in green transport Reduce congestion	Promote tourism and leisure travel through better connected places Support cultural activities and cultural development of the city	Improve transport safety and awareness Promote a pedestrian friendly city centre	Improve streetscape design for pedestrian safety
Urban Realm Strategy 2001	Promote retail centre status by enhancing retail environment for shoppers	Promote place competitiveness to attract new investment	Encourage city centre living by improving amenities and living environment	Promote sustainable balance between private vehicles and green transport modes	Attract more visitors and tourists through urban realm improvements	Improve environmental quality Improve pedestrian environment	Protect and enhance character of the urban environment

8.2 Appendix 2: Key Stakeholder list

Aberdeen & Grampian Chamber of Commerce	Grampian Police
Aberdeen City and Shire Strategic Development Authority	Grampian Primary Care NHS Trust
Aberdeen City Centre Manager	Historic Scotland
Aberdeen City and Shire Economic Future	Homes for Scotland
Aberdeen City Heritage Trust	Network Rail
Aberdeen Civic Society	NESTRANS
Aberdeen College & Gallowgate Library	NHS Grampian
Aberdeen Council of Voluntary Organisations	Royal Town Planning Institute (Scotland)
Aberdeen Harbour Board	Scottish Ambulance Service
Architectural Heritage Society for Scotland	Scottish Enterprise Grampian
Aberdeen Taxi Group	Scottish Natural Heritage
Aberdeen Trades Council	Scottish Retail Partnership
Aberdeenshire Council	Scottish Water
Community Councils (all)	Scottish Environmental Protection Agency
Disability Advisory Group	Shopping Centres
Federation of Small Businesses	Stagecoach/Bluebird
First Bus	
Friends of the Earth	
Grampian Fire Brigade	
Grampian Forum of Voluntary Organisations	

NB: This list is not exclusive

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	7 September 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Resourcing a High Quality Planning System
REPORT NUMBER	EPI/10/205

1. PURPOSE OF REPORT

- 1.1 The Scottish Government has recently published a consultation document - Resourcing a High Quality Planning System. The consultation looks at how planning can be resourced more effectively in the context of public sector constraints and slower rates of development. It explores alternative delivery options and proposes fee structures that are more proportionate in the longer term. This report sets out a proposed response to the consultation paper.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- 2.1 Agrees the response contained in this report and refer it to the Finance and Resources Committee for approval for submission, along with any further comments made by this committee and following the Heads of Planning Scotland workshop, to the Scottish Government.

3. FINANCIAL IMPLICATIONS

- 3.1 The report relates to the future resourcing of the planning service. The consultation paper states that the overall resourcing of the planning service is the responsibility of local authorities. Whilst the consultation focuses mainly on planning application fees, it also states that authorities require to look at the resourcing of the whole planning service in the context of budgets and the role its planning service should play in supporting economic recovery, delivering quality developments as part of longer term sustainable growth. While the modernised planning system has taken some duties away from some planning authorities, this has been outweighed by the introduction of additional duties with no additional allocation of resources. The consultation includes seeking views on options for amending the planning application fee structure and whilst it is anticipated that this will result in an increase in fee levels, it is not yet clear exactly what the implications will be. As a result of the economic downturn there has been a large reduction in the income generated through planning application fees. The reduction in fee income has been proportionally significantly greater than the reduction in the number of applications received. Therefore ways of increasing

income would be something which should be encouraged. It should be noted that these issues are also being looked at by the Service through the current Priority Based Budgeting exercise.

4. SERVICE & COMMUNITY IMPACT

4.1 The Scottish Government has stated that an effective planning service is fundamental to achieving its central purpose of sustainable economic growth. As such the proposals in this report relate to a number of Single Outcome Agreement 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;
- 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; and
- 15- Our public services are high quality, continually improving, efficient and responsive to local people's needs.

5. OTHER IMPLICATIONS

5.1 There are no property, legal and equipment implications arising from this report.

6. REPORT

Introduction

6.1 The Scottish Government recognises the importance of planning as a key driver to building economic success and to achieving its central purpose of increasing sustainable economic growth. Over the past two years the planning system in Scotland has undergone significant change with the implementation of the new Planning Act and the introduction of e-planning. The Scottish Government is working with CoSLA, local authorities, key agencies and the development industry to ensure there is a modern, future-facing planning system which is properly resourced to deliver quality outcomes. As part of that process the Scottish Government has recently published a consultation paper - Resourcing a High Quality Planning System and is looking for views on how the planning system should be best resourced to deliver a quality service that supports the delivery of sustainable economic growth.

6.2 The consultation paper stresses the Government's commitment to ensuring that issues relating to resources and quality are linked and emphasises the expectation that planning authorities will continue to improve beyond their existing performance level (although it does not specify what this means).

Policy and legislative background

- 6.3 Planning application fees are set by Scottish Ministers and approved by the Scottish Parliament. Fees were raised by 10% in April 2010 for the first time since April 2007. Scottish Ministers have said that they may consider a further increase in fees if planning authorities can continue to demonstrate convincing and sustained improvements in performance. The fee maxima is considerably higher in England and Wales than in Scotland. In addition, some applications are exempt from fees or are charged at a reduced rate.

Consultation questions

- 6.4 The consultation document is presented in three sections relating to effective use of resources, reviewing performance and a review of the fee structure with a number of specific questions asked in relation to each of these. The following sections of this report provide a brief summary of the consultation issues and a proposed response to the questions raised. It should be noted that the Heads of Planning Scotland have organised a meeting to help planning authorities formulate their responses to the consultation. This meeting does not take place until after the EP&I Committee date so it is proposed that any amendments to our responses are reported to the Finance and Resources Committee along with this report.

Effective Use of Resources

This section explores how to make the most effective use of resources with the aim of improving the quality of service offered and considers issues relating to proportionality, quality and new ways of working. It includes issues such as simplifying requests for information to support a planning application, improving the quality of applications, charging for pre-application discussions, the use of processing agreements, the potential of shared services, joint commissioning and accreditation, out sourcing and the use of peer review and sharing best practice.

Q1. What measures could be implemented that would improve the quality of application and supporting information?

An element missing from this section in terms of the quality of applications is that developers should submit applications that comply with the development plan. Developers should be made aware that this would be the most effective means of facilitating faster decisions and high quality outcomes. There should be more scope for planning authorities to refuse to register applications that do not contain full information. This may require a review of the Development Management Regulations. Consideration could be given to providing an incentive for planning authorities to enter into processing agreements (there had previously been a suggestion of an enhanced fee). An accreditation scheme for agents, similar to that which exists for engineers in building standards or contractors for works in the public highway could be considered.

Q2. Would you be in favour of the introduction of a charge for pre-application discussions? In considering your response, should this be a one-off payment or should it be discounted against the subsequent submission of a planning application?

It is not clear if this relates to national and major applications or local applications or both. However, the principle of charging for pre-application discussions should be welcomed on the understanding that this could be discounted against the fee for a subsequent planning application. It should be recognised that there are different procedures for different types of application and that the fees *could* be set accordingly. There are potential consequences of introducing a charge for voluntary/discretionary pre-application discussions where a charge may discourage engagement and result in poorer quality applications. A further issue is that it is presently unclear whether the introduction of pre-application charges would be legally competent under the current legislation. This is, however, an option currently being considered by the Council.

There may also be scope for charging for pre application work in relation to delivering supplementary guidance in the form of masterplans or development frameworks. These would have to be subject of an agreement on programme and resources. The parties that enter into this arrangement would need a substantial incentive that this provides benefits in the determination of a subsequent planning application, for instance, in speed of decision making. This is being considered as part of our Priority Based Budgeting exercise.

Q3. Are you supportive of the ways of working identified above? If so, is there a particular approach that you consider could make a difference to the performance of the planning system? If yes, which one and why?

Aberdeen City Council has already established shared services with Aberdeenshire Council for planning gain, Strategic Environmental Assessment and the Design Review Panel. The Council already benchmarks and shares best practise with other authorities, which has been a very useful exercise for a number of years. Other options, including outsourcing and shared services are currently being considered as part of the Council's Priority Based Budgeting exercise. These options are not, however, without risks. For example, for a potential shared service it may not be possible to agree the principle and details, there could be blurred lines of accountability and governance and the costs of restructuring could be greater than any cost savings. Outsourcing of the planning service could result in the loss of local knowledge, create potential conflicts of interest and diminish public perception of the democratic process. The costs of the outsourcing process also mean that it is unlikely to achieve efficiencies in the short term, if ever.

Performance

This section stresses the importance of regular monitoring and assessment of the quality of service being provided by planning authorities. It recognises that the success of the planning service should not be judged only on the speed of decisions but that there are also qualitative aspects of the process. It states that the Scottish Government will work with authorities to promote a framework of self assessment which reflects the new relationship with local government, the new approach to audit and inspection and a culture of

continuous improvement. It also raises the potential of the reintroduction of planning audits.

Q4. What do you consider constitutes a high performing planning system? In considering your response, please reflect on the roles and responsibilities of the various parties in the planning system including developers, planning authorities, key agencies as well as other stakeholders.

Are you aware of any existing appropriate frameworks currently being used that could be used? If not, are there any themes or indicators that could be considered as part of a framework to monitor the planning system? In considering your response we would also welcome views on the introduction of such a framework as well as who is best placed to carry out this assessment.

Whilst the aspiration to improve performance is supported in principle, there is no indication in the document as to what “a measurable step change in quality of service” or “convincing and sustained improvements in performance” would look like. There will be different actions required in different authorities and reflected in their Service Improvement Plans depending on what that change is - again it is the speed versus quality issue; faster does not necessarily mean good quality sustainable places. A high performing planning system should be recognised by the public as such and should be open and responsive, whilst making quick decisions that lead to quality development on the ground.

Any new assessment framework should be integrated and consistent with those already in use by Councils. Aberdeen City Council has adopted the “How Good is Your Council” framework.

It should also be recognised that the quality of the planning service is not dependent solely on the planning authority but rather it requires quality and timely input from other stakeholders, including key agencies, developers, community groups and other Council services. It is, therefore, important that any assessment framework incorporates a mechanism for assessing their performance too.

The benefit of relying only on the current Statutory Performance Indicators, which measure only the speed of decision making and not the quality of those decisions or of the outcomes, and measuring performance between authorities with very different issues, development pressures, budget and priorities is questionable. Consideration should be given to using a balanced score card approach to judge performance against the five perspectives of public interest, private customer, internal business, continuous improvement and finance and the targets set by individual planning authorities appropriate to their own circumstances. This would demonstrate, for example, the high levels of customer satisfaction with the Council’s planning service, as demonstrated through our customer satisfaction survey.

Review of Fee Structure

It is widely recognised that there is a need for a change in the fee structure for planning applications and this section of the consultation document focuses on options for reviewing the existing fee structure. The consultation has been developed using the principles that fees should cover costs and be relevant, appropriate, fair, evidence based and aid service improvements. It presents five options:

Option 1: Value based approach - where the fee is linked to the value of the development.

Option 2: Time based charging model - where the fee is linked directly to the time spent processing each planning application.

Option 3: Allowing planning authorities to set their own fees - this would require a change in the primary legislation, or for fees for each authority to be included within the regulations.

Option 4: Linking fees to hierarchy of developments.

Option 5: Maintain but adjust the current model - with adjustments made to reflect the hierarchy and specific sectoral developments.

Fees should at least cover costs, although it is accepted that they should not *necessarily* be used to aid service improvements, although it is difficult to identify the true cost of providing a planning service because of the way the service integrates with the wider organisation and outside bodies. It would be easier to cover the cost of case officer and administration costs

It is important to acknowledge some of the downsides relating to the options presented as well as the potential benefits. The fact that the RICS data is often an area for dispute in building standards suggests that this approach is not always simple and transparent. There is also a question as to whether something based on value encourages developers to try and cut costs (and thereby quality).

There is a risk that a fee based on time charging may lead to pressure to cut corners to minimise time and cost. The amount of time spent processing an application does not necessarily relate to the type or complexity of the application. For instance there may be a well organised campaign of opposition or one particular persistent objector so this approach may be seen as unfair to applicants. A time based charging system appears to be fraught with difficulty, for example would charging be based on a single rate or would it relate to the seniority of the staff involved process an application?

Q5. Do you think the Scottish Government should amend the current fee structure?

Which is your preferred option (1, 2, 3, 4 or 5)? (Please give any comments on why these are you preferred/least favoured options)

Which is your least preferred option (1, 2, 3, 4 or 5)?

What alternative approaches do you feel the Scottish Government should consider, if any? In considering your response please give any comments on why the option you identified above are you preferred/least favoured.

Option five would be the most attractive in terms of understanding and applying in practice. A time based approach should not be supported as the time spent on an application can often be outwith the applicant's control, for example if a lot of objections are raised. Trying to get extra money at a later date from applicants for the current requirement for publicity for applications has raised a number of practical difficulties and staged payments is considered to be undesirable.

This section of the document also considers issues relating to a potential fee structure, the use of incentives to improve performance, staged/phased payments, the application of a one off single fee and regional variations in the number and type of applications. It also looks at a range of other changes which could be made to the existing fee structure, including new charges for specific elements of the service and particular types of applications.

There is an argument that enhanced fees should be required for retrospective planning permission. In practice, this might impact more severely on smaller, domestic type of work and it is unlikely to produce significant additional income, but it may provide a disincentive to undertake unauthorised works. Consideration should also be given to charging the developer for any enforcement action that planning authorities are required to take against unauthorised development. This should cover the costs incurred by the authority.

The application fee should cover the cost of neighbour notification, responsibility for which has transferred from the developer to the planning authority with no additional resources allocated to Councils, despite the significant additional burden it places on them.

Fee Maximum

Q6. Do you consider that the maximum fee level should be raised? If so, what would you consider to be an appropriate maximum level and should this higher fee be dependent on a defined service and timescales being delivered by the planning authority?

Yes. This should be informed by the English system and by the hierarchy of developments. The possibility of larger/enhanced fees for applications that are significant departures from the development plan should also be examined.

Allocation of the fee

Q7. Do you consider that other consultees should charge the relevant planning authority for their input on planning applications?

It is not clear how this would be implemented. There is also an issue about how planning authorities could resource the potential gap being left by agencies stepping back from the system. Fee calculation and method of payment could be potentially so complicated that this option should not be pursued. Consultees also benefit from the planning service as it is a source of information to help them in their service delivery and can minimise problems which might arise in the future.

Incentives

Q8. Do you consider the use of rebates, discounts or other incentives a useful tool in delivering a more efficient service? If so what would be an effective discount, rebate or other incentive?

No. Delays to planning applications are not always caused by planning authorities or services that in the control of the planning service, for example where there are significant numbers of objections, or where a developer does not respond timeously to requests for further information. Incentives could have the opposite effect and lead to more refusals. Sometimes applicants do not want a quick decision for contractual reasons.

Staged / phased payments

Q9. Do you think the introduction of staged payments would encourage more efficient service and be helpful to developers? If so, are there any particular stages within the process that should trigger a payment?

No. There are potential difficulties of recovering payments if they are staged. An example would be the difficulties encountered even with something as simple as Neighbour Notification Adverts where it is difficult to get payments especially if it looks like an application is going for refusal.

One off single fee

Q10. Do you consider there should be a single fee?

Yes. This would have significant benefits – applicants would know the size of the fee at the outset and the payment system would be much easier to administer.

Regional variances

Q11. Should the charging scheme take into account the regional variations in types of applications and the varying nature of local authorities? If so, what factors should be considered?

No. There should be a single national fee. It should perhaps be recognised that some authorities have different burdens, for example, neighbour notification has placed a greater burden on compact urban authorities such as Aberdeen.

Change of use

Q12. Do you consider it appropriate to amend the fees for changes of use? If so, how should this be calculated?

Yes. Consideration should be given relating it to the site area or amount of floorspace involved.

Environmental Impact Assessments

Q13. Do you consider that submission of an EIA should warrant an additional fee? If so what might an appropriate charge be?

Yes. Processing an EIA application involves a great deal of work. The fee should be set at the same level as the related planning application.

Fees for application for planning permission in principle

Q14. Do you agree that applications for planning permission in principle should continue to be charged at half the standard fee?

No. There is little justification for this. Applications for planning permission in principle can create as much work as full applications. The full fee should be paid.

Hazardous Substances Consent

Q15. Do you agree that the fees for Hazardous Substances Consent should be increased inline with inflation?

Yes. This has very little impact in Aberdeen.

Discharge of Conditions

Q16. Do you think there should be a fee payable for discharge of conditions? If so, should this be refundable where a decision has not been made within a set period of time?

No. This could discourage compliance with conditions and could lead to more enforcement work for which additional resources would be required. This could be factored into the initial application fee structure.

Planning agreements

Q17. Do you think there should be a fee payable on the conclusion of a planning agreement? If so, how should this be calculated?

Most authorities charge for the legal and administrative costs of preparing planning agreements. When the money is handed over is not really an incentive. It is also important to recognise that some of the delay in completing planning agreements can lie with the developer. Continuation of the present procedures would appear to be a reasonable approach.

Tailored services

Q18. Do you consider that the fee regime should include the ability to offer a tailored service for certain developments?

No. The design and structure of service to be provided should be left to the planning authority

Windfarms

Q19. Do you consider that fees for windfarms should be altered to reflect the nature of this industry? If so, do you agree with developing a scheme similar to that in operation in England, or are there alternative options?

Aberdeen City does not have any experience of dealing with planning applications for wind farms. Other authorities with more experience would be better placed to answer this question.

Mineral and Landfill Sites

Q20. Should the Scottish Government take forward previous proposals to introduce a set fee payable by the operator for each visit subject to a maximum number of visits per annum or do you consider that monitoring costs should be borne by the planning authorities?

As for question 19.

Aquaculture/ Fish Farming

Q21. Do you consider that a single level fee based only on the equipment above the surface, including feed barges and any associated equipment, is appropriate? If so, how should this be calculated?

As for question 19.

Q22. Do consider that a fee charged for the testing of areas for potential shellfish farms is appropriate?

As for question 19.

Agricultural Buildings

Q23. Where an application for an agricultural development under 465 m² is not subject to permitted development should a fee be required to be paid based on the development size? Should this be a full fee or part fee?

It is considered that there is no justification for reduced fees for agricultural buildings.

Q24. Should fees be reduced for agricultural developments above a certain size?

No.

Any other comments

Q25. We welcome any other views and comments that you might have on Resourcing a High Quality Planning System that have not already been covered within this consultation.

The emphasis on resourcing a planning system which supports economic growth is the correct way to go. At the same time it is important that response is not just about how planning can be resourced more effectively in the context of public sector constraints and slower rates of development, it should be about creating a sustainable model that works both in times of constraint and in healthier economic times. If the focus is on economic recovery there is, by implication, an expectation that developments could be approved to address a short term problem which we may then live to regret in the longer term. The emphasis must still be on quality development. It is important to recognise that what we are trying to resource is a system which achieves better outcomes, not just faster decision making, and that all sectors have to play their part in that in terms of the culture change.

The consultation document states that “An element of planning reform is to streamline the planning process and to reduce the number of planning applications being submitted in order to enable planning authorities to concentrate on more significant applications”. It is important to recognise in considering the resourcing of the planning system that this has not been implemented, the anticipated efficiencies not realised and the resources not freed up as expected. It is also becoming evident that the anticipated reduction in application numbers is unlikely to be achieved without radical changes to permitted development, some of which may be controversial.


This must all be achieved at a time of increasing constraints in the public sector when Councils are required to make very difficult decisions about their service priorities. In the case of Aberdeen City Council many of these options will be considered through the Priority Based Budgeting exercise currently being undertaken which may provide an example of best practice for other Councils.

The system must be responsive to changes in the economic position so that fluctuations in demand can be accommodated without either incurring excessive cost or imposing undue delays.

It is important that whatever charging regime is introduced it does not prejudice good will and public support for the planning system and as such is seen to be both fair and reasonable. The danger of losing goodwill might result in making it more difficult to deliver desirable outcomes.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Resourcing a High Quality Planning System - a Consultation Paper, Scottish Government, July 2010 available from
<http://www.scotland.gov.uk/Publications/2010/07/07154028/0>

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	7 September 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	The KIMO International Conference & Annual General Meeting to be held in Lithuania 8th-10th October 2010
REPORT NUMBER	EPI/10/218

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update Elected Members on the progress of KIMO - the International Local Authorities Environmental Organisation and to seek committee approval for an Elected Member to attend the forthcoming 20th KIMO International Conference & AGM to be held in Palanga & Klaipeda, Lithuania on 8th-10th October 2010.

2. RECOMMENDATION(S)

- 2.1 It is recommended that Committee:-
1. Notes KIMO International and KIMO UKs' progress to date, and
 2. Approves an Elected Member and officer to attend the KIMO International Conference & Annual General Meeting on 8th to 10th October 2010.

3. FINANCIAL IMPLICATIONS

- 3.1 The cost of attending this will be approximately £1000. Provision has been made for this as part of the 2010-2011 budget process.

4. SERVICE & COMMUNITY IMPACT

- 4.1 European policy and representation supports the Council's objective of representing the interests of the people and organisations of Aberdeen within North East Scotland, the UK and Europe. It also promotes Aberdeen locally, nationally and internationally. This work supports the environmental and economic priorities within the City's Community Plan, in particular valuing our natural environment. This work also supports the aspirations contained in the Council Administration's Policy. In particular ensuring the sustainability of a successful economy for Aberdeen and minimising the impact of council activities on the environment.

5. OTHER IMPLICATIONS

Commserve/admin/committee formats/new report template

- 5.1 There are inevitably risks associated with overseas travel. As far as possible, measures relevant to the destination are taken to reduce risks in line with the Council's policies. It is important that Aberdeen is fully represented in all relevant European matters and that all opportunities for influencing policy for the City's benefit are taken whenever possible.
- 5.2 The work undertaken through the Council's membership of KIMO is aimed at ensuring the sustainability of our coastline and marine resources for future generations by working collaboratively with our European neighbours. The Council's work through KIMO supports the European strategy of Integrated Coastal Zone Management (ICZM) and the work of the East Grampian Coastal Partnership. Such work assists in strengthening and developing current and future trans-national projects.

6. REPORT

Background

- 6.1 KIMO is an international association of local authorities, which was founded in Esbjerg, Denmark, in August 1990 to work towards cleaning up pollution in the North Sea. Since then, its remit and membership has expanded to also include the Irish Sea, North East Atlantic and the Arctic Seas.
- 6.2 Aberdeen City Council is a member of KIMO, along with over 128 members in 10 countries including the United Kingdom, Norway, Sweden, Denmark, the Netherlands, Belgium, and the Republic of Ireland, with associate members in Germany, the Faeroes Islands and the Isle Of Man. National networks exist in each country and hold meetings on a regular basis on marine pollution issues that effect coastal communities.

Update KIMO International and KIMO UKs' progress to date

- 6.3 KIMO UK has grown and, amongst its activities has been the drive to highlight under-the-waterline pollution issues which impact not only upon marine life but also the way such incidents impact upon local authorities and their communities. KIMO UK held its 2nd conference on 18 June 2010 in Inverness, which focused on the impacts of pollution from shipping and discussed methods of reducing that pollution. Presentations at the conference focused on topics such as marine litter, air pollution and The Clean Shipping Project. This event examined in depth air pollution from shipping and various technological and environmental solutions. Local examples were debated and examined revealing potential impacts which are relevant to the Aberdeen context. In particular the efficiencies and impacts of ferry travel from Aberdeen to the Shetland Islands were discussed.
- 6.4 KIMO International holds Non Governmental Organisation status at the North Sea Ministerial Conferences, the Committee of North Sea Senior Officials, the Convention for the Protection of the Marine Environment of the North East Atlantic and the International Maritime Organisation (as part of the WWF Delegation). It has links with the European Parliament

and Commission and sends representatives to take part in various stakeholder involvement events in various countries.

- 6.5 Membership to both KIMO UK and KIMO International is extremely beneficial to the Council and the City of Aberdeen. As it provides an international voice to lobby and progress under-the water-line environmental impacts that could be a risk not only to the City but the North Sea Region as a whole. KIMO UK and KIMO International have advanced many of the environmental marine debates relevant to the city and have been instrumental influence in the Marine Bill, EU Directives and the force behind Fishing for Litter.
- 6.6 Due to the on-going funding constraints, officers aim to ensure that KIMO meetings have been restricted to locations that are easily accessible by public transport Officers will ensure that the most cost and carbon efficient travel method is found to attend the KIMO International Conference and AGM.
- 6.7 Travel and accommodation costs for KIMO have been planned within the environmental strategy budget for 2010-2011.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

<http://www.kimointernational.org/>

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ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **7th September 2010**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Various, Small Scale Traffic Management and Development Associated Proposals (New Works)**

REPORT NUMBER **EPI/10/187**

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 fourteen locations brought forward during the course of routine examination of road safety and traffic flows, seven school locations in relation to the 3Rs project, two areas of controlled parking and two proposals resulting from planning applications:

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

Aberdeen City Council Proposals

- **Albyn Lane** – Replacement of Pay and Display parking bay with “At any time” waiting restrictions

Following a request from a resident, “At Any Time” waiting restrictions are proposed on Albyn Lane to the rear of Nos. 24 and 26 Stanley Street. This stretch of carriageway is currently subject to “Pay and Display” restrictions which operate between the hours of 8am and 6pm, Monday to Friday. It is proposed to implement these “At any time” restrictions to afford access to a garage associated with No. 26 Stanley Street. Observational surveys have been undertaken in the afternoon and evening period on a weekday and these indicated that there is sufficient capacity on Albyn Lane to allow for the loss of 1 parking bay

The proposals are indicated on the plan below.

Ward – (10) Hazelhead/Ashley/Queen’s Road

Elected members – Farquharson, Greig, Jennifer Stewart, John West

- **Beach Esplanade** – Proposed width restriction with exemptions for roads maintenance vehicles.

There is currently a width restriction covering the Beach Esplanade however an anomaly exists in that there are not adequate exemptions within the Order to allow for access to normal maintenance vehicles along this road.

Large vehicles require access to allow for refuse collection, line-painting, snow clearance, traffic management operations and normal road maintenance to take place without the need for temporary traffic orders.

The proposed affected area is indicated on the plan below.

Ward – (6) Tillydrone/Seaton/Old Aberdeen

Elected members – Collie, Noble, Robertson

Ward – (8) George Street/Harbour

Elected members – May, Hunter, John Stewart

- **Claymore Drive** - Proposed “Footway parking” restrictions

There are currently normal “At any time” waiting restrictions in place along the length of Claymore Drive and these can be effectively enforced under normal circumstances. However, during periods of exceptional use e.g. music concerts , exhibitions etc additional restrictions are required to prevent vehicles being parked on the carriageway and the adopted verges. The verges and landscaped areas maintained by the owners of the business park are also to be included.

“At any time” restrictions are not sufficient to cover all these situations.

The proposals are indicated on the plan below.

Ward – (2) Bridge of Don

Elected members – Jaffrey, Leslie, Reynolds, Young
Don Street, Old Aberdeen - Proposed “At any time” waiting restrictions

As a result of a request from a resident on Don Street, waiting restrictions are proposed outside No 45 Don Street to allow access to/from his property. Vehicles are currently parking across this access.

The proposals are indicated on the plan below.

Ward – (6) Tillydrone/Seaton/Old Aberdeen
Elected members – Collie, Noble, Robertson

- **Hazlehead Crescent** – Revocation of One-Way restriction

Following the submission of a petition from a number of residents who use the car-park serving properties on Hazlehead Crescent and Provost Graham Avenue, a revocation of the existing northbound one-way restriction is proposed on the section of Hazlehead Crescent from its eastern junction with Provost Graham Avenue, northwards to cover the car park entrance. The revocation of the existing one-way restrictions will allow residents using the car park to enter and exit in both directions and will remove the necessity to complete a loop of Hazlehead Crescent and Provost Graham Avenue before turning onto Queen’s Road in the morning peak flows.

The proposals are indicated on the plan below.

Ward – (10) Hazelhead/Ashley/Queen’s Road
Elected members – Farquharson, Greig, Jennifer Stewart, John West

- **Hazlehead Road / Mortimer Drive Waiting Restrictions**

New “At Any Time” waiting restrictions are proposed on the both sides of Hazlehead Road beneath the pend at 38-40 Mortimer Drive to prevent obstructive parking. The restrictions will extend for a short distance onto the north side of Mortimer Drive on either side of the junction to afford ease of access for emergency and refuse vehicles. These restrictions will aid visibility at the Hazlehead Road / Mortimer Drive junction and lessen the likelihood of vehicles coming into conflict in the area beneath the pend. Observational surveys have been carried out in the evening period when residential parking demand is at its peak. Whilst there is very little parking capacity available in the immediate vicinity of the proposed restrictions, there appears to be sufficient capacity within the wider area to accommodate displaced vehicles. In particular there are a number of under-utilised off-street resident car parks within the Hazlehead Estate.

The proposals are indicated on the plan below.

Ward (1) - Dyce / Bucksburn / Danestone
Elected members – Clark/Crockett/McDonald/Penny

- **Hollybank Place and Howburn Place at Holburn Street** – Proposed waiting restriction, Mon – Sat; 8am – 6pm
Both these streets are “One-way”, Howburn Place eastwards and Hollybank Place westwards. There have been requests from both businesses and residents to have the parking bays extended to increase parking capacity. As both streets are one-way it was considered that replacing 10m of “At any time” restrictions at the Holburn Street junction of both streets with Mon – Sat; 8am to 6pm restrictions would allow residents parking in the evening but maintain kerbside space for daytime deliveries and also customers to businesses on Holburn Street.

The proposals are indicated on the plan below.

Ward – (12) Torry/Ferryhill

Elected members – Cormack, Donnelly, Allan, Kiddie

- **Intown Road** – Proposed “At any time” waiting restrictions
Vehicles are currently being parked around the turning head in this cul-de-sac causing manoeuvring difficulties and access problems to the business there. In addition to this, when events are being held in the AECC vehicles are being parked on the eastern verge with the resultant damage to these grassed areas.
It is therefore proposed to introduce additional “At any time” waiting restrictions around the turning head to ensure adequate vehicular access and along the east side of the Intown Road to prevent the destruction of the grass verges.
There is a temporary Traffic Regulation Order in place at present to effect these changes while this proposal goes through the legal process to be made permanent.

The proposals are indicated on the plan below.

Ward – (2) Bridge of Don

Elected members – Jaffrey, Leslie, Reynolds, Young

- **Kirkhill Road, Dyce** – Proposed extension of “At Any time” waiting restrictions
Concerns have been raised regarding the visibility at the junction of Newton Road / Kirkhill Road, Dyce. On review of the existing parking arrangements officers have agreed that the visibility is sub-standard and would be improved by an extension to the existing “At Any Time” waiting restrictions. It is therefore proposed to extend these restrictions on the grounds of improving road safety.

The proposals are indicated on the plan below.

Ward – (1) Dyce/Bucksburn/Danestone

Elected members – Clark/Crockett/McDonald/Penny

- **Morningfield Mews** – Proposed “At anytime” waiting restrictions
Following the implementation of the area of parking controls Zone X, the review process has highlighted a problem with vehicles parking around the junction with Morningfield Road. This creates a potential hazard for vehicles exiting from Morningfield Mews where visibility is reduced.
It is therefore proposed to introduce “At any time” waiting restrictions around the junction to improve the visibility there.

The proposals are indicated on the plan below.

Ward – (10) Hazelhead/Ashley/Queen’s Road

Elected members – Farquharson, Greig, Jennifer Stewart, John West

- **Mount Street** – Proposed 45 min waiting parking bays

Following a request from a local resident for 45 min waiting close to the pharmacy on the corner of Mount Street and Rosemount Place a survey of existing restrictions was carried out. It was found that a short section (10m) of the “At any time” waiting restrictions could be changed to 45 min waiting to allow short-term access to the pharmacy and still leave enough “At any time” waiting restrictions to maintain access for the daily deliveries required to the Pharmacy

The proposals are indicated on the plan below.

Ward - (7) Midstocket/Rosemount

Elected members – Corall, Cormie, Laing

- **Netherview Road** - Proposed “At any time” waiting restrictions

An extension to the existing “At Any Time” waiting restrictions is proposed on the west side of Netherview Road, Dyce to the south of the junction with Gordon Terrace for a distance of 12 metres. These restrictions will aid visibility at the Netherview Road / Gordon Terrace junction. Instances have been reported by one of the elected members of vehicles turning left from Gordon Terrace into Netherview Road to be met with on coming vehicles manoeuvring past parked vehicles on the west side of Netherview Road. The extensions to the waiting restrictions will lessen the likelihood of vehicles being in conflict near to the junction. Observational surveys have been carried out in the evening and during the weekend period which revealed that there is ample parking capacity on Netherview Road to accommodate residential demand.

The proposals are indicated on the plan below.

Ward – (1) Dyce/Bucksburn/Danestone

Elected members – Clark/Crockett/McDonald/Penny

- **Victoria Street, Dyce** – Extension of “At any time” waiting restrictions
Following the implementation of the zebra crossing and the associated “At any time” waiting restrictions, vehicles are being parked such that access to the lane for properties nos 37, 39 and 53 is being obstructed.
An extension to these “At any time” restrictions is being proposed to allow unhindered access to these properties.

The proposals are indicated on the plan below.

Ward – (1) Dyce/Bucksburn/Danestone
Elected members – Clark/Crockett/McDonald/Penny

- **Westbank** – Proposed “Residents Only” parking spaces
Westbank is a cul-de-sac and will be adopted shortly to be included in the List of Highways as a public road prior to any consultation taking place. It is within the parking controls of Zone V and currently has “At any time” waiting restrictions throughout. There have been complaints from residents in a number of streets in this part of Ferryhill, including Westbank, regarding a lack of parking in the area.
There is an opportunity here to add an additional three “Residents Only” parking spaces within Westbank to help alleviate this parking situation.

The proposals are indicated on the plan below.

Ward – (12) Torry/Ferryhill
Elected members – Cormack, Donnelly, Allan, Kiddie

Developer related proposals

- ❖ **Elmbank Terrace** – Proposed **revocation** of Mon – Sat; 8am to 6pm waiting restrictions
As part of the development of flats in Elmbank Terrace, lay-by parking has been approved along the south side of Elmbank Terrace beyond the existing wall. At present there are waiting restrictions Mon – Sat; 8am to 6pm along the affected length of carriageway and these will require to be revoked in order to create the parking lay-by.

The proposals are indicated on the plan below.

Ward – (8) George Street/Harbour
Elected members – May, Hunter, John Stewart

❖ **North Deeside Road** – Proposed Part-time 20mph speed limit at the International School

A very late request has been submitted by the developer of this site to have a part-time 20mph speed limit to cover pupils moving to and from the school at the start and end of the school day. This stretch of North Deeside Road is subject to a 40mph speed limit however the speed limit to the east of the proposed stretch is

The proposals are indicated on the plan below.

Ward – (11) Airyhall/Broomhill/garthdee
Elected members – Cassie, Wisely, Yuill

Ward – (9) Lower Deeside
Elected members – Boulton, Malone, Milne

3Rs Project Proposals

In addition to the above list of changes, there are a number of alterations required in relation to the 3Rs schools project.

During the 3Rs project, several schools were amalgamated to new schools or new schools built on existing sites with state of the art buildings constructed. To conclude the project, there are many old school premises that are surplus to requirements and are therefore being sold and re-developed. The Road Safety and Traffic Management Team have looked at these schools and consider there is a requirement to revoke all parking and waiting restrictions associated with the old schools to ease the parking pressures experienced by residents in the surrounding areas. The following sections describe the extents of the revocations at each of the schools and plans showing the location of the revised restrictions.

- **Mile End Primary**

As part of the 3Rs School Project, Beechwood School and Mile End School will be replaced with a new school on the existing Beechwood site on Raeden Park Road.

There are existing “School Keep Clear” markings in the immediate vicinity of the existing Mile End Primary School which will restrict accessibility to road users unnecessarily when the school is no longer in use. In keeping with local Community Plan objectives to maximise residential parking and accessibility for pedestrians and all modes of transport there is the requirement to revoke the School Keep Clear markings and associated signage on:

Beechgrove Place

Beechgrove Place is currently part of a controlled parking zone. It is therefore recommended that residents and voucher parking and associated signage is implemented on the section of roadway vacated by the "School Keep Clear" restriction to ensure integration with the surrounding area.

The proposals are indicated on the plan below.

Ward - (7) Midsocket/Rosemount
Elected members – Corall, Cormie, Laing

- **Marchburn Infant School**

As part of the Aberdeen 3Rs School Project, Middlefield School, Smithfield School and Marchburn Infant School are being combined, and replaced with two new schools, one at Davidson Drive (Heathryburn) and one on the site of the existing Middlefield School (Manor Park).

There is an existing Part Time 20mph speed restriction in the immediate vicinity of Marchburn Infant School on Provost Rust Drive. As a result of the removal of Marchburn as a School, there is a requirement for the part time 20mph zone to be rescinded. This is to conform to Scottish Government standards and maintain the integrity and impact on traffic speeds of the remaining part time 20 mph zones in the Aberdeen City Council region and beyond. This will also help to meet with the local Community Plan objectives to maximise accessibility for pedestrians and all modes of transport.

There are existing "School Keep Clear" markings in the immediate vicinity of Marchburn Drive which will restrict accessibility to road users unnecessarily when the school is no longer in use. In keeping with local Community Plan objectives to maximise accessibility for pedestrians and all modes of transport there is the requirement to revoke the School Keep Clear markings and associated signage on:

Marchburn Drive.

The proposals are indicated on the plan below.

Ward - (4) Northfield
Elected members – Dunbar, Graham, Stewart

- **Smithfield Primary School**

As part of the Aberdeen 3Rs School Project, Middlefield School, Smithfield School and Marchburn Infant School are being combined, and replaced with two new schools, one at Davidson Drive (Heathryburn) and one on the site of the existing Middlefield School (Manor Park).

There are existing “School Keep Clear” markings in the immediate vicinity of Smithfield Primary School which will restrict accessibility to road users unnecessarily when the school is no longer in use. In keeping with local Community Plan objectives to maximise accessibility for pedestrians and all modes of transport there is the requirement to revoke the School Keep Clear markings and associated signage on:

Smithfield Drive

The proposals are indicated on the plan below.

Ward - (4) Northfield

Elected members – Dunbar, Graham, Stewart

- **Bankhead Academy**

As part of the 3Rs school project, the new Bucksburn Academy is replacing Bankhead Academy on the site adjacent to the Beacon Centre.

There are existing “School Keep Clear” markings in the immediate vicinity of Bankhead Academy which will restrict accessibility to road users unnecessarily when the school is no longer in use. In keeping with local Community Plan objectives to maximise accessibility for pedestrians and all modes of transport there is the requirement to revoke the School Keep Clear markings and associated signage on:

Bankhead Avenue

It is proposed that the School Keep Clear markings on Bankhead Avenue, opposite the refuse yard are replaced with At Any Time restrictions to maintain a clear path for refuse vehicles turning in to and from the yard.

The proposals are indicated on the plan below.

Ward - (1) Dyce, Bucksburn, Danestone

Elected members – Clark, Crockett, McDonald

Balgownie Primary School

As part of the Aberdeen 3Rs School Project, Balgownie and Upper Westfield Primary Schools will be combined in a new nursery to P7 school on Braehead Way. There are existing “School Keep Clear” markings in the immediate vicinity of Balgownie Primary School which will restrict accessibility to road users unnecessarily when the school is no longer in use. In keeping with local Community Plan objectives to maximise accessibility for pedestrians and all modes of transport there is the requirement to revoke the School Keep Clear markings and associated signage on:

Tarbothill Road

The proposals are indicated on the plan below.

Ward - (2) Bridge of Don
Elected members – Jaffrey, Leslie, Reynolds, Young

- **Braeside Infant School**

As part of the 3Rs School Project, Airyhall Primary and Braeside Infant Schools are being combined into one school on the existing Airyhall site. There are existing “School Keep Clear” markings in the immediate vicinity of the existing Braeside Infant School which will restrict accessibility to road users unnecessarily when the school is no longer in use. In keeping with local Community Plan objectives to maximise accessibility for pedestrians and all modes of transport there is the requirement to revoke the School Keep Clear markings and associated signage on:

Braeside Place; and
Braeside Terrace

The proposals are indicated on the plan below.

Ward - (11) Airyhall/Broomhill/Garthdee
Elected members – Cassie, Wisely, Yuill

- **Byron Park Nursery Infant School**

As part of the 3Rs School Project, Byron Park Nursery Infant school is merging with other schools to form the new Heathryburn Nursery and Primary Schools. There are existing “School Keep Clear” markings in the immediate vicinity of the former site of Byron Park Nursery & Infant School, which will restrict accessibility to road users unnecessarily when the school is no longer in use. In keeping with local Community Plan objectives to maximise accessibility for pedestrians and all modes of transport there is the requirement to revoke the School Keep Clear markings and associated signage on:

Springhill Road; and
Cruden Park

The proposals are indicated on the plan below.

Ward - (4) Northfield
Elected members – Dunbar, Graham, Stewart

Controlled Parking Proposals

Parking Zone X and the extension to parking Zone M

As reported to the Controlled Parking Working Group – As part of the legislative process for the promotion of the traffic regulation orders for parking Zone X and the extension to Zone M, the charges (which were current throughout the City at that time) for on-street parking, and for permits, were included in the public advertisement and consequently set.

The advertisement period for these Orders coincided with the Council budget setting process for 2009/10. Within this process an adjustment was made to the charging structure for all the existing parking, on and off – street, and the charges were increased. This then created a discrepancy in charges between the existing zones (which had increased charges) and the new zones which were advertised at the old charges.

In order to address this disparity it is considered necessary to increase the parking charges within zone X and the extension to Zone M by means of street notice to take them into line with all the other zones. It was proposed that this would be carried out after these parking zones went live and the zones settled in giving the businesses and residents opportunity to take up the permits at the lower price they were originally advertised at.

The extension to parking Zone M went live on 4 January 2010 and parking zone X went live on 3 May 2010. Officers are now seeking instruction from the members to commence the notice period required to increase these charges to bring them into line with the other zones in the city.

The zones are indicated on the plans below.

Ext to Zone M

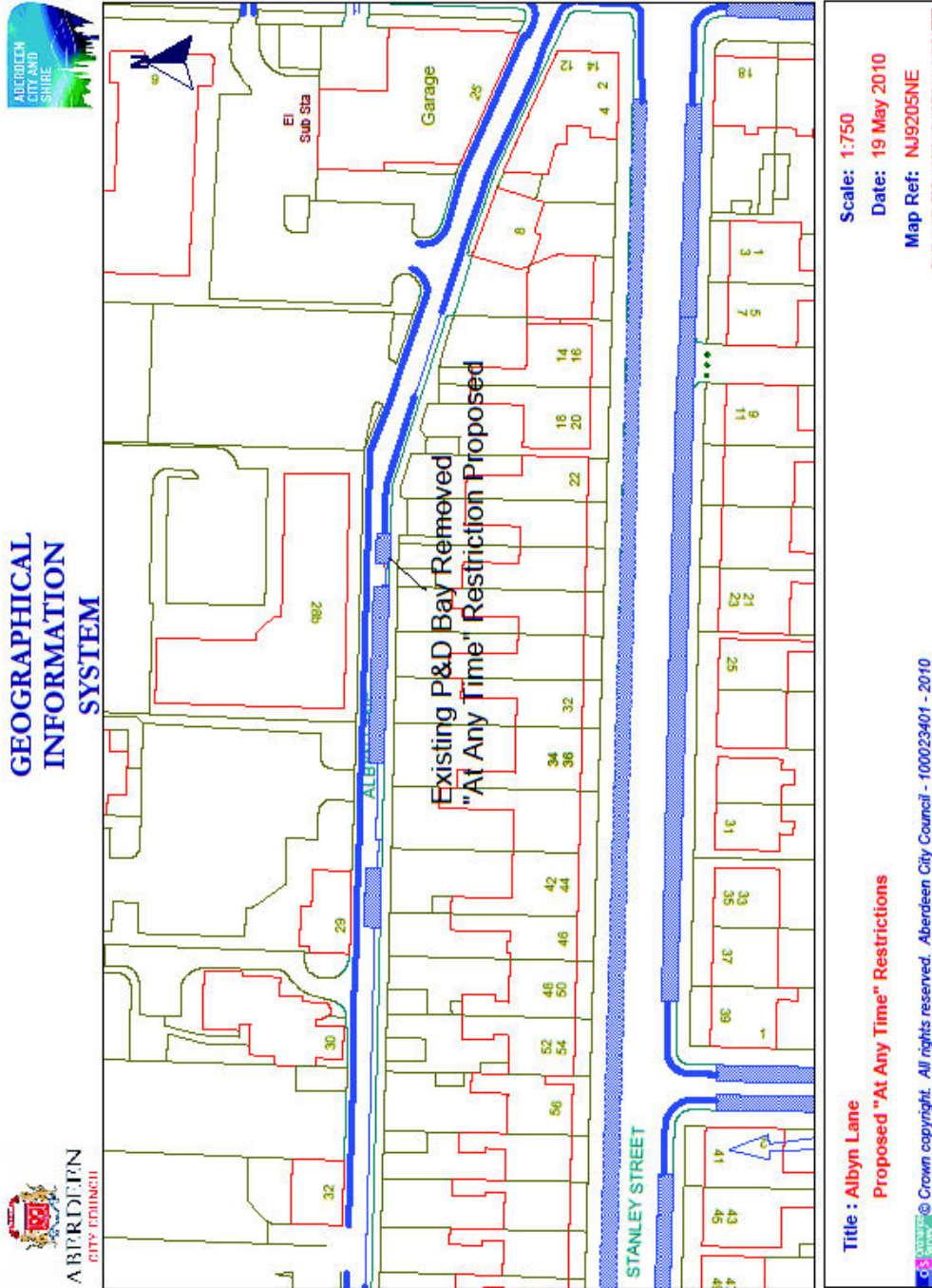
Ward - (7) Midsocket/Rosemount
Elected members – Corall, Cormie, Laing

Zone X

Ward - (10) Hazelhead/Ashley/Queen's Road
Elected members – Farquharson, Greig, Jennifer Stewart, John West

Aberdeen City Council Proposals

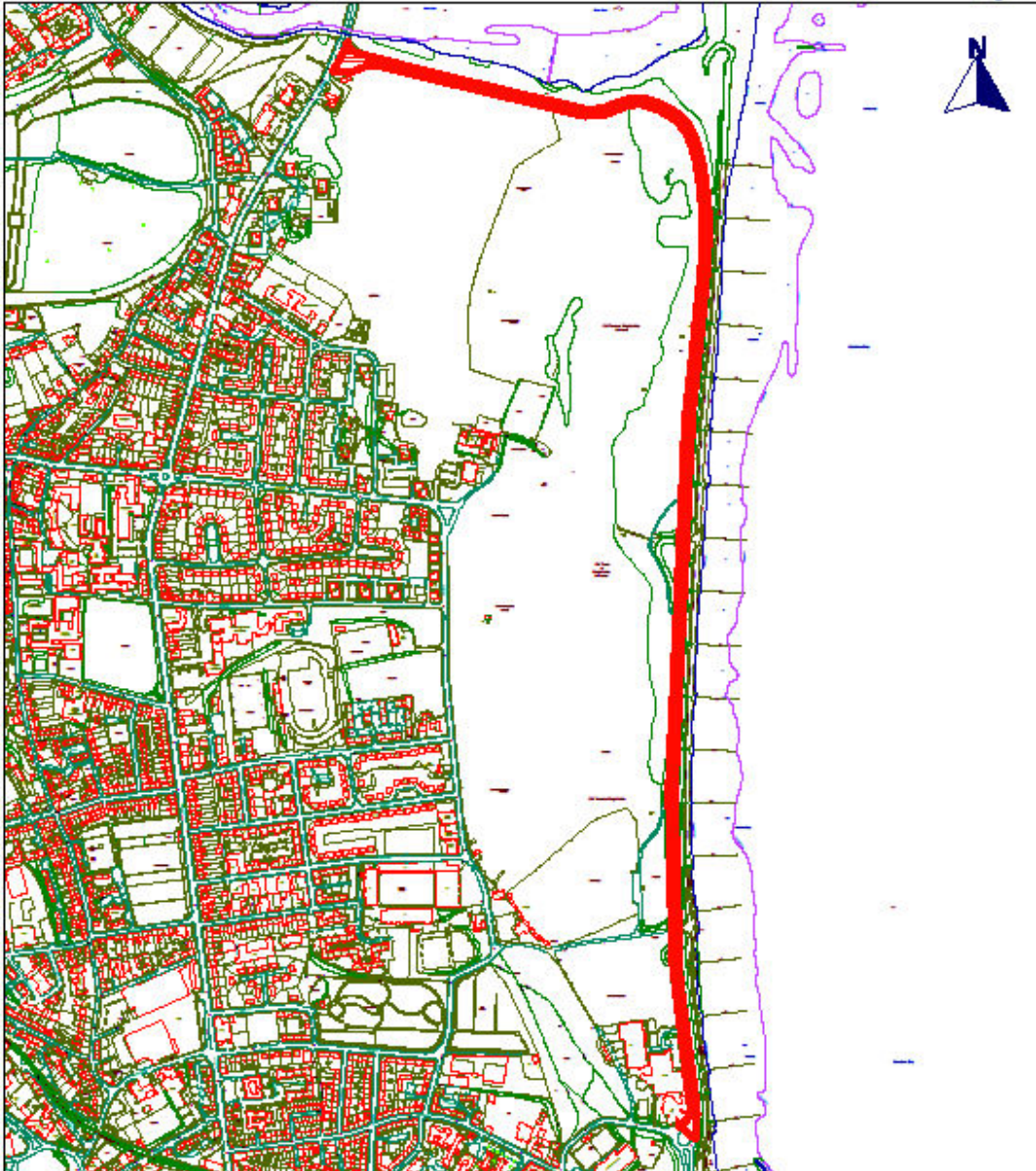
- Albyn Lane – Replacement of Pay and Display parking bay with “At any time”



- **Beach Esplanade** – Proposed width restriction with exemptions for roads maintenance vehicles



GEOGRAPHICAL INFORMATION SYSTEM



Title:

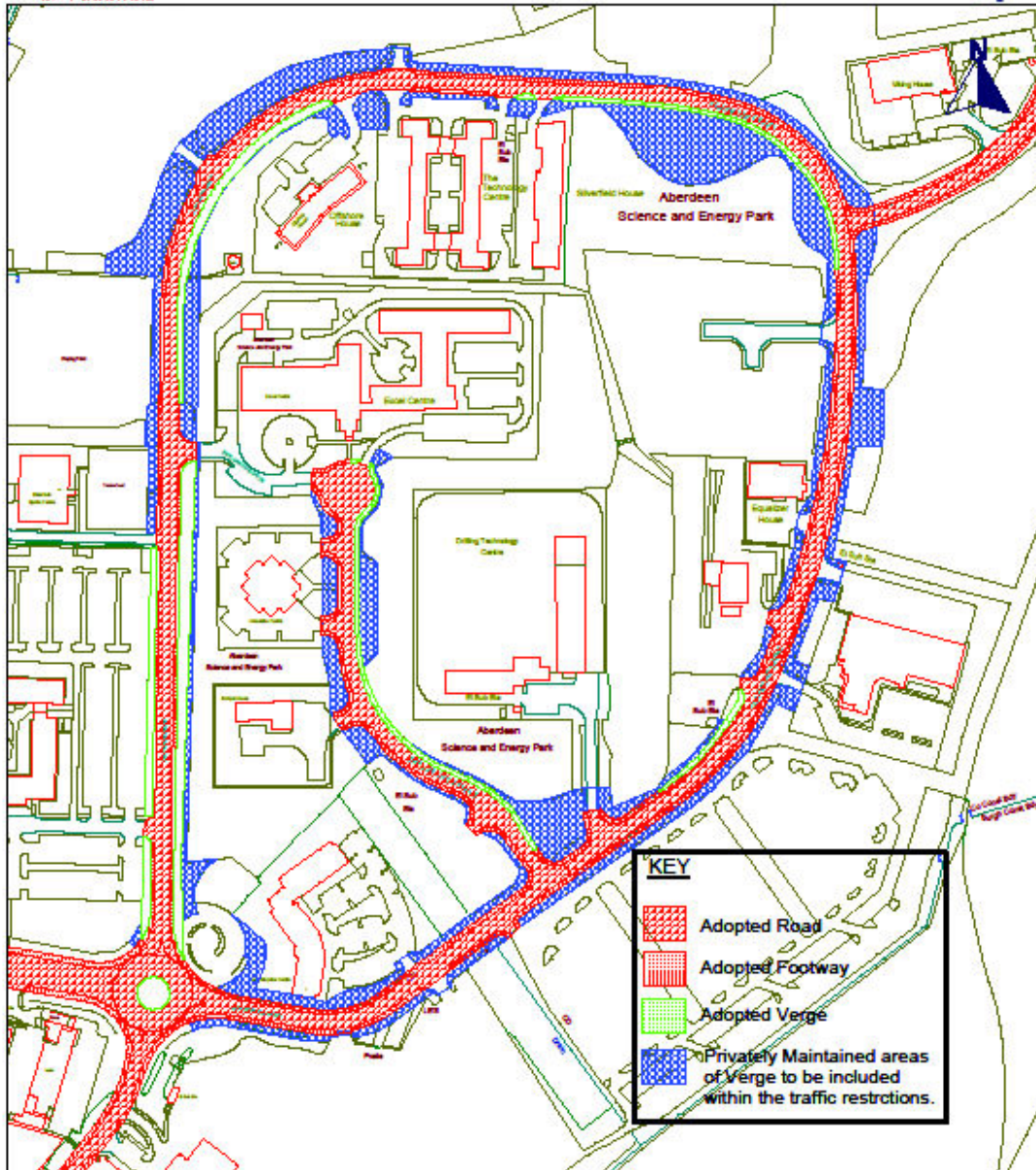
Scale: 1:10964 **Date:** 27 July 2010 **Map Ref:** NJ9408

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- **Claymore Drive** - Proposed “Footway parking” restrictions



GEOGRAPHICAL INFORMATION SYSTEM



Title: **CLAYMORE DRIVE**

Scale: **1:3000**

Date: **02 August 2010**

Map Ref: **NJ9510NW**

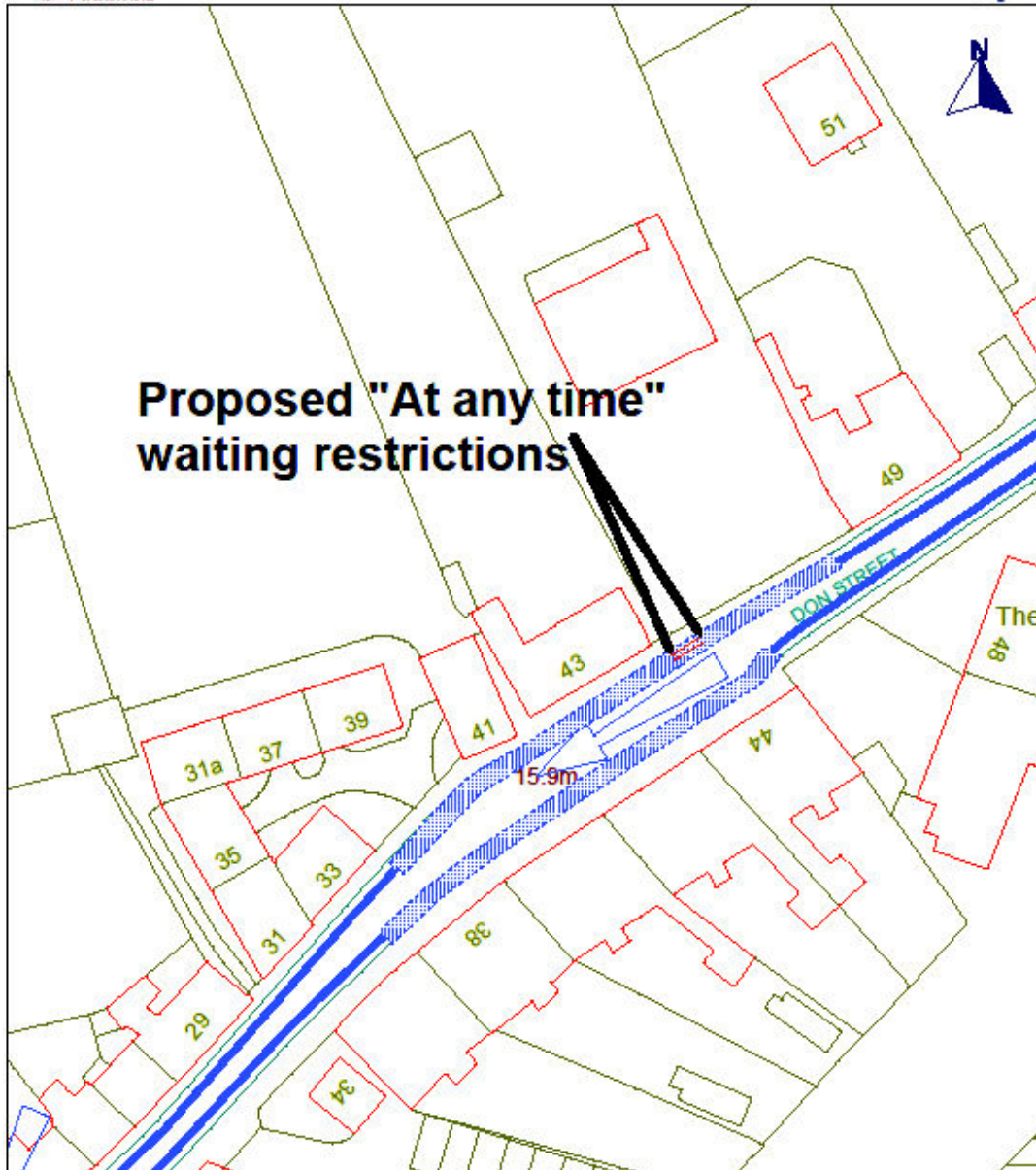
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Template prepared by GIS, Research & Information Unit, Strategic Leadership Unit 2008/09

- **Don Street, Old Aberdeen** - Proposed "At any time" waiting restrictions



GEOGRAPHICAL INFORMATION SYSTEM



Title: Don Street - At any time waiting restrictions

Scale: 1:500

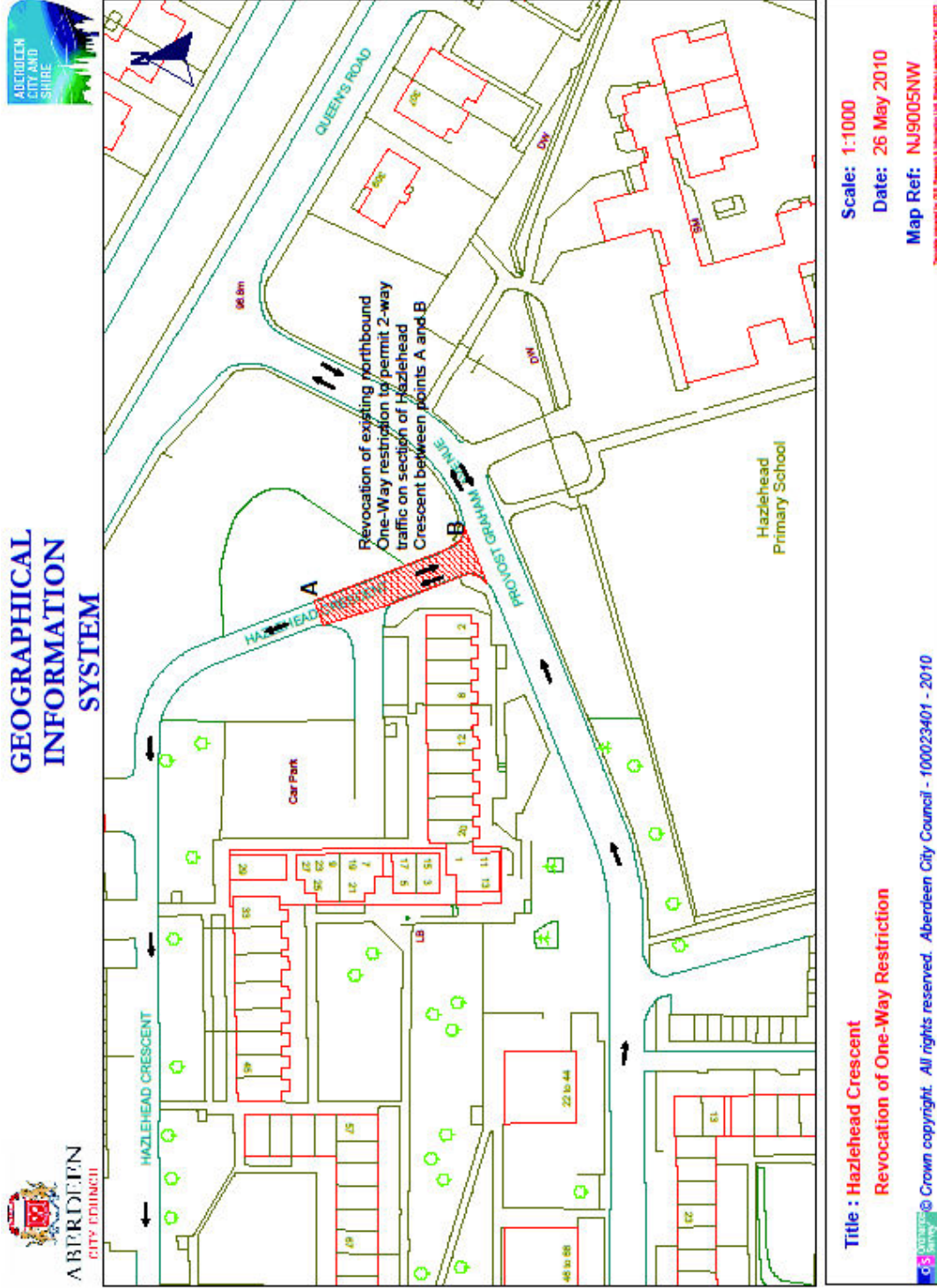
Date: 28 July 2010

Map Ref: NJ9308NE

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Template prepared by GIS Research & Information Ltd, Strathgully, Leuchter, Tel: 01224 512200

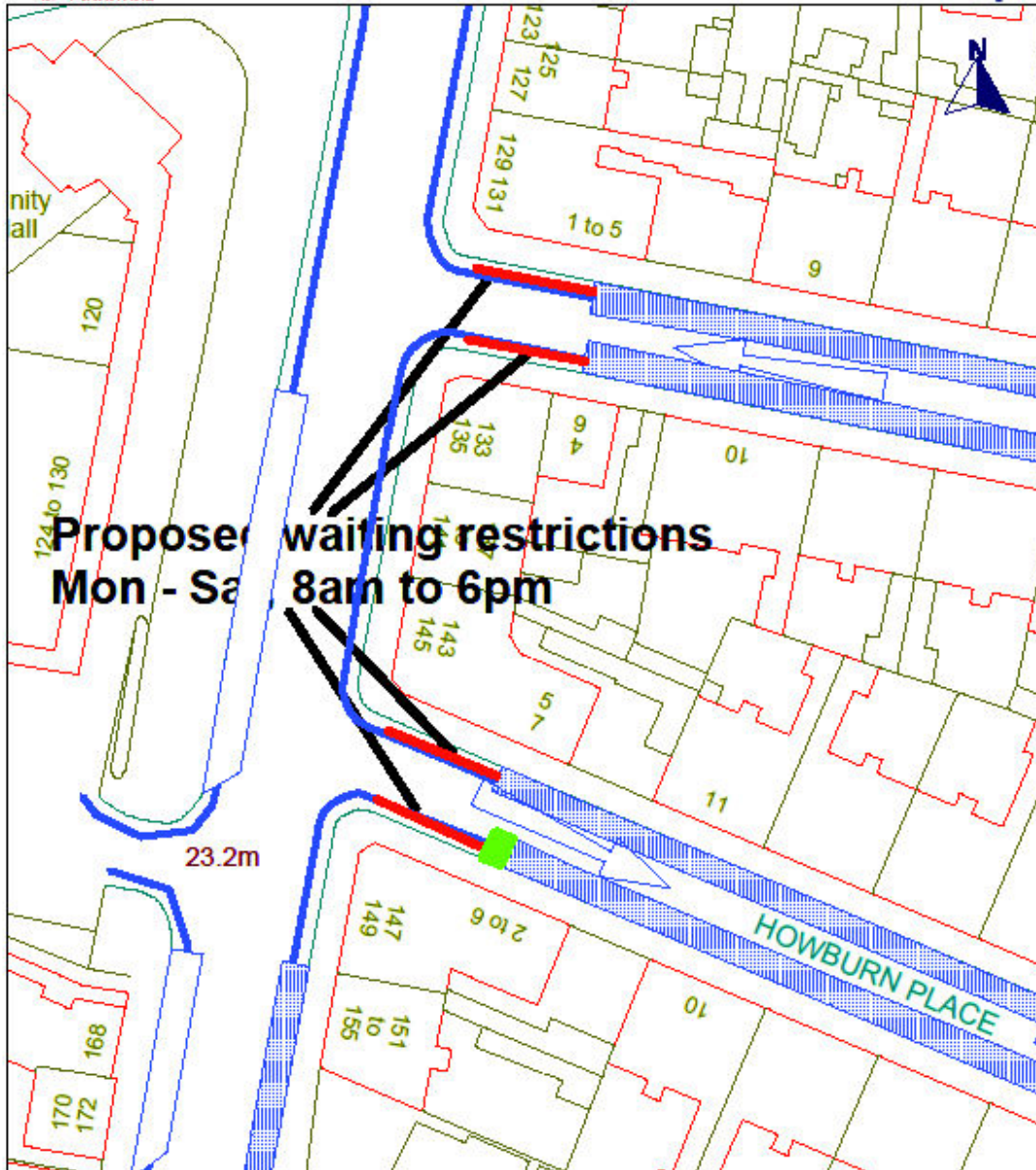
- **Hazlehead Crescent (part)** – Revocation of One-Way restriction



- **Hollybank Place** – Proposed timed waiting restriction, Mon – Sat 8am – 6pm



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: Hollybank Place-Howburn Place - Proposed waiting restrictions Mon - Sat 8am to 6pm

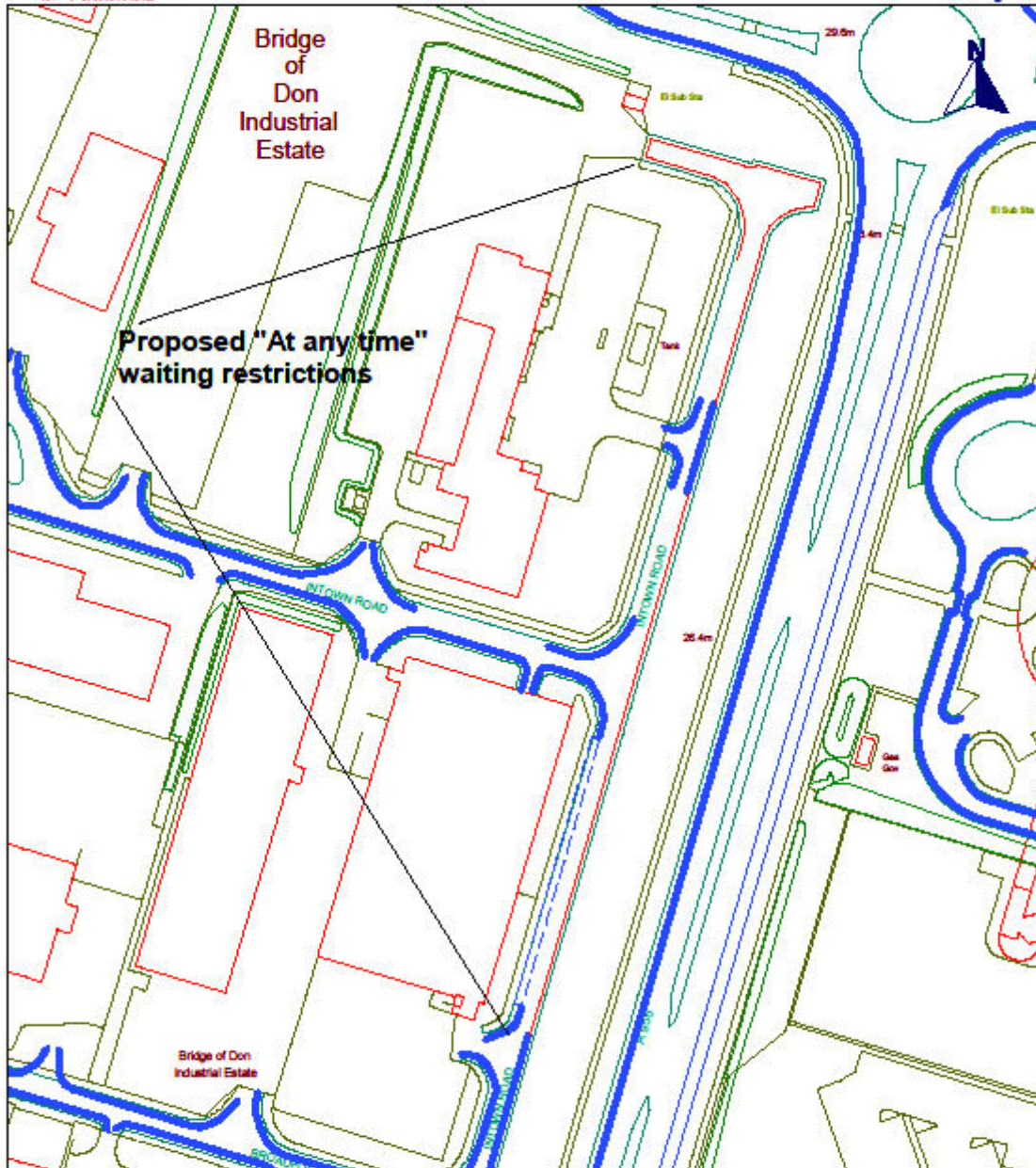
Scale: 1:500 **Date:** 16 July 2010 **Map Ref:** NJ9305SW

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- **Intown Road** – Proposed “At any time” waiting restrictions.



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: INTOWN ROAD - proposed "At any time" waiting restrictions

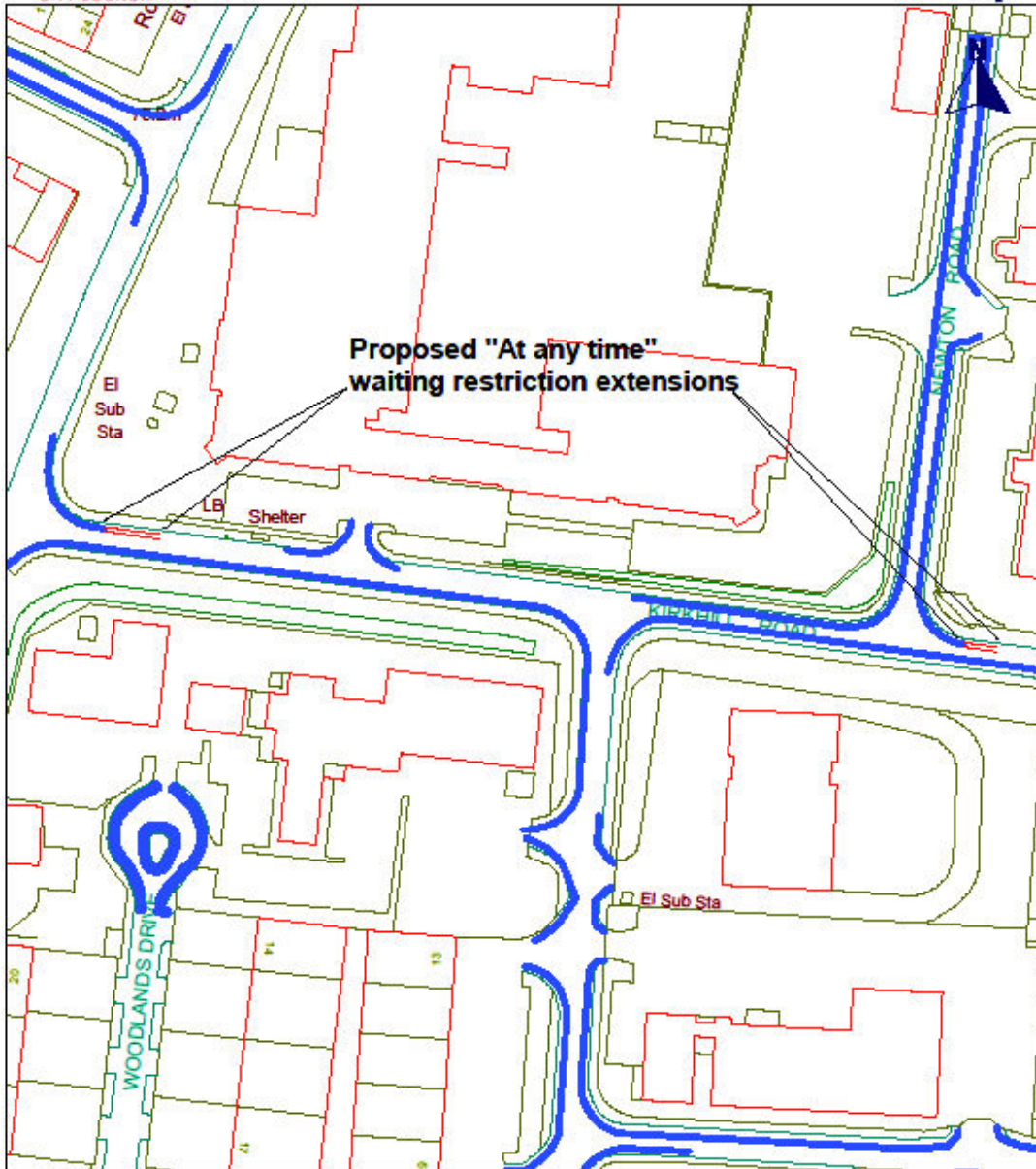
Scale: 1:1250 **Date:** 24 May 2010 **Map Ref:** NJ9410NE

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- **Kirkhill Road, Dyce** – Proposed extension of “At Any time” waiting restrictions



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: Kirkhill Road - Proposed extension of "At any time" waiting restrictions

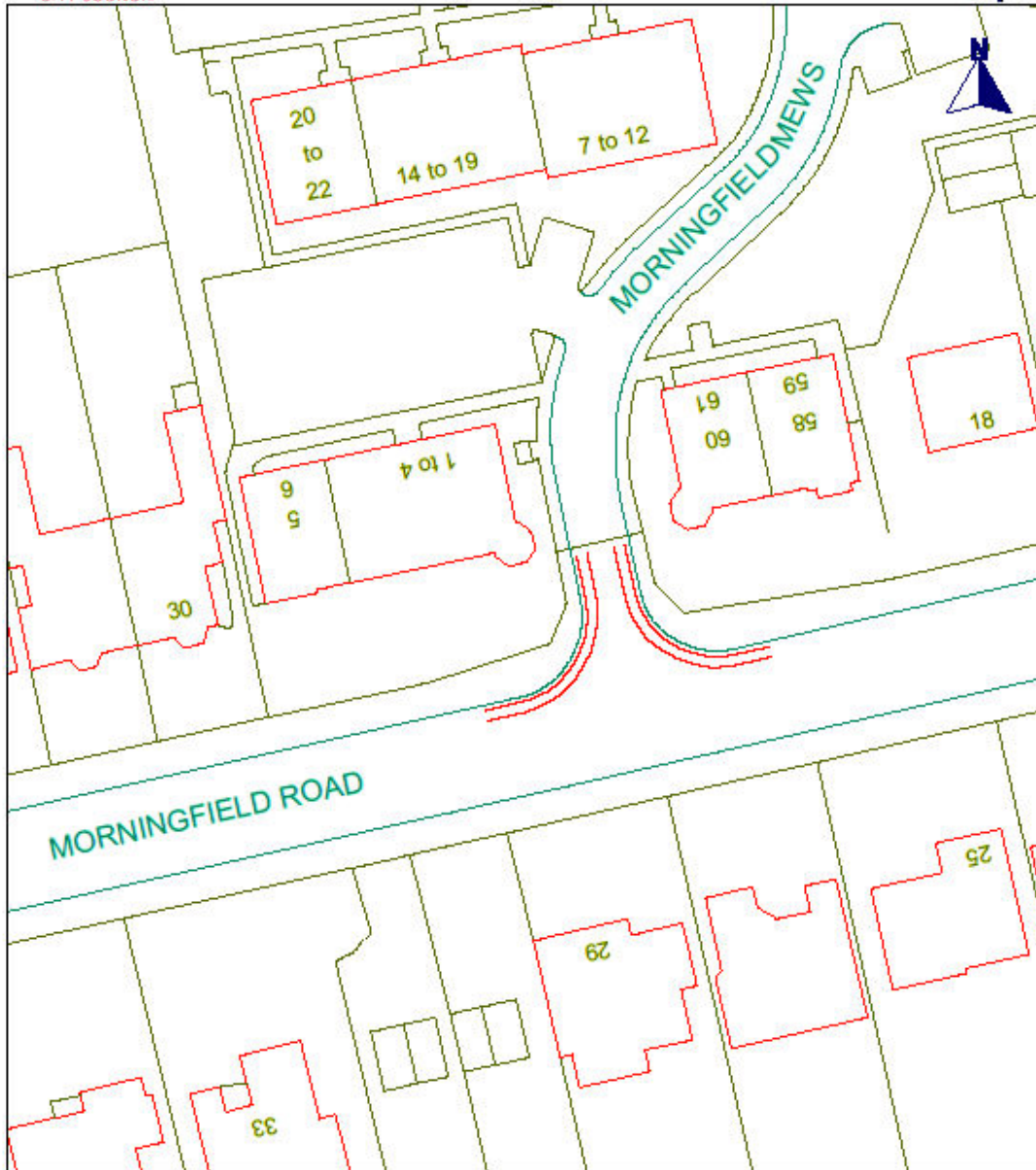
Scale: 1:1250 **Date:** 27 July 2010 **Map Ref:** NJ8712NW

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- **Morningfield Mews** – Proposed “At any time” waiting restrictions



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: Morningfield Road at Morningfield Mews - Proposed AATs at junction

Scale: 1:500

Date: 10 June 2010

Map Ref: NJ9106SE

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Map data provided by OS, Research & Information Ltd, Strategic Landmark TM 02000

- **Mount Street** – Proposed 45 min waiting parking bays.



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: **Mount Street - proposed 45min waiting bays**

Scale: **1:500**

Date: **02 August 2010**

Map Ref: **NJ9306NW**

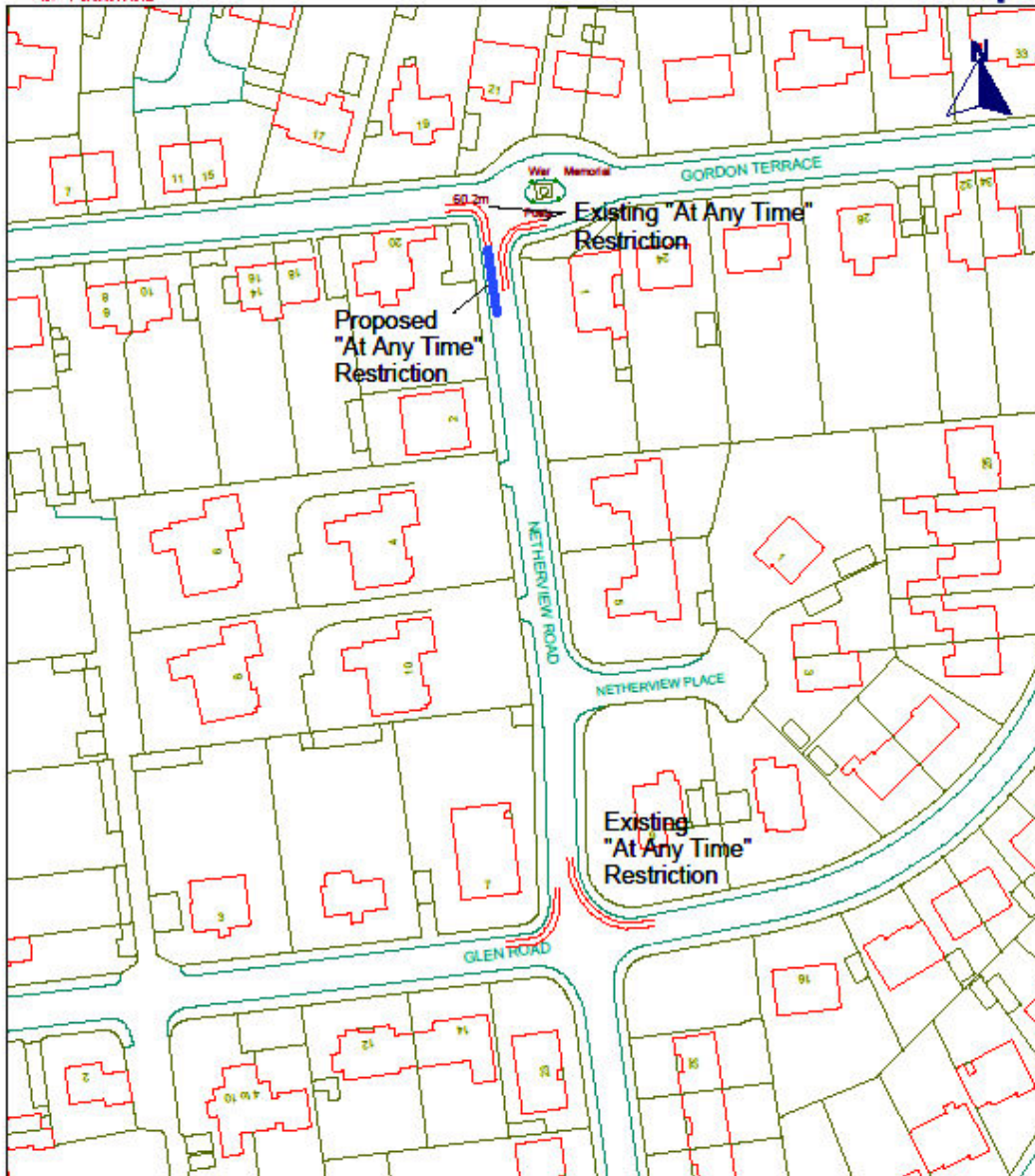
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Map data provided by: OS, Research & Information Ltd, Strategic Landworks Ltd 2007

- **Netherview Road** - Proposed "At any time" waiting restrictions

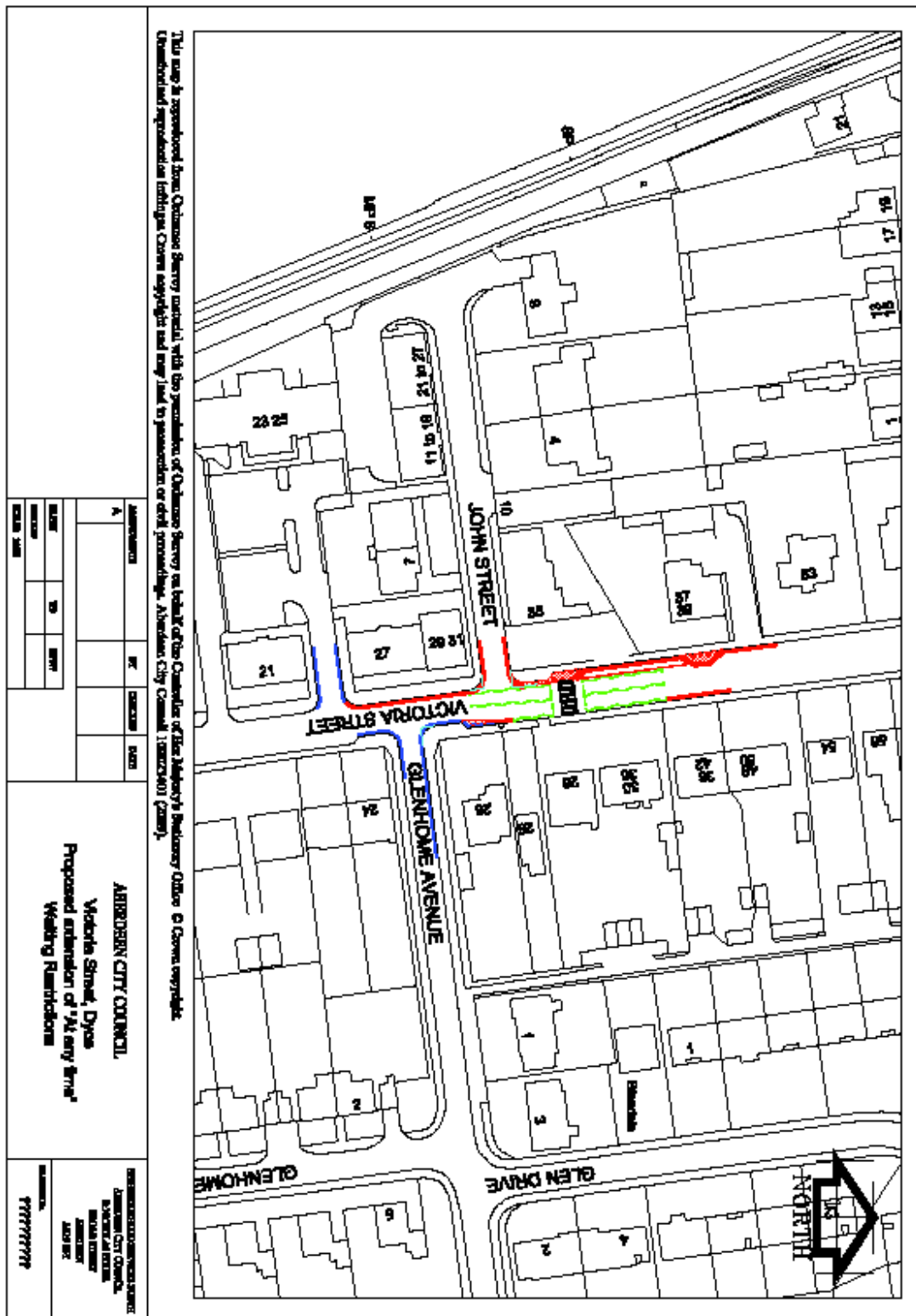


**GEOGRAPHICAL
INFORMATION
SYSTEM**

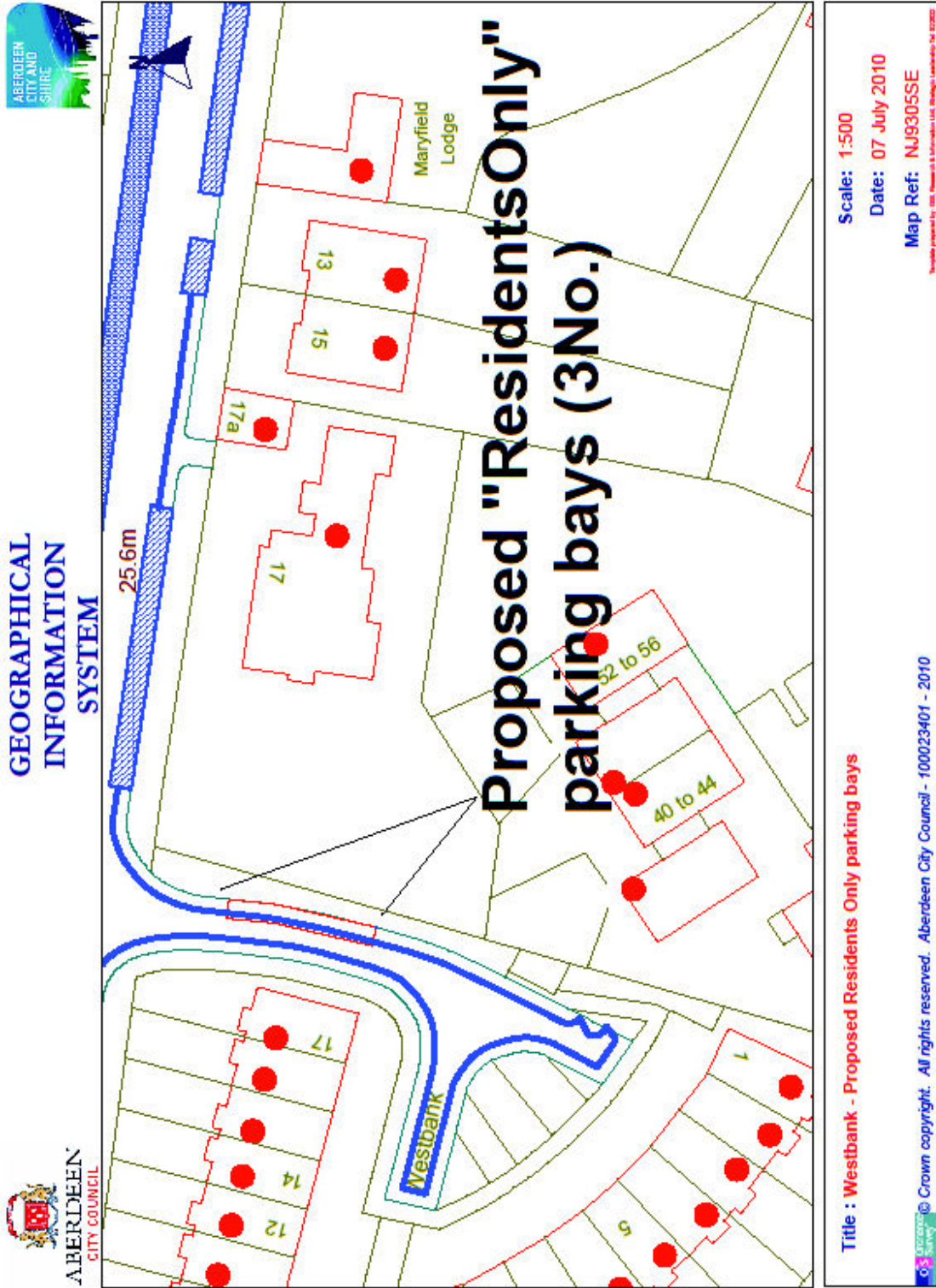


Title: Netherview Road		
Proposed "At Any Time" Restrictions		
Scale: 1:1000	Date: 19 May 2010	Map Ref: NJ8812NE
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- Victoria Street, Dyce – Extension of “At any time” waiting restrictions



- Westbank – Proposed “Residents Only” parking bay

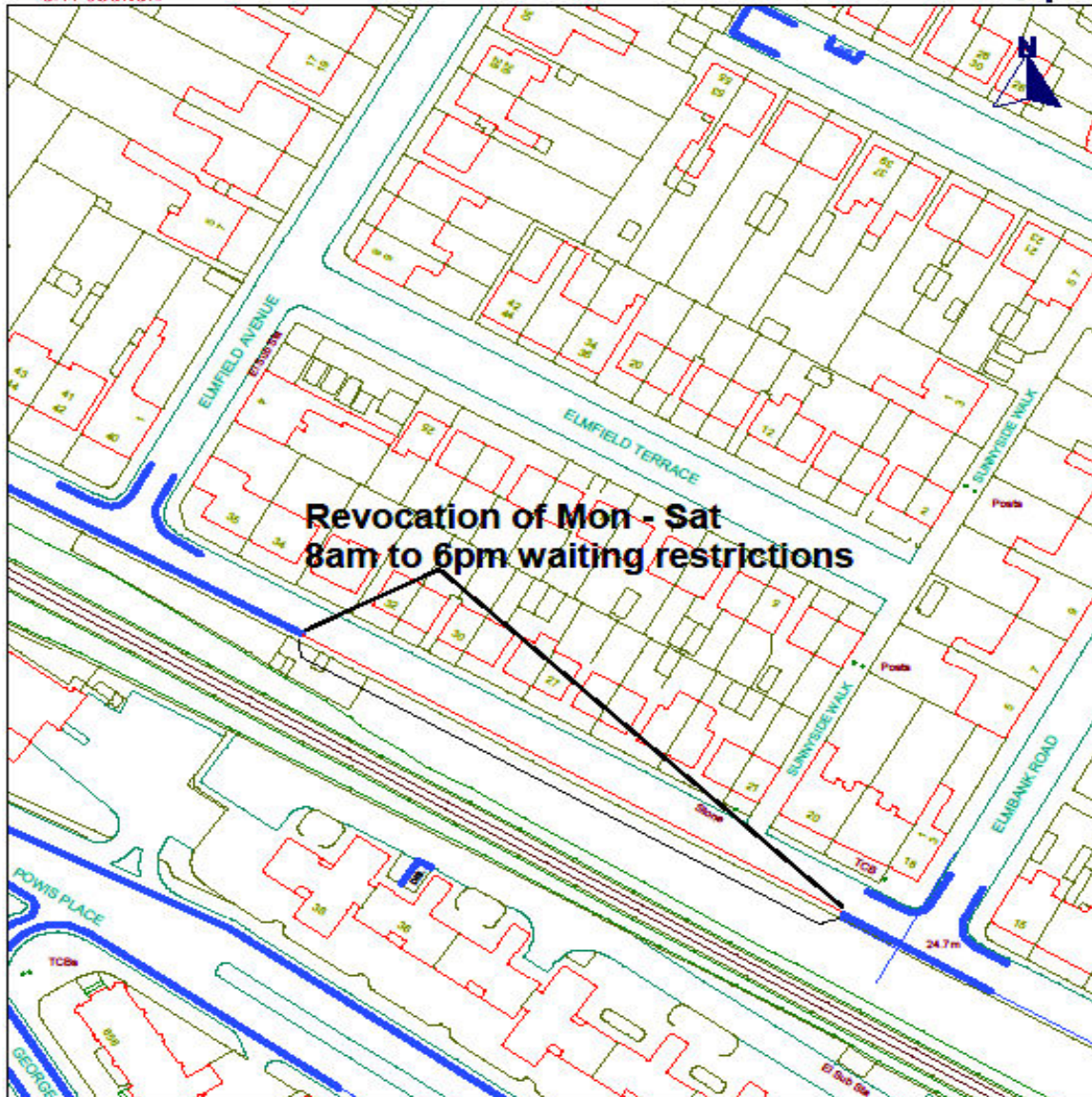


Developer related proposals

- ❖ **Elmbank Terrace** – Proposed **revocation** of Mon – Sat; 8am to 6pm waiting restrictions



GEOGRAPHICAL INFORMATION SYSTEM



Title: Elmbank Terrace - Revocation of Mon - Sat; 8am to 6pm waiting restrictions

Scale: 1:1000

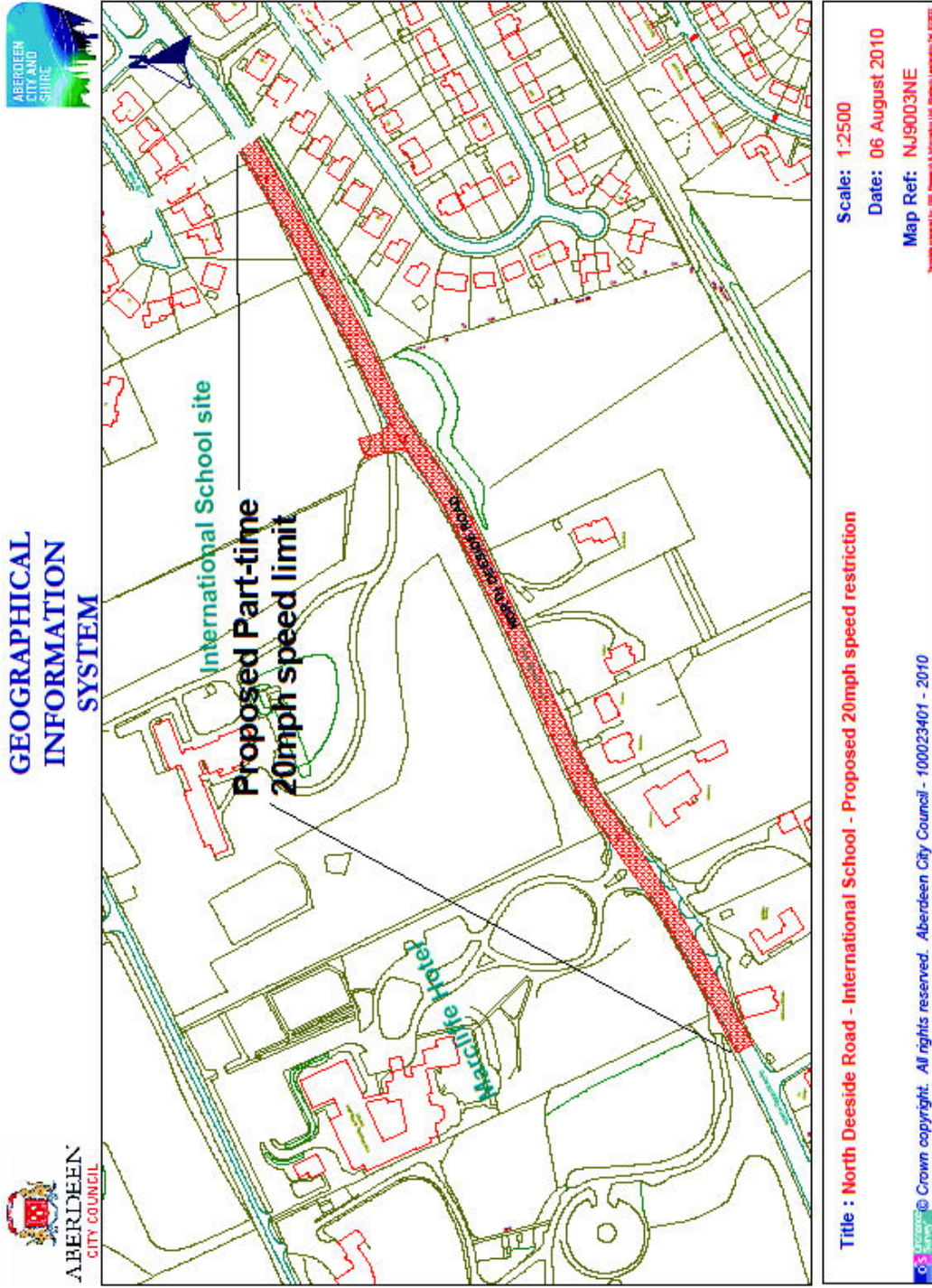
Date: 27 July 2010

Map Ref: NJ9307NE

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Template prepared by: GIS, Research & Information Unit, Strategic Leadership Unit 020021

❖ **North Deeside Road** – Proposed Part-time 20mph speed limit at the International School

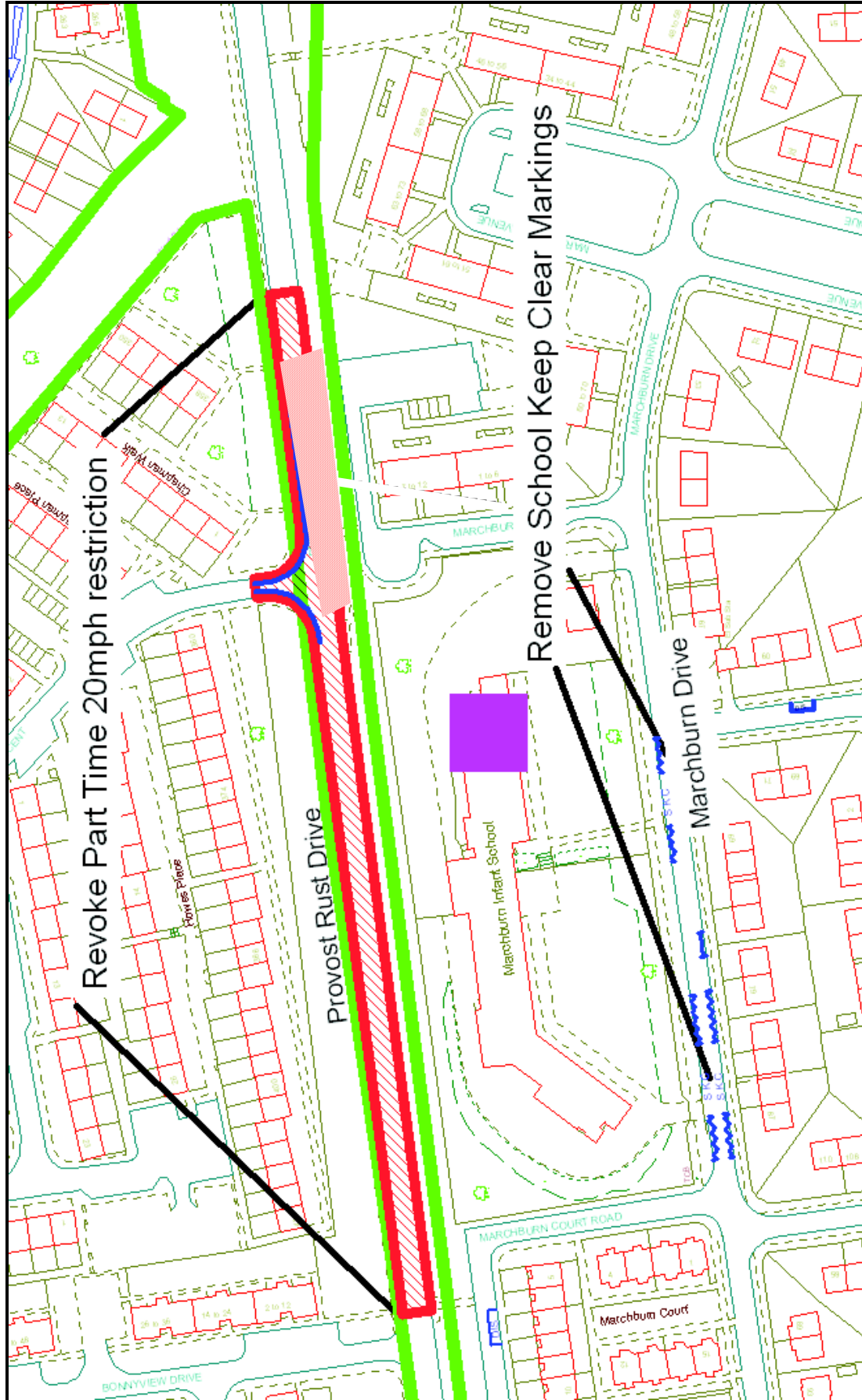


3Rs Project Proposals

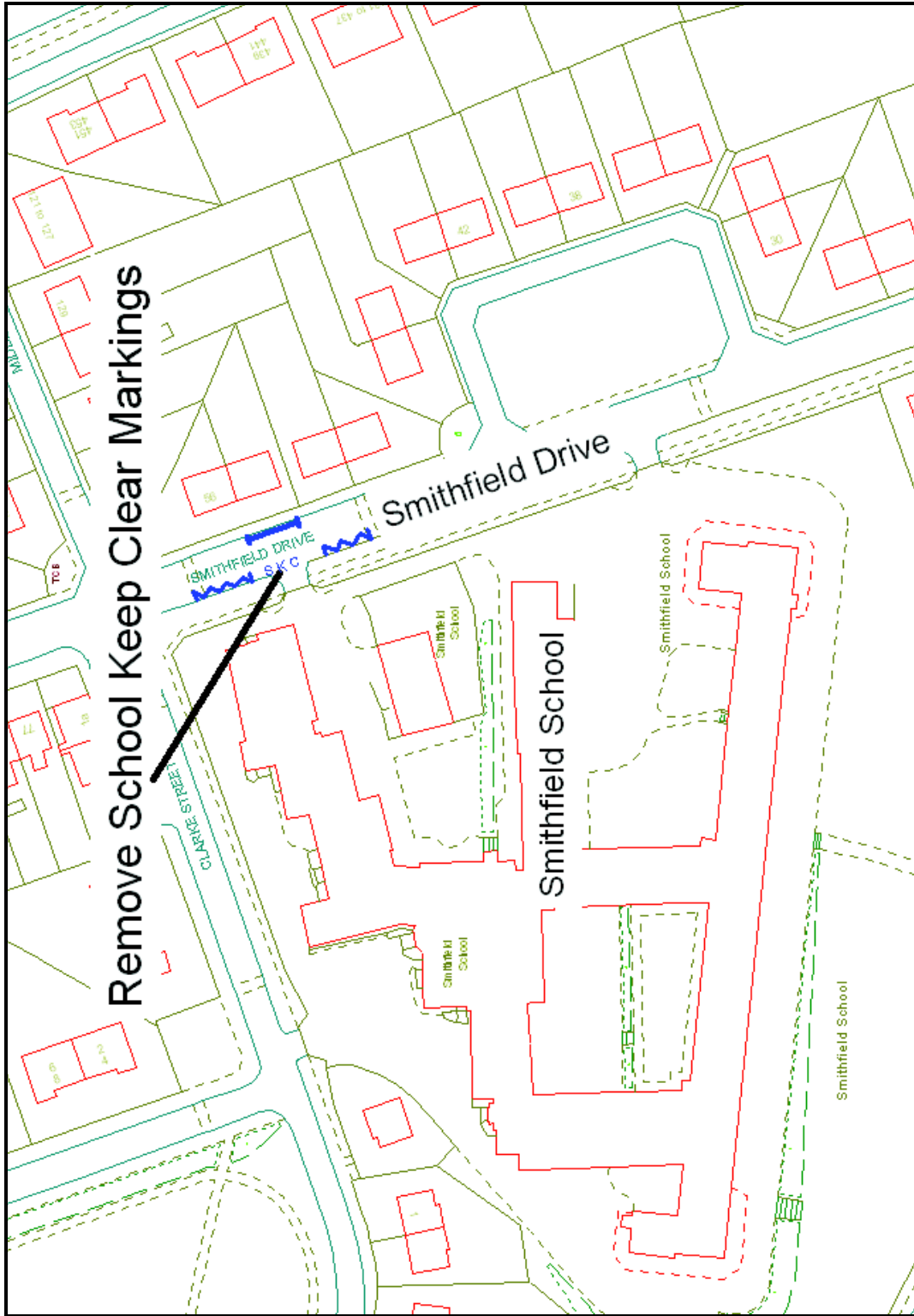
Mile end Primary School

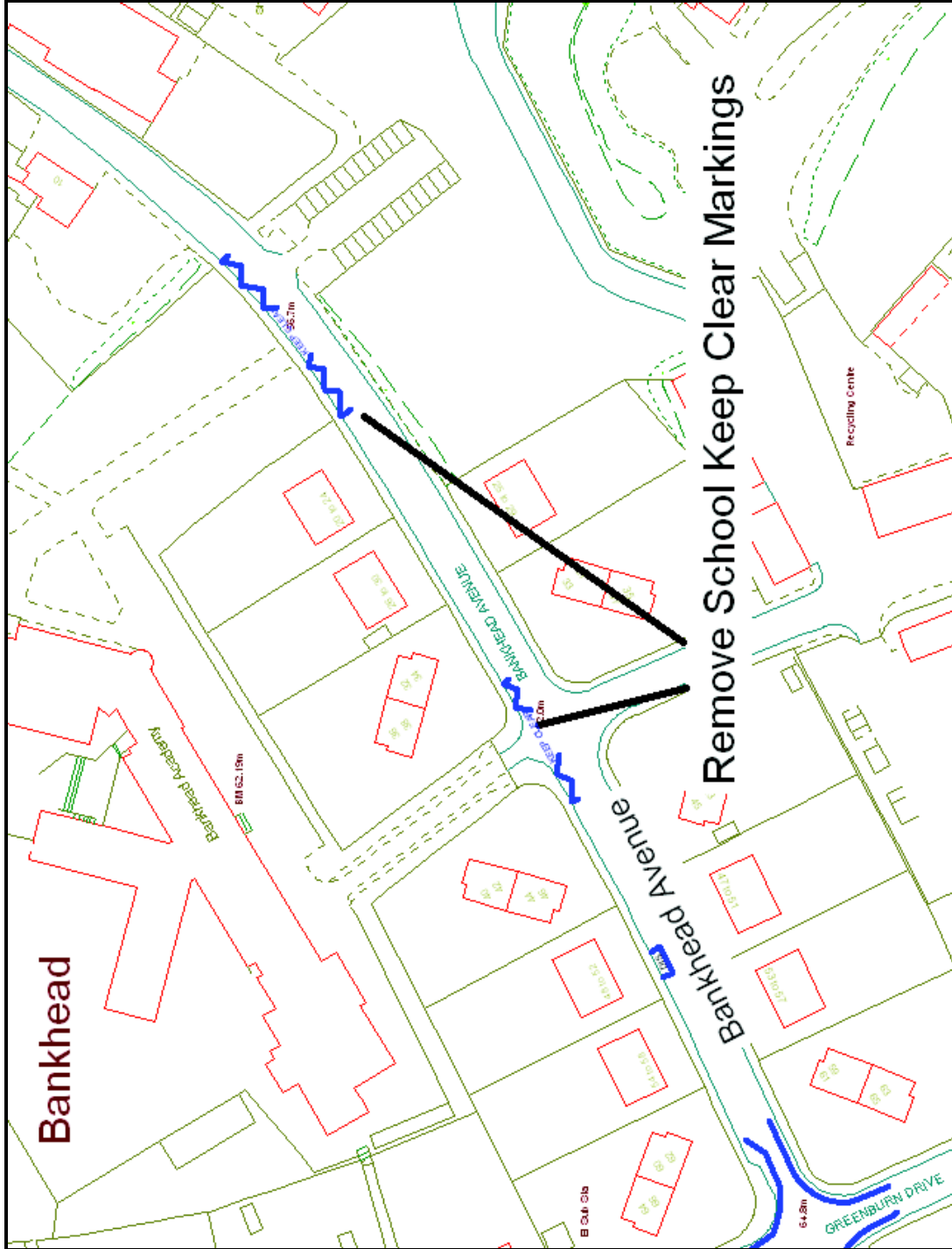


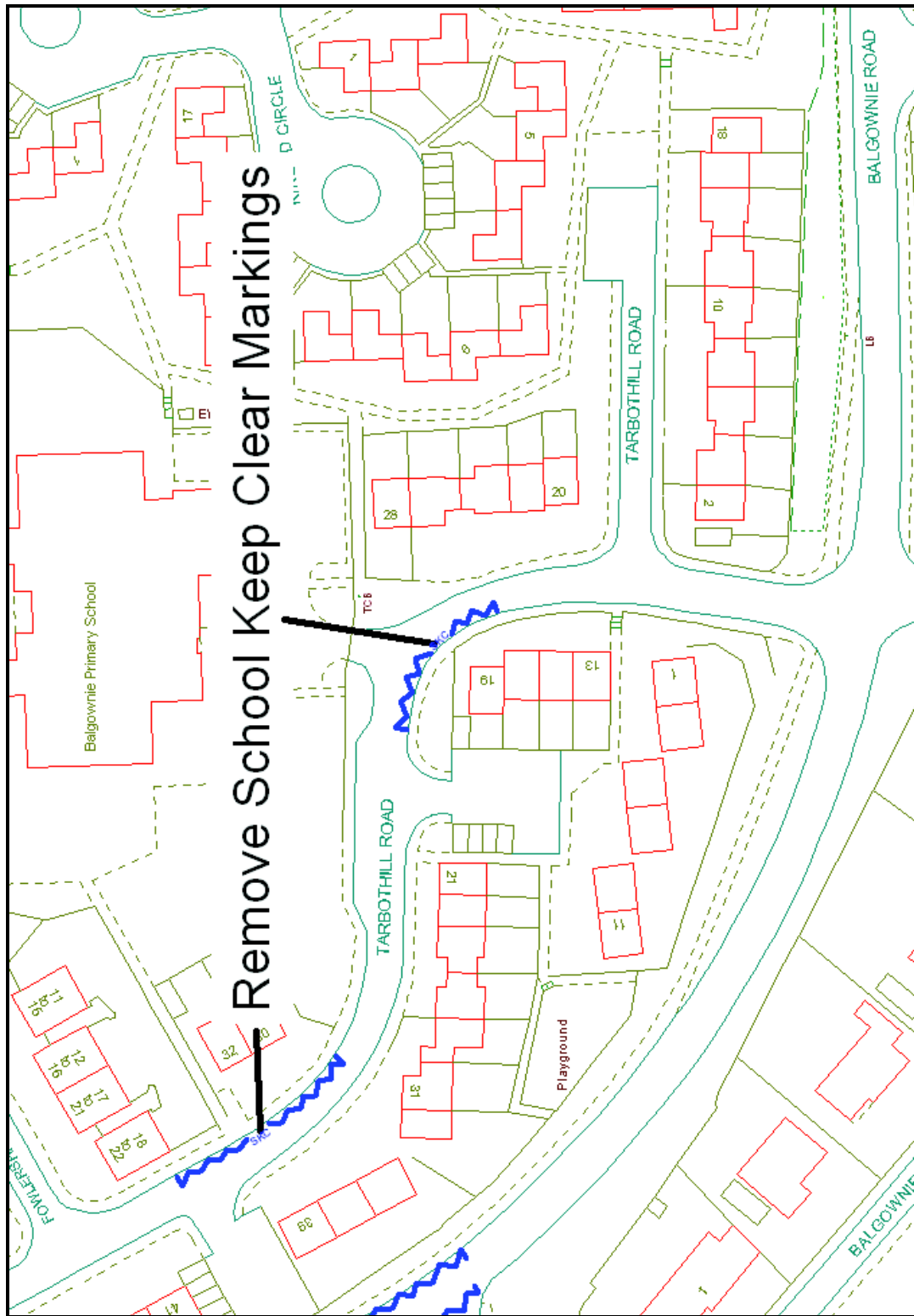
Marchburn Infant School



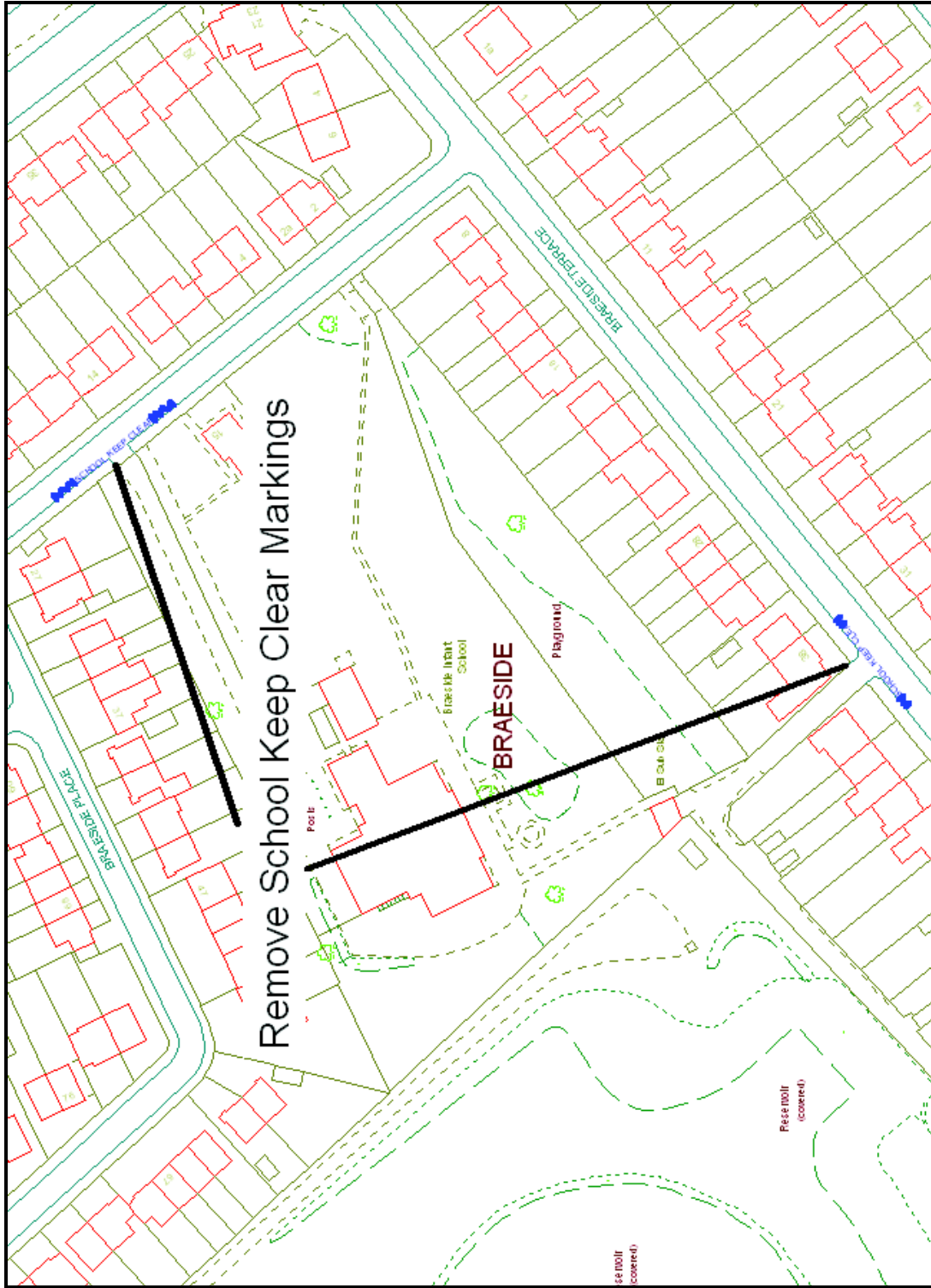
Smithfield School

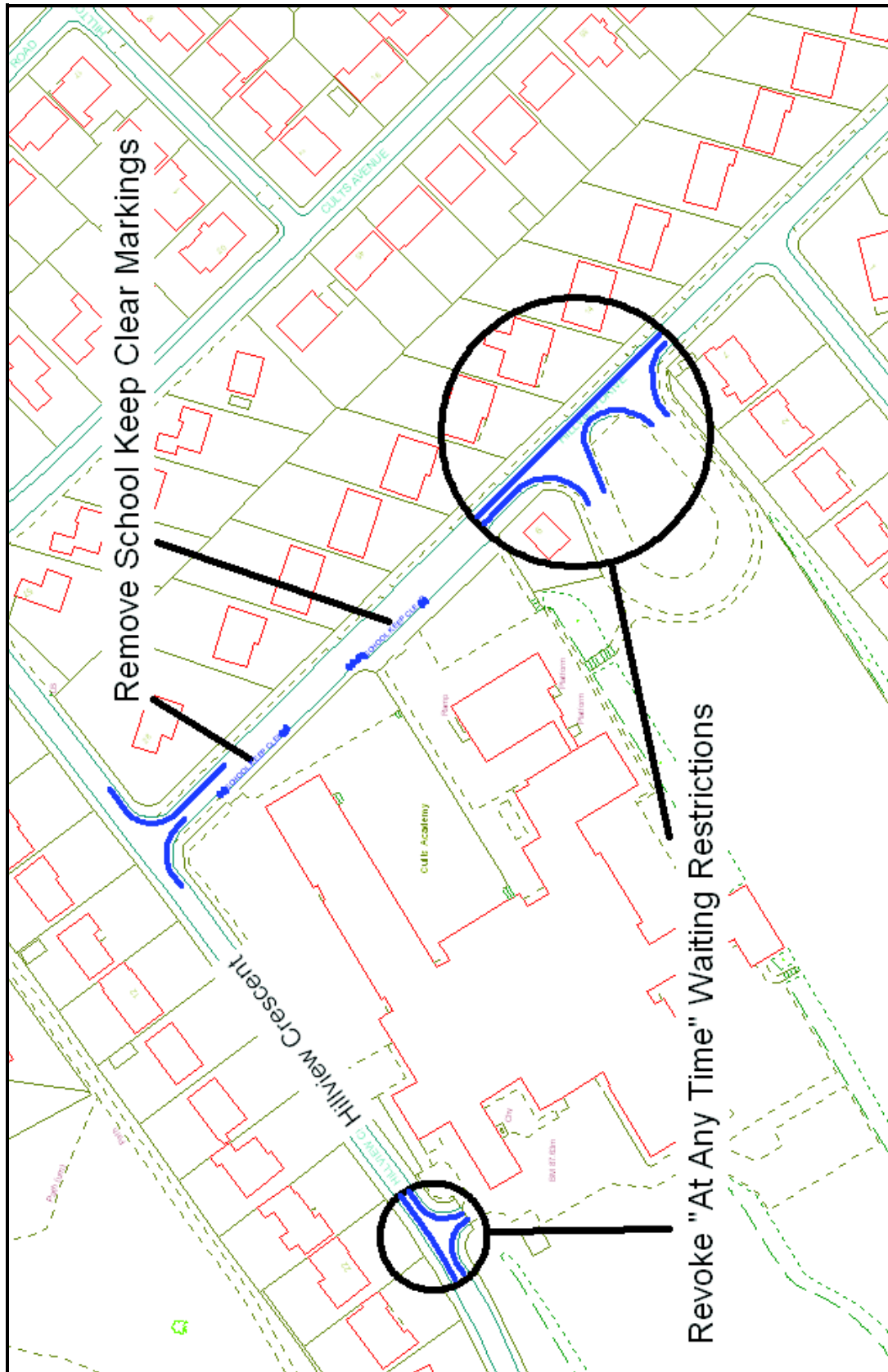






Braeside Infant School

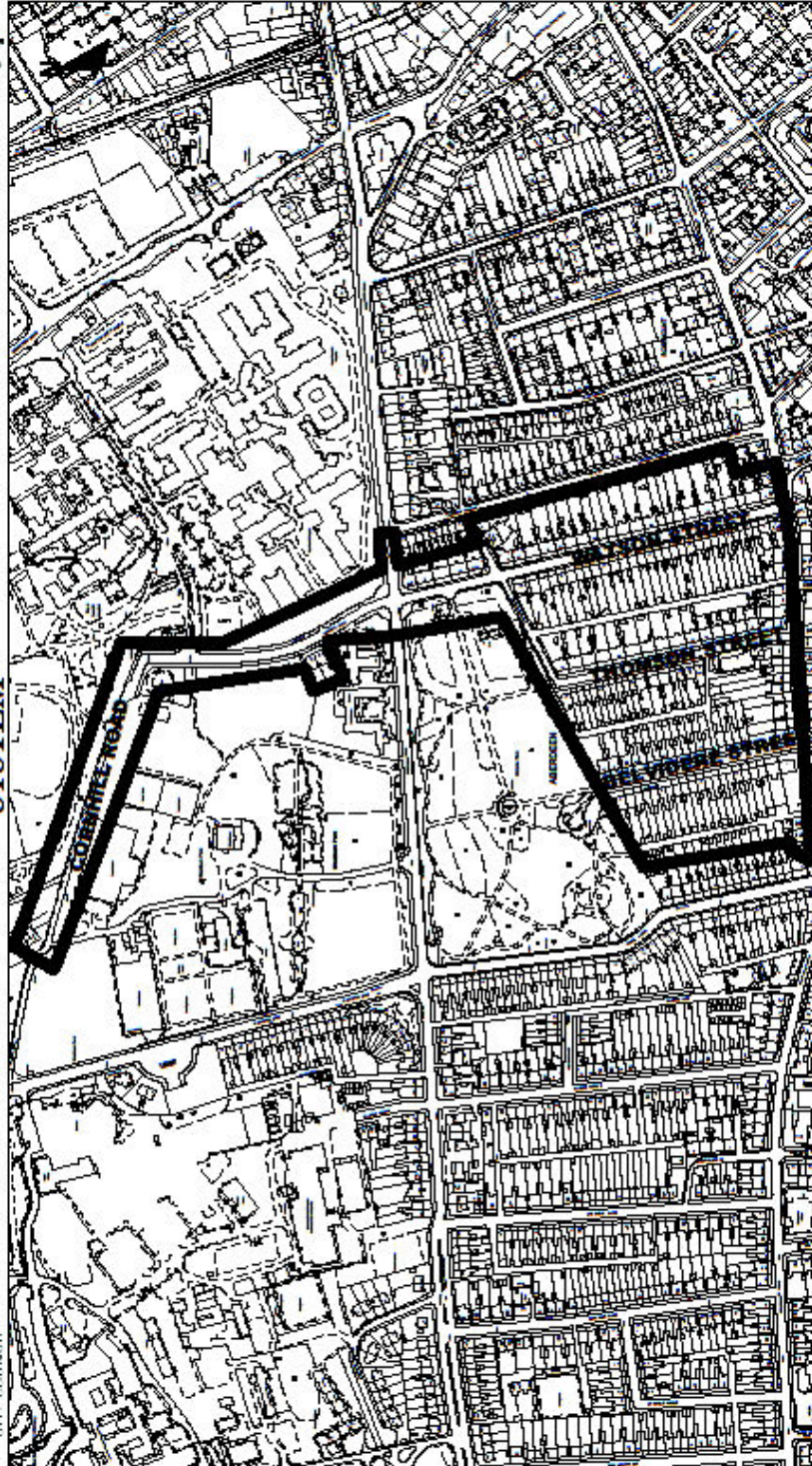




Zone M extension boundary



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title : Controlled Parking Zone M Extension
Zone Boundary

Scale: 1:5000
Date: 25 August 2008
Map Ref: NJ9206

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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
Councillor Jackie Dunbar	Has been consulted and has no comment
Councillor Gordon Graham	Has been consulted and has no comment
Councillor Andrew May	Has been consulted and has no comment
Councillor James Hunter	Has been consulted and has no comment
Councillor James Kiddie	Has been consulted and has no comment
Councillor Norman Collie	Has been consulted and has no comment

Councillor Jim Noble	Has been consulted and has no comment
Councillor Gordon Leslie	Has been consulted and has no comment
Councillor John Reynolds	Has been consulted and has no comment
Councillor Jim Farquharson	Has been consulted and has no comment
Councillor Jennifer Stewart	<p>- is supportive of the proposals for alterations to the waiting restrictions in Albyn Lane and at the Hazlehead Road /Mortimer Drive junction and the revocation of the section of one-way on Hazlehead Crescent.</p> <p>- She raised concerns over the extent of the waiting restrictions at the Morningfield Road/Morningfield Mews junction and requested that the restrictions on Morningfield Road be shortened to 5m either side of the cul-de-sac entrance. Officers would still recommend that 10m be implemented on the west side to ensure visibility for vehicles exiting the Mews but would consider reducing the eastern side to 5m but would monitor the situation.</p>
Councillor John West	Has been consulted and has no comment
Councillor Willie Young	Has been consulted and has no comment
<p>Barry Jenkins, Head of Finance, Resources Management - <i>I think the Financial Implications should be clearer on where the proposals are going to be budgeted from. It would probably help if the line "or some other future budget" was deleted as it provides no further information. It would also be helpful if the estimated total cost for the proposals funded by the Road Safety and Traffic Calming capital budget were provided.</i></p>	
<p>Jane MacEachran, City Solicitor, Continuous Improvement has been consulted and has no comment</p>	
<p>Ciaran Monaghan, Head of Service, Office of Chief Executive has been consulted and has no comment</p>	
<p>Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted and has no comment</p>	
<p>Hugh Murdoch, Head of Service, Shelter and Environment – <i>is happy with the report</i></p>	
<p>Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership - <i>we are in agreement with the recommendations within the report</i></p>	
<p>Mike Cheyne, Roads Manager has been consulted and has no comment</p>	
<p>Neil Carnegie, Community Safety Manager has been consulted and has no comment</p>	
<p>Margaret Jane Cardno, Community Safety Manager has been consulted and has no comment</p>	
<p>Colin Walker, Community Safety Manager has been consulted and has no comment</p>	

Dave Young, Account Manager, Service, Design and Development - has been consulted and has no comment

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services

4. REPORT AUTHOR DETAILS

Ruth Milne

Technical Officer

Rumilne@aberdeencity.gov.uk

(01224) 523483

5. BACKGROUND PAPERS

N/A

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	7 September, 2010
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	Various Traffic Orders and Traffic Management Schemes - Summer 2010
REPORT NUMBER	CG/10/135, 136, 137, 138, 139, 141, 142, 143, 144

1. PURPOSE OF REPORT

This report considers the objections received after statutory advertisement of the orders/schemes outlined below:-

*The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 1) (Traffic Management) Order 2010 – **two objections***

*The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 2) (Traffic Management) Order 2010 – **no objection***

*The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 3) (Traffic Management) Order 2010 – **two objections***

*The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 4) (Traffic Management) Order 2010 – **three objections***

*20mph speed limit on Hazledene Road, with associated speed cushions – **two objections***

*20mph speed limit on Elphinstone Road and Meston Walk, with associated speed cushions and speed table (also new build out at Meston Walk/Bedford Road) – **no objection but constructive dialogue with Old Aberdeen Community Council is acknowledged in Section 6***

*The Aberdeen City Council (Torry Parking Management) Order 2010 – **one objection***

*20mph speed limit on School Road and Golf Road – **no objections***

*The Aberdeen City Council (Queen's Road between Hazledene Road and Hazlehead Avenue) (Redetermination of the Means of Exercise of Public Right of Passage) Order 2010 – **no objections***

The summer advertisement process has removed a great deal from the outstanding business statement and brings us largely up to date with traffic orders and traffic management schemes. The proposals have been advertised in the usual way and it is obviously pleasing that so many advertisements attracted so few objections. However, those that did come in now have to be treated seriously.

The nine statutory advertisements are attached so that members can see exactly what is entailed in each case.

2. RECOMMENDATION

Except where cured by relaxation or adjustment (or proposed for deferral) as indicated in section 6, that the objections be overruled and the orders/schemes introduced as originally envisaged.

3. FINANCIAL IMPLICATIONS

All these measures are being funded within existing budgets, although these budgets are also under review.

4. SERVICE & COMMUNITY IMPACT

These are standard traffic management measures to protect road safety in general.

5. OTHER IMPLICATIONS

None.

6. REPORT

(1) ***The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 1) (Traffic Management) Order 2010 – two objections***

Mr. Alan Carter is a resident of Powis Circle who feels that the proposed one-way will be of no particular value but will present a great deal of inconvenience for some residents who would have to travel along the entire length of Powis Circle to exit at its eastern junction with Powis Crescent. The roads officials are of the opinion that this objection is well-intentioned, but that there can be no getting away from the fact that Powis Circle is a narrow street with a large volume of parking along its entire length, and that a one-way regulation will reduce vehicular conflict (and indeed increase parking potential for residents). The street is already traffic calmed and therefore Mr. Carter's concern about an increase in vehicular speed should not be an issue in this case. The scheme first emerged after an approach by Councillor Robertson to whom local residents had actually suggested a one-way. Under these circumstances, the recommendation here is that the objection be overruled and the order made as originally advertised.

Keith Runcie and Lesley Fettes, residents of Don Terrace, submitted an objection to intended waiting restrictions at that location (8am – 5pm, Monday – Friday). The restrictions would apply on both sides of a narrow section of the road (between Don Street and Don Gardens) where refuse vehicles find difficulty negotiating parked vehicles. The roads officials carried out observational parking surveys during the week beginning 8 February 2010 (two during the afternoon and one after 7pm in the evening): one vehicle was parked in the problematic section at the time of the afternoon surveys and six at the time of the evening survey. Such low numbers would be unaffected by the new proposals.

Also, the Waste Collection Team has indicated that refuse vehicles do not ordinarily enter this area until after 8am, and so the current proposal is restricted to 8am – 5pm on weekdays, thereby maintaining existing residential parking potential during evening hours, when demand is highest. Otherwise, alternative on-street parking is available in

Don Street and Don Gardens. Taken together, these points suggest minimal difficulties for residents, and it is recommended that the objection in this case should also be overruled, and the order made as originally envisaged.

(2) ***The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 3) (Traffic Management) Order 2010 – two objections***

Dr. S.J. Cuddy of 378 North Deeside Road has written to the Head of Legal and Democratic Services to say that he believes it is an excellent idea to reserve part of the carriageway for loading and unloading between 7am and 8am (especially as a new nursery will be opening soon at the end of the row of shops) but that he would also like to ensure that the unloading does not start any earlier than 7am. At present, apparently, Tesco deliveries wake up local residents as early as 5am. The problem is one of moderate vehicular noise but unacceptable associated scraping noises (metal crates being dragged over metal interiors of lorries).

The objector does not oppose the traffic order – indeed, he sees it as well-intentioned and hopes it will encourage better practice – but he recognises that creating a loading bay for the one hour period between 7am and 8am will not actually prohibit activity earlier than that.

That is to say, operations at five in the morning do not contravene any planning condition, and so Tesco could theoretically look forward to their privileged hour at 7am but yet also do what they want earlier than that if they so choose.

However Tesco have now written to Legal and Democratic Services to say that they see themselves as committed to being a good neighbour, and that, if the proposed loading bay were to be established as advertised, they would then have guaranteed access at 7am (which they do not have at the moment) and therefore no need to take the precaution of arranging much earlier deliveries because of the fear of inaccessibility later on. Of course this is not a contractual arrangement, but it is a public promise. Breaking it would hardly sit well with “a commitment to being a good neighbour”. Under the circumstances, this public undertaking, in conjunction with the operational weather window provided for by the order, looks reassuring. Clearly, the situation would be kept under close review, but, as things stand, the recommendation would be that the order be made with the loading bay retained.

Mr. Andrew McKenzie, a resident of Fonthill Terrace, objected to alterations in on-street parking provision on Whinhill Road, precipitated by the redevelopment of the property at 20 Whinhill Road. The objection was founded upon the supposed loss of residential parking potential, a perceived reduction in visibility at the Fonthill Terrace junction, and the handing over of kerbside space to Grampian Police for on-street parking of police vehicles outside a police station.

However, parking surveys undertaken by consultants representing the developer in this case indicate ample parking capacity during the day and in the evening, and so the loss of some residential parking bays will have minimal effect. As regards the issue of visibility for traffic exiting Fonthill Terrace, technical analysis has confirmed that there will be no encroaching upon minimum permissible visibility splays at the location.

As regards the positioning of the intended police parking bays, the objector suggests that they be located further south but, as one might expect, Grampian Police see considerable merit in having them as close to the front door of the police station as possible to improve response times and minimise the distance that detainees are required to walk (if being taken under duress from a police vehicle to the station).

Again, it seems sensible to overrule this objection and implement the order as originally advertised.

(3) ***The Aberdeen City Council (Various Roads in Aberdeen) (Citywide 4) (Traffic Management) Order 2010 – three objections***

There are three quite separate objections to different aspects of this order: one relating to Shepherd Place, one relating to the intended prohibition of left turns from Esplanade into Accommodation Road, and one relating to Blackfriars Street/Schoolhill/St. Andrews Street. The recommendation here is to defer consideration of the Citywide 4 order until the November meeting, by which time it will have been possible to meet with the objectors in the first two cases. In the third case, the proposals for Blackfriars Street, Schoolhill and St. Andrews Street would be readvertised altogether as a small-scale order providing exclusively for those provisions (this to take account of concerns on the part of Robert Gordon's College that the recent statutory process ran during the summer, outside term-time).

(4) ***20mph speed limit on Hazledene Road, with associated speed cushions – two objections***

There are two objections to this proposal, these being from a local resident (Alison Fraser) and a non-resident (Mr. Eric Murdoch) who uses the road on a regular basis.

An advisory 20mph speed limit is already in place in Hazledene Road but has had little effect on vehicular speeds. The 85 percentile speeds are still in excess of 30mph in both directions, and so the intended traffic calming features would make a significant difference.

Ms. Fraser had made the point that there might no longer be a significant problem here as a result of the recent closure of Dobbies Garden Centre, but roads officials have been in touch with her to explain that the thoroughfare is still used by school children crossing towards Hazlehead Primary School, still bears the burden of significant commuter use during the morning peak, and also attracts traffic from the golf course (exiting Hazlehead Park). The recommendation would be to overrule the objections and go ahead with the proposal.

(5) ***The Aberdeen City Council (Torry Parking Management) Order 2010 – one objection***

The only objection here is from King Foods, 15 Crombie Road, who were concerned that allowing vehicles to park at the kerbside during business hours would have a detrimental impact on loading operations. The roads officials agree and are of a mind to abandon four new parking bays on the south side of that road, and to reduce the proposed loading ban on the north side so that it would extend from Victoria Road for thirteen metres instead of thirty-eight metres. This cures the objection.

(6) ***20mph speed limit on Elphinstone Road and Meston Walk, with associated speed cushions and speed table (also new build out at Meston Walk/Bedford Road)***

There is no objection on file but there has been constructive dialogue with Old Aberdeen Community Council who are generally supportive of the proposal but feel the extended speed table could prove to be an undesirable feature for buses. As requested, the roads officials have checked that the arrangements are acceptable to First Bus, and the company has confirmed that they are indeed happy with the proposal and have no intention of cancelling the No. 20 route.

The Community Council has also noted that the number of speed cushions in Meston Walk has been reduced, but continue to feel that the eastmost cushion will serve no purpose because of its proximity to the Elphinstone and College Bounds junctions. However, this cushion is unavoidable in terms of the statutory specifications.

7. AUTHORISED SIGNATURE

Stewart Carruth
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(01224) 522550

8. REPORT AUTHOR DETAILS

David Wemyss
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9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the original letters of objection themselves).

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE 1)
(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 is to establish a range 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 14 July and 11 August, 2010, inclusively in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should call Aberdeen 523471 to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St Nicholas House can telephone the above number to speak to one of the roads officials.

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 July until 11 August, 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.

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

SCHEDULE

Glenhome Terrace, Greenburn Drive, Church Street (Woodside), Brierfield Road, Brierfield Terrace, access roads serving Cairncry Court, Rosehill Court, Cornhill Court and Stockethill Court, Willowpark Crescent, the lane west of Greenfern Place linking Greenfern Road to Arnage Drive, Sheddocksley Road, Sheddocksley Drive, Arran Avenue and Rona Place - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Don Terrace and Willowpark Crescent - there will be a prohibition of waiting between 8.00am and 5.00pm on weekdays on *certain lengths* of each of these roads.

Grove Crescent - there will be a prohibition of waiting between 10.00am and 4.00pm on weekdays on part of this road.

Whitemyres Avenue - a length of prohibition of waiting at any time will be revoked at this location.

Howes Road, Woodend Crescent and Queen's Road - on each of these roads, regulatory School Keep Clear markings (Monday - Friday, 8.00am to 5.00pm) will be established.

Lane west of Greenfern Place linking Greenfern Road with Arnage Drive - parking bays for the exclusive use of blue badge holders will be established on *certain lengths* of this lane.

Powis Circle - a one-way regulation is proposed, permitting travel in a clockwise direction only.

Access road to Fairley Road at T-junction with Kingswells - Newhills Road - at this location, vehicles exiting the access road will not be permitted to turn right.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE 2)
(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 is to establish a range 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 14 July and 11 August, 2010, inclusively in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should call Aberdeen 523471 to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St Nicholas House can telephone the above number to speak to one of the roads officials.

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 July until 11 August, 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.

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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council,
Town House,
ABERDEEN

SCHEDULE

Access road serving 16-38 Powis Place and Froghall Community Centre, Westburn Road, Urquhart Place, Upperkirkgate, Flourmill Lane, Broad Street, Guild Street, access road to Aberdeen railway station car park - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Upperkirkgate - there will be a prohibition of waiting between 8.00am and 6.00pm every day on part of this road.

Watson Lane and Windmill Brae - there will be a prohibition of waiting between 8.00am and 6.00pm on every day except Sundays on part of this road.

New Pier Road - there will be a prohibition of waiting between 8.00am and 5.00pm on weekdays on part of this road.

Albyn Terrace - a length of prohibition of waiting at any time will be revoked at this location.

Access Road serving 16 - 38 Powis Place and Froghall Community Centre and also Westburn Road - exclusively residential parking will be created on parts of these roads (Monday - Saturday, 8.00am - 6.00pm, in line with existing zone rules).

Holland Place and Loanhead Terrace - new sections of pay and display parking (Monday - Saturday, 8.00am - 6.00pm) will be established on each of these roads.

Windmill Brae - rearrangement of parking bays to reserve two for police use and extend pay and display availability, with an overall loss of one public car parking space.

Canal Road (between Fraser Place and Elmbank Terrace) - width restriction prohibiting use by vehicles exceeding 2.1 metres in width.

Harriet Street - introduction of exemption for refuse collection vehicles in respect of existing weight restriction prohibiting use by vehicles exceeding a maximum gross weight of 7.5 tonnes.

Schoolhill - there will be a prohibition of loading **except for goods vehicles** (Monday - Friday, 3.00pm - 4.00pm) on part of Schoolhill.

Huntly Street - there will be a prohibition of loading (Monday - Saturday, 8.00am - 9.30am, 12.30pm - 2.30pm, 4.30pm - 6.00pm) on part of this street.

Market Street - there will be a prohibition of u-turns at the junction of Market Street with the access road to Aberdeen bus station.

Adelphi Lane - there will be a prohibition of traversing the lane between Market Street and the Adelphi (Monday - Friday, 7.00pm - 8.00am and Saturday/Sunday, 7.00pm - 9.30am).

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE 3)
(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 is to establish a range 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 14 July and 11 August, 2010, inclusively in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should call Aberdeen 523471 to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St Nicholas House can telephone the above number to speak to one of the roads officials.

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 July until 11 August, 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.

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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
ABERDEEN

SCHEDULE

Fonthill Road, Whinhill Road, Auchinyell Gardens, Park Brae, Deevie Road South, Quarry Road, Cairnlee Crescent North, Sunert Road, Beaconhill Road, Malcolm Road (Peterculter), Crombie Circle, Riverside Drive, Cairnvale Terrace, Craigshaw Road, Grampian Road, Glenbervie Road - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Broomhill Road - there will be a prohibition of waiting between 8.00am and 4.00pm on weekdays on part of this road.

Holburn Street and Ruthrieston Place - on each of these roads there will be a section of parking with a maximum stay of 15 minutes (no return within an hour) from 9.00am until 5.00pm on every day except Sundays.

Whinhill Road - replacement of section of pay and display parking to create two reserved bays for police use.

Inchgarth Road - reduction of existing regulatory 40mph speed limit to regulatory 30mph limit.

Wellington Road (between Langdykes Road and route A90) - reduction of regulatory speed limit to 40mph.

North Deeside Road (Cults) - reservation of part of the carriageway for loading and unloading by goods vehicles only, Monday - Saturday, 7.00am - 8.00am.

Wellington Road (south of its junction with Balnagask Road) - closure of central reservation (northbound vehicles on Wellington Road will be prohibited from turning right into the Girdleness trading estate, while vehicles exiting the latter will be prohibited from turning right into Wellington Road.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN) (CITYWIDE 4)
(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 is to establish a range 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 14 July and 11 August, 2010, inclusively in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should call Aberdeen 523471 to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St Nicholas House can telephone the above number to speak to one of the roads officials.

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 July until 11 August, 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.

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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council,
Town House,
ABERDEEN

SCHEDULE

Dee Street, Shepherd Place and Hetherwick Road - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Palmerston Road – there will be a prohibition of waiting at any time *except for taxis* from 8.00am to 6.00pm on any day except Sundays on part of this road, and also, on a separate part, a prohibition of waiting by any vehicle between 8.00am and 6.00pm on any day except Sundays.

Dee Street – rearrangement of waiting restrictions and pay and display to increase car parking potential by one standard space during the new 8.00am – 8.00pm operational hours, and by two standard spaces outwith operational hours.

Esplanade – northbound vehicles will be prohibited from turning left into Accommodation Road.

Guild Street – westbound vehicles will be prohibited from turning right into Stirling Street.

Exchange Street – vehicles exiting Exchange Street will be prohibited from turning right into Guild Street.

Blackfriars Street, Schoolhill and St. Andrews Street – there will be a prohibition of loading and unloading (Monday – Friday, 8.00am – 5.00pm) on *certain lengths* of each of these roads.

Hareness Circle – one way regulation permitting vehicular movement in a clockwise direction only.

ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984

20 MPH SPEED LIMIT ON HAZLEDENE ROAD, WITH ASSOCIATED SPEED CUSHIONS

Aberdeen City Council proposes to make The Aberdeen City Council (Hazledene Road) (20 mph Speed Limit) Order 2010, which would provide for a regulatory 20mph speed limit on Hazledene Road from its junction with Queens Road to a point 40 metres southwest of Craigiebuckler Avenue. There would be a connected stretch of regulatory 20mph on Craigiebuckler Avenue too, from Hazledene Road south-eastwards for 15 metres.

The Council is also proposing to introduce associated speed cushions on Hazledene Road.

Each speed cushion would be established under the Roads (Scotland) Act, 1984 and would be 1.6 metres wide and 75mm high (+/- 10mm).

The exact positionings of these can be clarified by telephoning Mr. Neil Strachan in the offices of the Road Safety and Traffic Management Team at Aberdeen 523442, or by calling at St. Nicholas House (for details of this see below). All parties in the affected streets will receive the exact specifications by letterbox drop.

Full details of the proposals are to be found in the draft order and in the schedules of speed cushion positionings 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 14 July and 11 August, 2010, inclusively, in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should use the above number to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St. Nicholas House can telephone the above number to speak to one of the roads officials.

Anyone wishing to object to the proposed order, or to the intended establishment of the speed cushions, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 14 July until 11 August, 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.

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 email 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

20 MPH SPEED LIMITS ON ELPHINSTONE ROAD AND MESTON WALK, WITH ASSOCIATED SPEED CUSHIONS AND SPEED TABLE (ALSO NEW BUILD OUT AT MESTON WALK/BEDFORD ROAD)

Aberdeen City Council proposes to make The Aberdeen City Council (Elphinstone Road and Meston Walk) (20 mph Speed Limits) Order 2010, which would provide for regulatory 20mph speed limits on each of the roads named in the title.

The Council is also proposing to introduce associated speed cushions on each road, and also one speed table (on Elphinstone Road).

Finally, a new build-out would be established at the junction of Meston Walk and Bedford Road, to prevent vehicles contravening the existing one-way regulation at that location.

Each speed cushion would be established under the Roads (Scotland) Act, 1984 and would be 1.6 metres wide and 75mm high (+/- 10mm). The speed table would be 100mm high and 35 metres long.

The exact positionings of these can be clarified by telephoning Mr. Neil Strachan in the offices of the Road Safety and Traffic Management Team at Aberdeen 523442, or by calling at St. Nicholas House (for details of this see below). All parties in the affected streets will receive the exact specifications by letterbox drop.

Full details of the proposals are to be found in the draft order and in the schedules of speed cushion/speed table positionings 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 14 July and 11 August, 2010, inclusively, in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should use the above number to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St. Nicholas House can telephone the above number to speak to one of the roads officials.

Anyone wishing to object to the proposed order, or to the intended establishment of the speed cushions or the speed table, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 14 July until 11 August, 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.

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 email 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 (TORRY PARKING 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 provide for a range of waiting restrictions and parking controls in Torry, all as indicated below.

It should be noted that the overall effect of the new provisions is to *relax* existing regulations, and introduce parking opportunities not available at present.

The provisions of the new order will affect *certain lengths* of the roads listed in the six schedules below. In each case, the *type* of regulation is shown in conjunction with the title of the schedule. Please bear in mind again that the overall impact is one of relaxation, and the creation of new parking opportunities.

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 14 July and 11 August, 2010, inclusively, in the offices of the Road Safety and Traffic Management Team. Please call at the Ground Floor of St Nicholas House, Broad Street, Aberdeen.

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 522641.

The proposals can also be seen on the "Consultations" page of the Council's website.

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 July until 11 August, 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.

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Head of Legal and Democratic Services
Aberdeen City Council
Town House
Aberdeen

First Schedule - prohibitions of waiting at any time - Crombie Place, Crombie Road, Grampian Road, Menzies Road, Sinclair Road, South Esplanade East, South Esplanade West, Victoria Road, Walker Lane and Walker Road

Second Schedule - Monday - Saturday 8.00am - 6.00pm - Crombie Road and South Esplanade East

Third Schedule - 45 minute maximum stay parking bays (no return within 15 minutes) - Crombie Road, Grampian Road, Menzies Road, Victoria Road and Walker Road

Fourth Schedule - 2 hour maximum stay parking bays (no return within one hour) - Grampian Road and Sinclair Road

Fifth Schedule - dedicated loading bays – Monday - Saturday 8.00am - 6.00pm - Victoria Road

Sixth Schedule - prohibition of waiting *and loading* - Monday - Friday 7.30am - 9.30am, 12.00noon - 2.30pm and 4.00pm - 6.00pm - Crombie Road, Menzies Road, Sinclair Road, South Esplanade East, South Esplanade West, Victoria Road and Walker Road

The order will also amend The Aberdeen City Council (Off-Street Car Parks) Order 2010 to the extent of establishing 2 hour maximum stay parking (no charge, but no return within 1 hour) in the Crombie Road car park, in respect of all parking bays in the westmost four aisles of that car park.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

20 MPH SPEED LIMITS ON SCHOOL ROAD AND GOLF ROAD

Aberdeen City Council proposes to make The Aberdeen City Council (School Road and Golf Road) (20 mph Speed Limits) Order 2010, which would provide for regulatory 20mph speed limits on each of the roads named in the title.

The limits would apply on School Road from 50m east of King Street eastwards to the junction of School Road with Golf Road *and* on Golf Road from 5m north of Regent Walk northwards to the junction of Golf Road with School Road.

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 14 July and 11 August, 2010, inclusively, in the offices of the Road Safety and Traffic Management Team. Please call at the ground floor of St Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St Nicholas House to view the documents should telephone Aberdeen 523442 to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St. Nicholas House can telephone the above number to speak to one of the roads officials.

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 July until 11 August, 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.

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Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
Aberdeen

ABERDEEN CITY COUNCIL

ROADS (SCOTLAND) ACT 1984

THE ABERDEEN CITY COUNCIL (QUEEN'S ROAD BETWEEN HAZLEDENE ROAD AND HAZLEHEAD AVENUE) (REDETERMINATION OF THE MEANS OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 2010

NOTICE IS HEREBY GIVEN THAT Aberdeen City Council proposes to make an order under Section 152(2) of the Roads (Scotland) Act 1984 redetermining the means of exercise of the public right of passage over the length of road described in the Schedule hereto.

The title of the order is The Aberdeen City Council (Queen's Road Between Hazledene Road and Hazlehead Avenue) (Redetermination of the Means of Exercise of Public Right of Passage) Order 2010.

A copy of the proposed order and the accompanying plan showing the road over which the means of exercise of the public right of passage is to be redetermined, together with a statement of the reasons for making the order, have been deposited at the offices of the Road Safety and Traffic Management Team at St. Nicholas House, Broad Street, Aberdeen. Those documents are available for inspection free of charge from 14 July until 11 August, 2010, inclusively, during normal weekday office hours (telephone 523442).

Any person may, within twenty-eight days from 14 July, 2010, object to the making of the order by notice in writing to the Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen. Objections should state the name and address of the objectors, the matters to which they relate, and the grounds on which they are made.

Dated this Fourteenth day of July, in the year Two Thousand and Ten.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
ABERDEEN

SCHEDULE

That length of the south-west footway of Queen's Road, Aberdeen, between the north-west kerbline of Hazledene Road (notionally extended) and the south-east kerbline of Hazlehead Avenue (notionally extended), for the purpose of permitting any person to ride a pedal cycle on that part of the road, and establishing a cycle track available for shared use by pedestrians and cyclists.

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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 7th September 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT Community Transport Scheme

REPORT NUMBER EPI/10/207

1. PURPOSE OF REPORT

The purpose of this report is to update Members on the progress of the Community Transport Services within the City which launched on 29th March 2010.

2. RECOMMENDATION(S)

That the Committee:

- a) Notes the contents of this report
- b) To report back to future committees through the Committee bulletin

3. FINANCIAL IMPLICATIONS

Fixed costs for the fleet operation for Community Transport are met from existing budgets for school and social work transport services. The fares charged cover variable costs for the fuel and consumables required for delivering the community transport services. If patronage across all of the services does not meet the costs then the services and fare structures would be reviewed accordingly.

4. SERVICE & COMMUNITY IMPACT

A key aim of the Community Plan is to ensure that all citizens have access to a range of transport options that reflect differing needs of age, gender, disability and income. The Single Outcome Agreement also sets a priority of improving sustainable transport options for the City. Outcome 7 requires the delivery of Demand Responsive Transport schemes, such as Community Transport, to address social inequalities. Outcomes 10, 12 and 14 sets out actions for improving sustainable travel options through Demand Responsive Transport.

The Vibrant, Dynamic & Forward Looking document sets out a commitment to work to improve public transport in and to our city and to improve access.

5. OTHER IMPLICATIONS

As the peak time work undertaken by the passenger fleet is to day centres, which are being reviewed, there will be a period of transition and disruption which may affect the operation of the community transport services once the peak time work transfers away from day centres towards school establishments.

6. REPORT

Background

A previous report was submitted to the Enterprise, Planning and Infrastructure Committee on 23rd February 2010 which discussed plans for introducing Community Transport schemes. The Committee resolved to approve those recommendations, to request that officer's report back within six months of the introduction of the scheme, and emphasised in particular the importance of smooth and transparent administrative arrangements.

The previous report set out the detail for implementation of five Community Transport services in Aberdeen operating between 10am and 2:30pm, Monday to Friday. The services introduced on Monday 29th March 2010 provide door to door assisted transport for those who are unable to use conventional bus services.

Service Overview

The service has grown from carrying 18 passengers in week one to 40 passengers in week 8. The service continues to increase in membership each week with currently 90 members.

Prior to the service commencing publicity materials were distributed to GP surgeries and other healthcare surgeries, community centres and sheltered housing complexes. We continue to receive almost daily requests for publicity material as news of the services spreads, with more healthcare surgeries asking for materials along with recent requests from voluntary organisations and the Citizens Advice Bureau.

High Level Overview

The service is still in its "embryonic stages". All feedback to date has been positive. However people who are not currently using the service but wish to do so are asking for the service to operate during peak times. To date feedback has been logged through telephone calls from customers and potential customers. A full customer satisfaction survey will be conducted over the next six month period.

Teething problems have been limited. There have been 3 incidents where passengers were expecting transport and this was not provided. Apologies have been issued with offers of free transport or a reimbursement of their costs.

There have been no operating difficulties; delivery of the service with the exception of the above has been satisfactory. There have been two incidents of passengers identifying a late pick up.

Dealing with client groups over the telephone has presented some challenges, this is to be expected and officers make every attempt to resolve difficulties to the satisfaction of callers.

Key destinations include supermarkets and the City Centre.

Route by Route Analysis

Route 1 - Kingswells / Hazlehead / Ashley Queens Cross / Airyhall / Broomhill / Garthdee

One third of journeys from Route 1 have been to destinations within the Route 1 boundary or to the City Centre, the remaining two thirds have been travel to the neighbouring Route 2. To date we have transported one person to the crematorium and have not transported any passengers from Kingswells. Over all routes this has had the lowest take up.

Route 2 - Northfield / Mastrick / Sheddocksley / Summerhill / ARI / Berryden / Midstocket / Rosemount

This has been the busiest route to date. 72% of journeys from Route 2 have been to destinations within the Route 2 boundary or to the City Centre. There has been little uptake of the service to travel to the ARI, although patronage levels are inflated due to one daily traveller, this can mislead if not taken into consideration. Travel to ARI has been from across the City, we have been flexible with the operating areas to allow and encourage this travel.

Route 3 - Dyce / Bucksburn / Woodside / Old Aberdeen / Tillydrone

65% of journeys from Route 3 have been to destinations within the Route 3 boundary or to the City Centre. ARMS in Dyce, a Multiple Sclerosis therapy centre is a destination a number of clients from across the city wish to attend, but given its location may become a problem in the future as the services become busier as many of the passengers who travel here are crossing over from other routes.

Route 4 - Bridge of Don / Danestone / Tillydrone / Seaton / Old Aberdeen

80% of journeys from Route 4 have been to destinations within the Route 4 boundary or to the City Centre. The service within this route is well used throughout and continues to see growth.

Route 5 - Kincorth / Torry / Ferryhill

We have transported two passengers from Cove which is out with the Route 5 boundary but we have been able to accommodate this. This route has seen the highest level of cross city travel, with 65% of journeys being to destinations out with route 5 and the City Centre. It should be noted however that 40% of this relates to one passenger travelling daily to Woodend Hospital.

Service Feedback

There has been a high level of positive feedback from service users. Much of the feedback has been to notify that users appreciate the service. Many have indicated that they would feel isolated without it, primarily due to the high costs of taxi services in Aberdeen, which some pointed out is a barrier to the inability to get out and about.

Service users have been highly praising of the driving team with a number requesting if specific drivers would be transporting on that day.

The only negative feedback received relates to the operating times of the service. A number of people have said the service would be more beneficial to them if it operated in peak times.

Further Growth

The service as aforementioned continues to grow. Every week new members are travelling on the service. It has become clear that as services get busier it may become more difficult to accommodate all passengers. By the very nature of demand responsive transport we have to transport passengers to a variety of locations. The route system which we operate assists in this as passengers on each bus are within a local vicinity of each other so this does allow us to transport as many people as possible.

As the service continues to grow, more passengers will be declined whether due to time restrictions or due to capacity issues. To date we have only been unable to transport 4 passengers due to the services being too busy. We do, where possible, try to use buses from other routes if we can not accommodate a passenger on the bus within their route or suggest the customer travel on an alternate day if possible, however, as noted, this is becoming increasingly difficult as all routes are seeing growth. It would appear that in the near future there may be an increase in rejections to requests for transport as the services grow.

The other problem with regards to the capping of services is that due to the limited times of the service and the need to leave a lunch break for the driver, this results in the bus being busy and fully subscribed at key times, particularly between 10:00 – 11:00 and 13:00 – 14:30.

Views of the Community Transport Steering Group

A meeting was held with the Community Transport Steering Group on the 4th June 2010. The group agreed that this is a positive scheme and the group were pleased with the progress of the scheme to date.

The group however believe it is important to notify members that its aspiration of the group would be to have a service operating in the peak times and if possible a service which operated at weekends.

The group also noted that more work should be done to assist disabled people to use conventional bus services and that this is something which should be actively pursued through future projects.

Views of the Disability Advisory Group

The group agreed with the views of the Steering Group but were realistic that in recognising whilst the introduction of a peak time vehicle is an aspiration it would not be easily achieved.

Future of the scheme

The service has been operating successfully to date and there is no reason to implement any changes at this stage. As the service grows more and patronage increases there may be a need to review the scheme in the future.

In the previous report to Committee it was noted that funding would be reviewed in 2010 to establish whether a community transport scheme would be more cost effective than the current arrangement with regards to bus service 93 (Peterculter/Garthdee/City Centre) which is supported by Aberdeen City Council, Asda and Sainsbury's (through development contributions at Garthdee) and serves the Lower Deeside area. This service has seen considerable growth with average patronage per day of 55 to 60. This is compared with an average patronage of 32 per day when the service was previously operated by First Aberdeen. On the basis that this service is performing well and continues to grow there would be little benefit of introducing a community transport scheme in its place which would be a less frequent service and would carry far fewer passengers.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 07th September 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT Aberdeen City Multi Operator Travelcard

REPORT NUMBER EPI/10/208

1. PURPOSE OF REPORT

The purpose of this report is to advise members of discussions with First Aberdeen, Stagecoach Bluebird, Bains Coaches and Aberdeenshire Council in relation to a voluntary Multi-Operator Travelcard for bus services within Aberdeen City and seek approval to introduce the scheme.

2. RECOMMENDATION(S)

That the Committee agrees,

- (a) To introduce the Multi-Operator Travelcard with an adult day ticket fare of £5.00.
- (b) That the scheme be reviewed after 3 months and the results are reported back to this Committee.

3. FINANCIAL IMPLICATIONS

The introduction of a ticketing arrangement would incur start up costs for marketing and publicity, which could be covered from within existing budgets and jointly funded with operators.

4. SERVICE & COMMUNITY IMPACT

A key aim of the Community Plan is to ensure that all citizens have access to a range of transport options that reflect differing needs of age, gender, disability and income. The Single Outcome Agreement items 1,2,10, 12 and 14 also set a priority of delivering local and regional transport strategy objectives that improve the public transport network.

The Vibrant, Dynamic & Forward Looking document sets out a commitment to work to improve public transport in and to our city and to improve access.

5. OTHER IMPLICATIONS

Should the Council agree to administer any ticketing arrangement, an administrative and technical resource will be required to manage the scheme, and these can be met from existing resources.

6. REPORT

Background

Within Aberdeen the two major Bus operators are First Aberdeen and Stagecoach Bluebird. A further six companies operate local bus journeys within or into Aberdeen, with the majority of these journeys operating under contract to one of the Councils. Under normal circumstances, purchasing a bus ticket in Aberdeen allows you to travel on only the service provided by one operator. To travel on another operator's service would require the purchase of a second ticket. For many people this can be a barrier, an inconvenience or a financial disincentive to use the bus.

Discussions in 2009 with management at First Aberdeen and Stagecoach Bluebird highlighted an opportunity to develop multi-operator ticketing for the Aberdeen City area.

A report before the Enterprise, Planning and Infrastructure Committee on 23rd February 2010 set out proposals for the introduction of a voluntary Multi-Operator Travelcard for bus travel Aberdeen City and detailed plans to introduce a similar arrangement to radial routes in Aberdeenshire.

The proposals put forward to the Committee highlighted that this would allow the travelling public to purchase one ticket to travel on the entire City network. The ticket would offer unlimited travel on all bus services within Aberdeen City and a variety of tickets could be purchased, e.g. Day, Weekly, Monthly. As specified in competition legislation, the prices of travelcards provided in a voluntary agreement should be set by the operators, not local authorities. Aberdeen City Council would act as the scheme's administrator and would chair the management committee. Reimbursement would be based upon registered service mileage within the Aberdeen City boundary, as permitted by competition legislation.

The Committee agreed, in principle, to the establishment of a voluntary multi operator ticketing arrangement 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 to instruct the Director of Enterprise, Planning and Infrastructure to progress the negotiations on ticketing schemes as set out in the report.

Officers reported back to Committee in May 2010 to update members that agreements were reaching a conclusion and the Aberdeen City Multi-Operator Travelcard would be introduced on Monday 16th August 2010, branded as the "Granite Connexion", offering adult and child day and weekly tickets. A fare had not been set at this point but discussions had highlighted that this would not exceed £4.50 for an adult day ticket.

The Ticketing Arrangement

A secret vote was held in June 2010 to set the Travelcard prices initially resulting in a tie. Following negotiations to resolve the tied vote, it was agreed by the operators to sell adult day tickets at £5.00. Under the terms of the agreement, ticket prices are subject to review after three months operation. The vote resulted in the following prices being set:

- Adult Weekly - £20.00 (not to be introduced initially)
- Child Weekly - £10.00 (not to be introduced initially)

- Adult Day - £5.00
- Child Day - £3.50

First Aberdeen at this stage advised of their unwillingness to sell weekly tickets at the introduction of the scheme, noting that this position would be reviewed at a later date. Officers from Aberdeen City Council, Aberdeenshire Council and Nestrans all noted their disappointment at these arrangements, highlighting that the proposed £5.00 fare and the omission of weekly tickets was not in line with what had been discussed and agreed previously. Aberdeen City Council made strong representations that support for the scheme from the Council may not be forthcoming as it would be extremely difficult to market a product of £5.00.

Council officers have since made numerous attempts to negotiate on the adult day ticket fare; however First Aberdeen has indicated that they are not prepared to take the commercial risk of selling the ticket at a lower price. Indeed, on 2 August 2010 the company increased the cost of their own adult day tickets to £4.20 (all-day) and £3.50 (off-peak).

It is considered that the proposed multi-operator adult day ticket is priced too high to have any real benefit to the travelling public and is therefore unlikely to be popular. This negates the possibility to test the market, with a view to introducing similar products on cross-boundary corridors into Aberdeenshire.

Aberdeen City Council has withdrawn the offer to administer the Travelcard from 16th August 2010 pending Committee consideration of this report and has notified all operators that continued involvement will be subject to committee approval.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

None

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	7 September 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Osborne Place Culvert Structural Improvements
REPORT NUMBER:	EPI/10/191

1. PURPOSE OF REPORT

The purpose of this report is to inform Members of options to protect the structural integrity of a culvert located on Osborne Place and to gain Committee approval to proceed towards implementation of Option 3 highlighted within this report.

2. RECOMMENDATION

It is recommended that the Committee approve Option 3 within this report and instruct officers to proceed towards the implementation of the scheme.

3. FINANCIAL IMPLICATIONS

There are financial implications for all options identified within this report and are listed below.

Option 1 – Replacement of existing structure with reinforced concrete slab
-approximately £160,000

Option 2 – Reinforced concrete slab strengthening – approximately £120,000

Option 3 – Installation of Build Outs and Bollards – approximately £18,000

There is sufficient funding within the 2010 / 2011 Weak Bridges Capital Budget to implement Option 3 improvements to Osborne Place culvert however it should be noted funding would be required prior to the implementation of Option 1 and Option 2.

4. SERVICE & COMMUNITY IMPACT

Single Outcome Agreement 2008 – 2011 National Outcome 10 states ACC will continue to invest in proper maintenance of roads, pavements and street lights (VDFL)

The vision for Aberdeen City's Local Transport Strategy (LTS) is to develop "A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy and minimises the impact on our environment". Within the LTS it is highlighted that we wish to improve the condition of the

road, footway and cycle networks and to ensure a safe and secure transport system.

Local residents affected by the works were consulted informally and their views together with our response are included in Appendix A.

5. OTHER IMPLICATIONS

In 2000 a three tonne weight restriction was installed on the westernmost section of Osborne Place between Blenheim Lane and Blenheim Place. The implementation of Option 3 would include revoking the existing three tonne weight restriction.

6. REPORT

Background

The section of Osborne Place culvert is approximately 24 metres in length and carries the Denburn watercourse under Osborne Place. The structure comprises a 3.7 metre single span culvert comprising a steel beam and concrete jack arch deck with concrete abutments and a concrete culvert.

A culvert assessment was carried out in 2000 and revealed corrosion of the steel beams which were unable to sustain heavier loading. Therefore temporary traffic restrictions and appropriate signage for a three tonne weight limit was introduced on Osborne Place between Blenheim Lane and Blenheim Place.

On 25 May 2004 a report was submitted to the, then named, Environment & Infrastructure Committee requesting officers to carry out preliminary statutory consultation on a proposal to install two build-outs covering the culvert section of Osborne Place. The proposal was refused as there were a number of objections from local residents in the area concerned over the reduction in car parking spaces which would be caused by the installation of build-outs.

On 10 March 2009 a confined space inspection was carried out in Osborne Place culvert. The inspection found a significant delamination, separation of layers, of approximately 50% of the main steel beams, particularly at the bearings, resulting in a loss of section.

Osborne Place is one of the streets within Controlled Parking Zone L and has a mix of residents only parking bays and pay and display bays within the street. In the section of Osborne Place between Prince Albert Street and Blenheim Place there are approximately 53 resident only parking bays (265 metres) and approximately 18 pay and display bays (90 metres).

Option Appraisal

Option 1 - Replacement of complete structure

This option requires the complete removal of the existing concrete slab and steel beams and replaced with a reinforced concrete slab. This option would cause significant disruption for residents during the construction phase and would result in parking spaces temporarily being removed for approximately a two month period.

Estimated cost of the scheme is £160,000

Option 2 – Concrete slab strengthening

This option requires the removal of the fill and construction of a thin reinforced concrete slab on top of the existing members. This option would cause significant disruption for residents during the construction phase and would result in parking spaces temporarily being removed for approximately a two month period.

Estimated cost of the scheme is £120,000.

Option 3 – Installation of Build –Outs (See attached Appendix B)

This option will result in the installation of one build-out located on the southern side of Osborne Place, outside numbers 109– 111, and one build-out on the northern side of Osborne Place outside numbers 152 / 154. The installation of the build-outs would result in the removal of three residents' only parking spaces between 109 – 111 Osborne Place and removal of two residents' only parking spaces outside 152 Osborne Place.

It is proposed to alleviate the removal of the residents' only parking spaces by reallocating the 5 spaces within the existing pay and display sections located between 113 Osborne Place and Blenheim Place and 152 Osborne Place and Blenheim Place. This would result in the same number of residents' only parking spaces but the reduction of 5 pay and display spaces.

Estimated cost of the scheme is £18,000

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

http://councilcommittees/acc_data/committee%20reports/cs_env_r6_2_040525.pdf

APPENDIX A

Residents Comments

No. 146 Osborne Place - Mrs Murray

She was concerned regarding the underpinning of the Osborne Place properties and the bin collections.

She was assured this would not be affected by the works.

She was also informed that on completion of the works, the 3T weight restriction and redundant signs would be removed.

No. 113 Osborne Place – Paul Arnell.

After being given complete details of all options, he stated that he preferred Option 1 as “that appears to be the only option that fully and properly addresses the underlying problem”

In addition he wished to know the proper procedure for making his feelings known to the Committee – he was duly informed.

Residents ‘X’

The residents requested a drawing of the culvert together with an assessment of whether the loss of section would have a structural impact on their property.

A copy of the Culvert Inspection Report and a location plan was provided – as the culvert does not pass under No.150 Osborne Place there would be no structural impact.

They also sought clarification as to why the repair of the culvert is not the preferred option and why the works are not urgent.

They were informed that the build-out option was chosen on the basis of value for money and the works are not urgent as a 3T weight restriction is currently in place.

They asked if there would be a formal consultation and if there would be an appeals procedure.

They were informed that there would be no formal consultation and the decision of the Committee would be final, however they could request permission to address the Committee to express their views.

No. 111 Osborne Place – Mr & Mrs Cartney.

They queried why the repair of the culvert was not the preferred option.

They were informed that the decision to install build-outs was the most cost effective option.

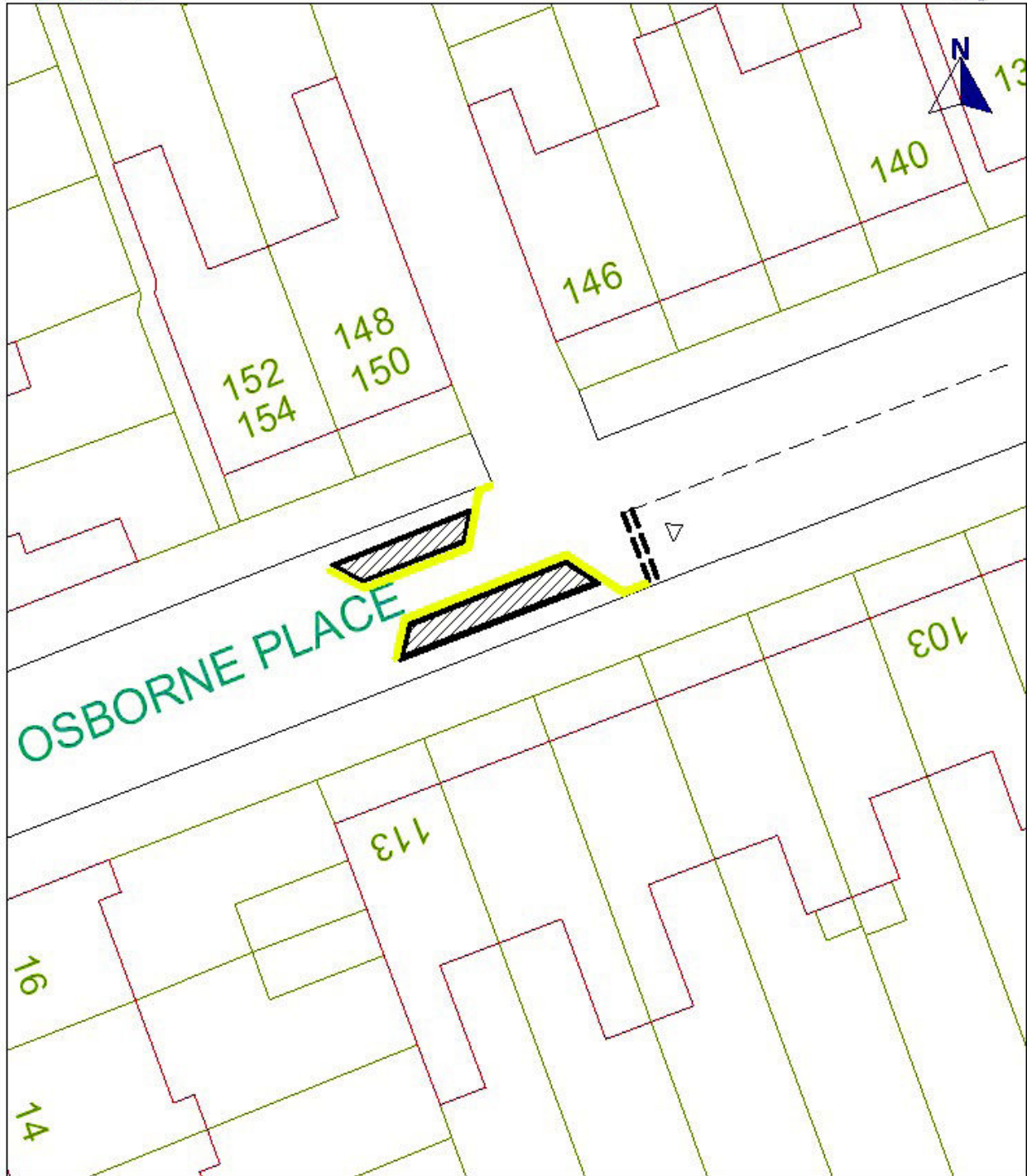
They also stated that they were concerned at the relocation of parking spaces away from their front door – and requested that their views on the above be put to the Committee.

They were informed that the relocation of parking spaces was regrettable but unfortunately unavoidable.

APPENDIX B



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: OSBORNE PLACE CULVERT IMPROVEMENTS
PROPOSAL FOR INSTALLATION OF BUILD OUTS

Scale: 1:300

Date: 23 June 2010

Map Ref: NJ9205NE



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Prepared by: GIS Research & Information Unit, Strategic Leadership Unit 020222

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	7 September 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Disabled Persons' Parking Places (Scotland) Act 2009 Implementation Update
REPORT NUMBER	EPI/10/194

1. PURPOSE OF REPORT

- 1.1 This report advises Committee of the duties imposed upon local authorities to promote proper use of parking spaces, that are designated or provided for use only by disabled persons' vehicles, by the promotion of orders under the Road Traffic Regulation Act 1984 to make them enforceable as a result of the coming into force of the Disabled Persons' Parking Places (Scotland) Act 2009. This Act came into force on 1 October 2009. The report also advises Committee of the procedure adopted by the Council in processing applications for parking places for disabled persons' vehicles and the steps the Council has taken, to date, to meet its obligations under the new Act.
- 1.2 In addition this report outlines the way in which the legal procedure will be carried out and reported in the future with regard to making the necessary Traffic Regulation Orders which will allow disabled persons' parking places to become enforceable.
- 1.3 The report also contains a list of the first batch of disabled persons' parking places which will be subject to the promotion of a Traffic Regulation Order to make them enforceable. Going forward, disabled persons' parking places will be included within the "Small Scale Traffic Management Measures" report each Committee cycle.

2. RECOMMENDATION(S)

- a) That the Committee note the duty placed upon the Council as a result of the Disabled Persons' Parking Places (Scotland) Act 2009 and that no additional funding has been forthcoming from the Scottish Government for local authorities for the purposes of fulfilling their duties;
- b) That the Committee approve the rules and procedures set out in the report for dealing with applications from Blue Badge holders for new disabled persons' parking places both on-street and in Council maintained off-street car parks;

- c) That the Committee approve the procedures set out in the report for bringing all existing disabled persons' parking places both on-street and in Council maintained car parks into accordance with the requirements of the Act;
- d) That the Committee approves the procedure outlined in the report for contacting external bodies with private car parks with a view to coming to an arrangement with regard to the enforcement of their disabled persons' parking places; and
- e) That the Committee approve the first batch of locations for new disabled persons' parking places and instruct officers to begin the legal process to allow these bays to become enforceable under the terms of a Traffic Regulation Order.

3. FINANCIAL IMPLICATIONS

- 3.1 The existing financial allocation for Disabled Parking from the 2010/11 Non-Housing Capital Budget is £40,000. This sum is only sufficient to deal with the number of applications for **on-street** disabled parking bays currently received annually and does not include off-street bays in car parks maintained by the Housing Department. These are currently funded from a separate budget. This sum is insufficient to allow the Council to carry out its duties outlined in the Disabled Persons' Parking Places (Scotland) Act 2009, indeed it will be insufficient to meet either the demand for new parking places or the formalising and promotion of Traffic Regulation Orders for existing advisory disabled persons' parking places. To date no additional resources have been provided to carry out the duties set out in the Act and these costs will place pressure on the Revenue Budget.
- 3.2 The cost to implement a new on-street disabled persons' parking place using the standard road markings and signage is £300. This figure is for the physical works element only and does not take into account the staff time involved in surveying the site, the associated consultation process and the promotion of a Traffic Regulation Order. The formalising of between 1300 and 1600 on-street existing advisory parking places in the City will have an additional cost associated with the removal of the existing advisory road markings and signage and with the costs associated with the promotion of traffic orders, dealing with objectors and additional staff time involved in surveying all existing parking bays the cost to the Council could be as high as £550,000. **Based on the figures above, assuming no new applications and the current level of funding, the timescale to formalise the existing on-street parking places only would be between 9 and 12 years.** This does not take into consideration existing off-street parking places in Housing car parks, the number of which are unquantified at the time of writing. It should be noted that the cost of implementing individual parking places will vary depending on factors at each site such as existing street furniture.
- 3.3 An additional burden will be placed upon the City Warden service as a great deal of the existing disabled persons' parking places are in residential areas

with very few existing waiting restrictions which require enforcement. Going forward, once the on street disabled parking bays become enforceable, the City Wardens will be expected to carry out regular enforcement in areas where abuse of these bays is reported. Furthermore, if private enterprises take the opportunity to enter into an agreement with the Council whereby the City Wardens will enforce parking bays in private off-street car parks, pressure will be placed on existing resources. As a result, an annual charge must be levied to any business which requests enforcement services from the Council.

4. SERVICE & COMMUNITY IMPACT

- 4.1 The implementation of the new Act is intended to benefit Blue Badge holders. The Single Outcome Agreement sets out a priority of tackling inequalities in society. The provision of the Blue Badge scheme and parking places provides an advantage to people with mobility difficulties with respect to access around the City.
- 4.2 Members should note that whilst existing on-street parking bays are advisory only, they are allocated to a particular individual and this system is generally well respected. Going forward, whilst on-street bays will for the first time become enforceable, it should be noted that any Blue Badge holder is entitled to park in these bays, regardless of the applicant.

5. OTHER IMPLICATIONS

- 5.1 Streamlining the application process for both the badge and parking place into one process will make better use of existing resources and reduce administrative costs associated with the scheme. However, the initial cost in physical works and staff time will be onerous.
- 5.2 There are currently two separate Microsoft Access databases associated with Blue Badge holders. One for the Blue Badge application process and register of holders, and a separate database containing information on disabled persons' parking places.

6. REPORT

Background – Disabled Persons' Parking Places (Scotland) Act 2009

- 6.1 The Disabled Persons' Parking Places (Scotland) Act 2009 received Royal Assent on 1 April 2009 and came into force on 1 October 2009.
- 6.2 The Act places a duty on all local authorities to promote the proper use of parking places designated for use by disabled persons' vehicles. The Act also requires local authorities to identify every existing advisory on-street disabled persons' parking place in its area of jurisdiction, to determine whether the facility is still used by a disabled person and, if still required, to determine

- whether the facility is deemed to provide convenient access to the address of a disabled person holding a disabled persons' badge.
- 6.3 If a disabled parking place is deemed to be no longer required, the reasons for its removal must be published in an annual report to Scottish Ministers and any road markings and signs must be removed. Surplus on-street disabled persons' parking places must be removed within a period of 12 months beginning with the date of the Act coming into force. The authority must also start the statutory procedures for the making of orders for the remaining disabled parking places within this period.
- 6.4 In relation to off-street parking, local authorities are required to promote an order covering the disabled persons' parking places in its own public car parks, including those maintained by Housing.
- 6.5 The Act also requires each local authority to contact and seek to negotiate arrangements with owners of, or persons having an interest in, private car parks including the likes of supermarkets and out of town retail parks, but also all office and business car parks throughout the city. Securing an arrangement would enable the local authority to promote an order to make the disabled persons' parking places in private car parks enforceable. The owner of, or person having an interest in, a private car park has the choice whether or not the Council carry out enforcement duties within their car park. If a local authority has failed to make arrangements with owners of, or persons having an interest in, a private car park to promote a disabled off-street parking order, further attempts to reach agreement are required every two years.
- 6.6 Local authorities have a duty to keep the provision of all disabled parking orders under review. This means that the local authority must audit parking places to ensure that they are still being used by the original applicant or by other Blue Badge holders. In instances where the Blue Badge holder dies or moves away then the local authority has the discretion to retain the space if deemed appropriate.
- 6.7 Local authorities are required to publish an annual report on their performance in relation to parking places for disabled persons' vehicles. A copy of this report requires to be sent to Scottish Ministers. Annual reports must be published within 3 months of the reporting period. The first report will cover the period from 1 October 2009 to 31 March 2011. Subsequent annual reports will be on a financial year basis. The requirements for the content of the annual reports are indicated in Appendix A.

Procedure for Dealing With New Applications for Disabled Persons' Parking Places

- 6.8 The Act permits any individual who holds a disabled persons' badge and has a suitable vehicle registered at their address to apply to a local authority for a disabled persons' street parking place from which there is convenient access to their address. A request may also be made through another person acting on behalf of the qualifying person in order to cover situations when the badge holder is unable to make the request themselves.

- 6.9 Currently, in order for an application for a parking facility for persons with a disability to be approved the following conditions must be met:
- a) The applicant is the driver of the vehicle;
 - b) The applicant be a Blue Badge holder;
 - c) There is no suitable off-street parking facility near the disabled person's home;
 - d) The vehicle is normally kept at the home address of the applicant.
- 6.10 It should also be noted that able bodied drivers with a disabled person living with them may also be granted an on-street parking facility if the disabled person meets conditions b), c) and d) above.
- 6.11 The Disabled Persons' Parking Places (Scotland) Act 2009 contains similar conditions. Council officers have sought guidance from the Scottish Government in relation to the issue of Blue Badge holders with existing driveways being eligible for an on-street space. It was confirmed that the decision to issue an on-street parking place should be made at the individual local authority's discretion and, if an existing driveway is deemed to provide suitable access to the applicant's address, an application for an on-street parking place may be refused. Each case must of course be judged on its individual merits; some driveways may be remote from a property or be on a steep gradient and thus provide inadequate access for a disabled person. On occasion, an applicant may challenge a refusal decision. Should this situation arise, the matter will be referred back to the Enterprise, Planning and Infrastructure Committee. The Committee will determine whether or not an on-street parking places will be provided.
- 6.12 A procedure must be set out for the processing of applications for on-street disabled persons' parking places. In order to reduce administration costs and to streamline the process for potential applicants, the application forms for Blue Badges will include a section relating to parking places which will allow the application process to be combined and there is a desire to adopt a single database containing all relevant information for each applicant. A separate application form solely for parking places which can be issued to current Blue Badge holders similar to that already in use will be retained. The development of a combined database is some months away and in the interim period information pertaining to parking place applications will be held by the Road Safety and Traffic Management Team until such time as the database is ready for use and the input of data can be carried out.
- 6.13 The process for the implementation of disabled persons' parking place as a result of the coming into force of the Act is contained in Appendix C. It should be noted that the procedure from receiving an application from a disabled person to completion of the promotion of the Traffic Regulation Order required for the proper enforcement of the bay will take approximately 6 months.
- 6.14 In order to reduce costs associated with complying with the Act, the Scottish Government has advised local authorities that they may seek approval to retain the current non-compliant markings without alteration. A request will be submitted to the Scottish Government and, if successful, only the signage will be replaced as Traffic Regulation Orders are applied to existing parking places. The markings will be altered to those complying with the Traffic Signs

Regulations and General Directions 2002 as and when they require refreshing.

Procedure for Dealing with Existing On-Street Advisory Disabled Persons' Parking Places

- 6.15 At present there are between approximately 1300 and 1600 on-street advisory disabled persons' parking places in the City. As a result of the Act, all of these parking places must be made enforceable.
- 6.16 The first task facing the Council in tackling the issue of the existing advisory parking places is to identify all locations. A database exists for the more recent parking places; however, there are historic bays which exist dating back to the 1990s for which there are no current electronic records. A number of these parking spaces will be obsolete as the original applicants have moved from the area or have passed away. The only certain way of ensuring that all existing parking places are identified is by carrying out a street-by-street audit. This is an exercise which has been commenced by Dundee City Council and the City of Edinburgh Council and completed by The Moray Council.
- 6.17 An alternative method for identifying all on-street disabled persons' parking places is to contact all Blue Badge holders in the City to determine whether they have an on-street space. This would not account for those legacy spaces which are no longer required as a result of the relocation or the passing away of a Blue Badge holder.
- 6.18 Once all on-street spaces have been identified, the Council must decide whether each individual space should be retained. This will be done by writing to the resident at the address of the original applicant asking them to re-apply for a disabled persons' parking place. If the applicant is not longer at the address, or the new resident does not meet the criteria for an on-street space, the markings and associated sign will be removed. If the applicant still resides at the address, or a new resident is at the address who qualifies for an on-street space, the legal process in order to make the existing parking place enforceable will be commenced. The process for dealing with existing advisory disabled persons' parking places as a result of the coming into force of the Act is contained in Appendix D. An area-based programme will be developed in due course once the number of existing advisory spaces is known.

Procedure for Dealing with Applications in Council Maintained Off-Street Car Parks

- 6.19 In general, the procedure to be followed should be as outlined for on-street disabled persons' parking places which can be found in Appendix C.
- 6.20 Currently, applications for disabled persons' parking places in Council car parks maintained by the Housing Department are dealt with separately from those on-street. As a result of the new Act, all off-street spaces must now be contained within a Traffic Regulation Order in order to make them enforceable. It is therefore proposed that off-street spaces in Council

maintained car parks be dealt with through the same process as on-street spaces and included within the same database. Roads officers are currently in discussions with Housing officers with a view to making the necessary arrangements.

- 6.21 Smaller car parks may present particular difficulties with regard to the number of bays available for allocating to disabled persons whilst retaining sufficient parking for other residents. Council officers have contacted the Scottish Government for guidance on this matter and received the response that every car park must be treated on a case by case basis. It may be prudent for the Council to set a limit on the percentage of space which can be given over to disabled persons' parking places in any one car park. Such guidance exists for new developments and it is recommended that the Council apply the accepted guidance in its own car parks. The Department for Transport Traffic Advisory Leaflet 5/95 – Parking for Disabled People provides guidance in determining the minimum requirements for disabled parking. The guidance stated within this document is to provide **3 bays or 6% of total capacity, whichever is greater**, in any car park of up to 200 spaces. The figures are also mirrored in the Local Development Plan. The point must be reinforced that this is only guidance, not legislation, and there may be exceptions to this in certain circumstances, for example at a sheltered housing complex where the vast majority of residents owning cars may be Blue Badge holders. Guidance from the Housing Department must be sought in determining the number of bays which can be allocated in any particular car park and characteristics and demand will vary from site to site.
- 6.22 Officers are currently in discussions with Dundee City Council and the City of Edinburgh Council to establish the position taken by these authorities in respect of this issue. Glasgow City Council were also contacted, however, as their entire council housing stock was sold off to housing associations a number of years ago, this issue is not relevant to that particular authority. There is no cap on the percentage of on-street parking capacity which can be allocated to disabled persons in Glasgow. Dundee City Council have stated that the provision of parking bays within Housing Department car parks will be permitted at the discretion of the Housing Department, with Roads officers promoting the TRO and implementing any bay. The percentage of bays which can be provided in any one car park will be dealt with on a case by case basis and at the discretion of the Housing Department. Dundee City Council also stated that they would only allow a maximum of 30% of total parking capacity to be allocated to disabled persons' parking places on any particular street. The City of Edinburgh Council have also stated that they would deal with applications on a case by case basis and that no on-street cap has been set for the percentage of disabled bays.

Procedure for Dealing with Existing Advisory Disabled Persons' Parking Places in Council Maintained Off-Street Car Parks

- 6.23 There are a considerable number of off-street advisory disabled persons' parking places within Council maintained car parks which are controlled by Housing. All of these existing advisory spaces must now become the subject of a Traffic Regulation order as a result of the Act. The location of all existing advisory spaces must be identified and, once this task has been completed,

the procedure outlined in Appendix C is to be followed. An area-based programme will be developed in due course once the number of existing advisory spaces is known.

Procedure for Enforcement of Existing Advisory Disabled Persons' Parking Places in Off-Street Car Parks Associated with Commercial Premises

- 6.24 The Act indicates that for every off-street advisory parking place not provided by the local authority, the authority must seek to make arrangements for the provision of the parking place with a view to making an order for it. This includes all retail premises which currently provide car parking for disabled customers and employers' car parks where spaces may be provided for employers or visitors.
- 6.25 Should a person or business owning an off-street car park wish the Council to provide enforcement, it is the duty of that person or business to ensure that the parking places within their car park comply with the Traffic Signs Regulations and General Directions 2002 as shown in Appendix F. It is also the duty of the owner / manager to ensure that the lines and signs are maintained on an on-going basis.
- 6.26 A number of local authorities have commenced this process with the City of Edinburgh Council having sent over 1600 questionnaires to businesses within their area of jurisdiction.
- 6.27 It is proposed that Aberdeen City Council follow a similar approach to that taken in Edinburgh whereby all businesses in the City will be contacted and asked to complete a questionnaire. Those respondents who wish to have the Council enforce their off-street parking bays will then be contacted to ascertain the number of spaces and to ensure that their bays are marked and signed in accordance with the Regulations. It is proposed to promote an off-street disabled persons' parking places order bi-annually.
- 6.28 The Act requires the Council to endeavour to contact all businesses which have not agreed to employ Council enforcement of their off-street parking places every 2 years to determine whether their stance has altered over the intervening period. All non-respondents, or businesses that have not reached an agreement with regard to Council enforcement, will therefore be contacted again in the same manner every 2 years.

First Locations of New Enforceable Disabled Parking Bays

- 6.29 The first locations where it is proposed to implement newly enforceable disabled persons' parking places are listed in Appendix E. These bays all meet the above criteria and are presented to the Committee for approval to proceed to the formal legal process in order for the bays to become enforceable by the City Wardens.
- 6.30 In the future, disabled persons' parking places which are being presented to the Committee will be contained within the regular "Small Scale Traffic Management Measures" reports. These will include new applications and also

any existing bays which have been surveyed during the period between report cycles.

7. CONSULTEE COMMENTS

Consultee	Comments
Councillor John Stewart (Council Leader)	
Councillor Kate Dean (Convenor, EP&I)	
Councillor Callum McCaig (Vice-Convenor, EP&I)	
Councillor George Adam	
Councillor Yvonne Allan	
Councillor Marie Boulton	
Councillor Ronald Clark	
Councillor John Corall	
Councillor Bill Cormie	
Councillor Barney Crockett	
Councillor Martin Greig	
Councillor Muriel Jaffrey	
Councillor Alan Milne	
Councillor George Penny	
Councillor Richard Robertson	
Councillor Kevin Stewart	
Barry Jenkins, Head of Finance, Corp Governance	
Jane MacEachran, City Solicitor, Corp Governance	
Ciaran Monaghan, Head of Service, Office of Chief Executive	
Gordon McIntosh, Director of Enterprise, Planning & Infrastructure	
Hugh Murdoch, Head of Asset Management & Operations, Enterprise, Planning & Infrastructure	

Margaret Bochel, Head of Planning & Infrastructure, Environment, Planning & Infrastructure	<p>The existing and proposed Local Development Plan Policies, with regards to car parking, has more statutory weight behind it than the guidance leaflet from DfT referred to in Paragraph 6.21. The LDP Policies mirror the DfT figures i.e 6%.</p> <p>Concerns over the impact of the Act on the City Wardens service in terms of both resources and finance. These concerns are highlighted in paragraph 3.3 of the main report.</p> <p>Based upon the current funding levels, the timescale and costs to introduce this legislation would be between 9 and 12 years to implement throughout the City.</p>
Mike Cheyne, Roads Manager, Environment, Planning & Infrastructure	
Neil Carnegie, Community Safety Manager, Housing & Environment	Concerns over the impact of the Act on the City Wardens service in terms of both resources and finance. These concerns are highlighted in paragraph 3.3 of the main report. It is felt that any private enterprise, which enters into an agreement with the Council to enforce Disabled Parking Bays in a private car park, should be asked to pay an annual fee for enforcement services.
Margaret Jane Cardno, Community Safety Manager, Housing & Environment	
Colin Walker, Community Safety Manager, Housing & Environment	
Neil Simpson, Senior Housing Assistant, Housing & Environment	There may be difficulties with owner / occupiers who have previously paid an initial fee for the establishment of a Disabled Parking Bay outside their property on roads / car parks on the Housing account. When these bays become enforceable they will no longer be provided solely for an individual, any Blue Badge holder will be legitimately permitted to use the bay. Going forward, there will be no charge to residents for the provision of Disabled Parking Bays on Housing account land.
Dave Young, Account Manager, Corporate Governance	With regard to paragraph 5.2, the databases referred to are currently held on obsolescent software and, in order to maintain the integrity of the data, it has been agreed to transfer the functionality to the corporate Customer Relations Management (CRM) system once this becomes available.

8. REPORT AUTHOR DETAILS

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9. BACKGROUND PAPERS

Disabled Persons' Parking Places (Scotland) Act 2009;
The Department for Transport Traffic Advisory Leaflet 5/95 – Parking for
Disabled People;

Appendix A – Content Required in Annual Reports

A report prepared by local authorities under section 11(1)(a) of the Act must contain the following information in respect of the reporting period:

- a) details of the action that it took in fulfilment of its duty under section 1;
- b) the number of parking places designated as being for use only by a disabled persons' vehicle by virtue of the provisions of the Act (except section 9);
- c) the following information related to the performance of its duties under section 4:
 - i) the number of advisory disabled street parking places identified under section 4(1), if any;
 - ii) its reason for any decision under section 4(2) or 3(a);
 - iii) the number of parking places in relation to which it started the statutory procedure under section 4(3)(b), if any;
- d) the following information related to its performance of its duties under section 5:
 - i) the number of requests made to it under section 5(1);
 - ii) the number of parking places which it identified under section 5(2)(b);
 - iii) its reasons for any decision under section 5(3)(a);
 - iv) the number of parking places in relation to which it started the statutory procedure under section 5(3)(b);
 - v) the period, in each case, between the identification of a parking place under section 5(2)(b) and the starting of the related statutory procedure under section 5(3)(b);
- e) the following information related to its performance of its duties under section 6:
 - i) the number of advisory disabled off-street parking places identified under section 6(1), if any;
 - ii) its reasons for any decision under section 6(2)(a);
 - iii) the number of parking places in relation to which it started the statutory procedure under section 6(2)(b), if any;
 - iv) its reason for any decision under section 6(4) that it would not have power to make a disabled off-street parking order;
 - v) the number of premises that include a parking place for the provision of which it sought to make arrangements under section 6(6), if any;
 - vi) the reasons why it was unsuccessful in making any such arrangements;
 - vii) the number of parking places in relation to which it started the statutory procedure under section 6(7);
 - viii) the date by which it performed its duty under section 6(1) and any duties under section 6(2), (4) or (6), relative to the period of twelve months referred to in section 6(9);
- f) the following information related to its performance of its duties under section 7:
 - i) the number of relevant developments for which a planning permission mentioned in section 7(1) was granted;
 - ii) its reason for any decision under section 7(3) that it would not have power to make a disabled off-street parking order;

- iii) the number of premises that include a parking place for the provision of which it sought to make arrangements under section 7(5);
 - iv) the reasons why it was unsuccessful in making any such arrangements;
 - v) the number of parking places in relation to which it started the statutory procedure under section 7(6);
- g) the following information related to its performance of its duties under section 8:
- i) its reasons for any decision under section 8(2) that it would not have power to make a disabled off-street parking order;
 - ii) the number of premises that include a parking place for the provision of which it sought to make arrangement under section 8(4);
 - iii) the reasons why it was unsuccessful in making any such arrangements;
 - iv) the number of parking places in relation to which it started the statutory procedure under section 8(5);
- h) the following information about disabled street parking orders and disabled off-street parking orders;
- i) the number of such orders for the making of which it started the statutory procedure in accordance with the Act;
 - ii) the number of parking places designated as being for use only by a disabled persons' vehicle under such an order;
 - iii) in relation to each such order, the period between the start of the statutory procedure and the making of the order;
 - iv) in respect of each case in which it started the statutory procedure for the making of such an order but did not make an order, the reasons for why not.

A report prepared by a local authority under section 11(1)(a) may contain any other information about its performance of its functions in relation to parking places for disabled persons' vehicles during the reporting period that the authority considers appropriate.

Appendix B – Rules and Guidelines

On-Street Applications

- Applicant must be holder of a Blue Badge;
- A vehicle must be permanently registered at the applicant's address, the applicant does not necessarily have to be the driver of the vehicle;
- The applicant must not have any alternative off street parking which is fit for purpose. Where alternative parking is available but does not provide suitable access to the applicant's property an on-street space will be provided;
- Where an applicant wishes to challenge the decision to refuse the provision of an on-street space, an option is available to appeal and the final decision to be made by the Enterprise, Planning and Infrastructure Committee;

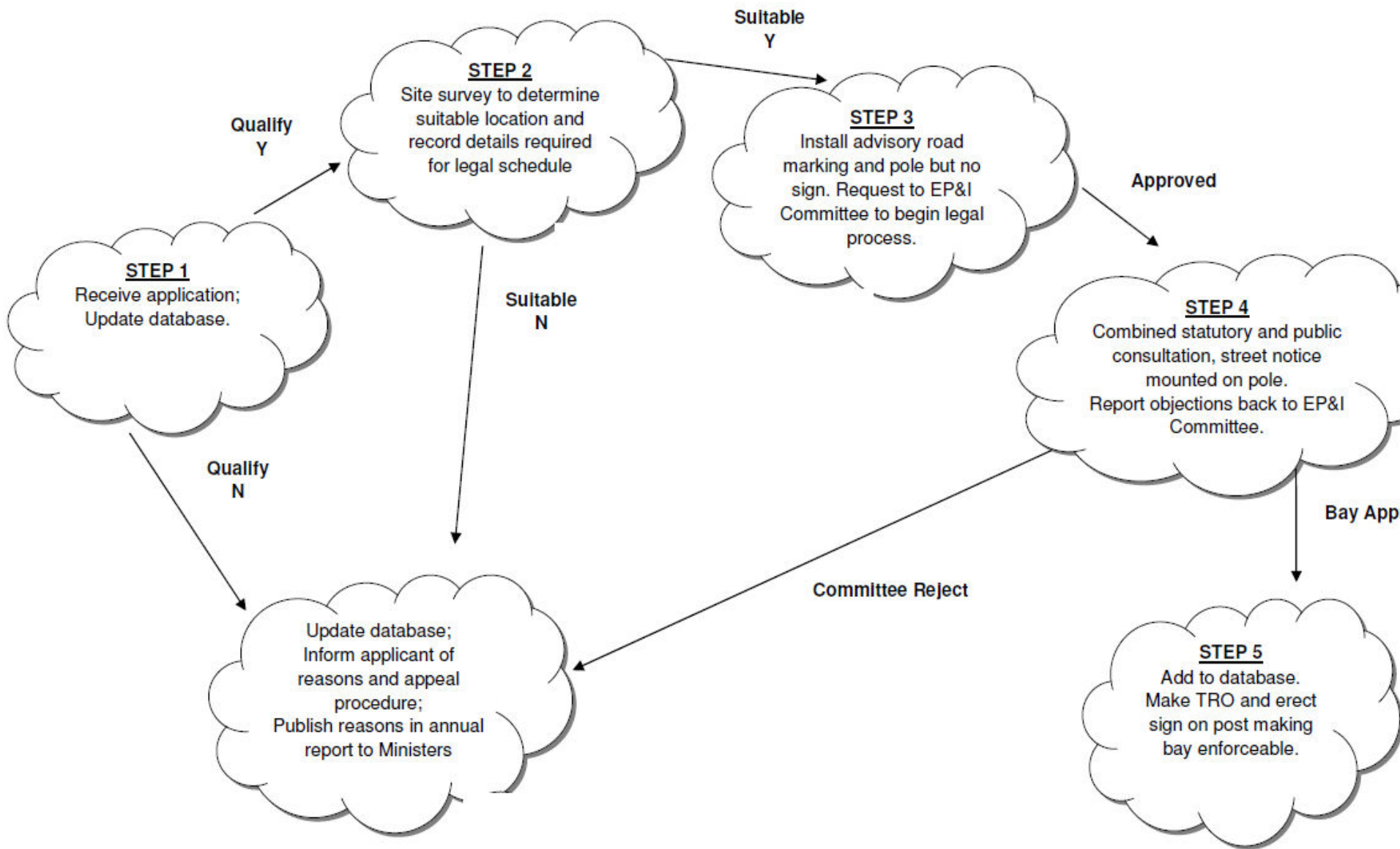
Off-Street Applications in Council Maintained Car Parks

- Applicant must be holder of a Blue Badge;
- A vehicle must be permanently registered at the applicant's address, the applicant does not necessarily have to be the driver of the vehicle;
- The number of spaces already provided for Blue Badge holders within any car park will be considered. If more than 20% of capacity in the car park is given over to disabled persons' parking places provision of further spaces must be assessed on a case by case basis and guidance from Housing must be sought;
- Where an applicant wishes to challenge the decision to refuse the provision of an on-street space, an option is available to appeal and the final decision to be made by the Enterprise, Planning and Infrastructure Committee;

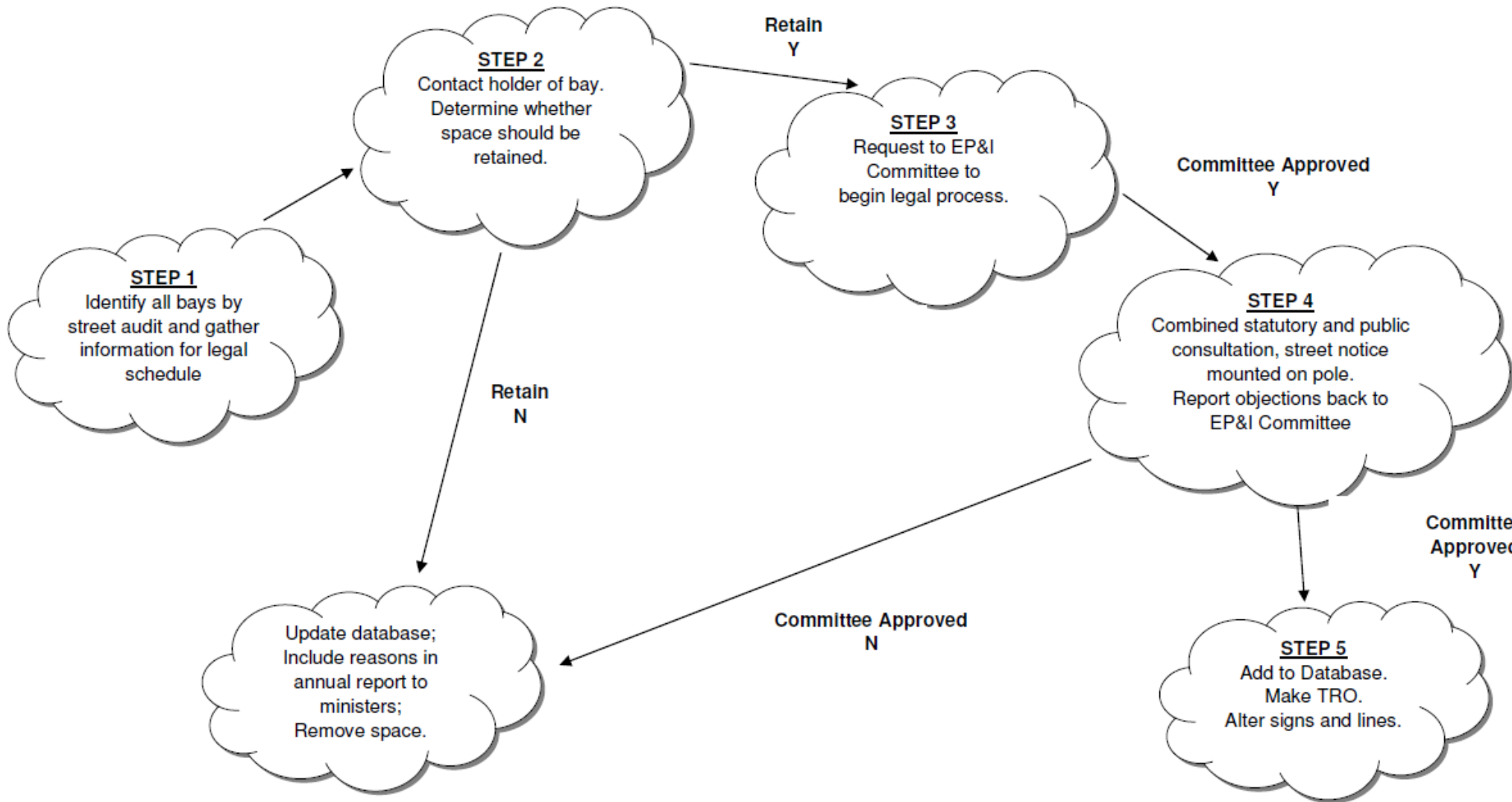
Off-Street Arrangements for Private Bodies

- Where an organisation wishes to enter into an agreement with the Council whereby the City Wardens will enforce spaces in a private car park, it is the responsibility of the car park owner to ensure that all bay markings and signage are compliant with the Traffic Signs Regulations and General Directions 2002;
- The cost involved in the advertisement, promotion and making of a Traffic Regulation Order must be borne by the organisation or individual responsible for the maintenance of the car park.
- An annual fee must also be agreed and paid to the Council by any private enterprise requesting enforcement services from the City Wardens.

Appendix C - Process for Dealing with New Applications for Disabled Persons' Parking Places



Appendix D - Process for Dealing with Existing On-Street Parking Places



Appendix E – Disabled Parking Bay Schedule (New Bays)

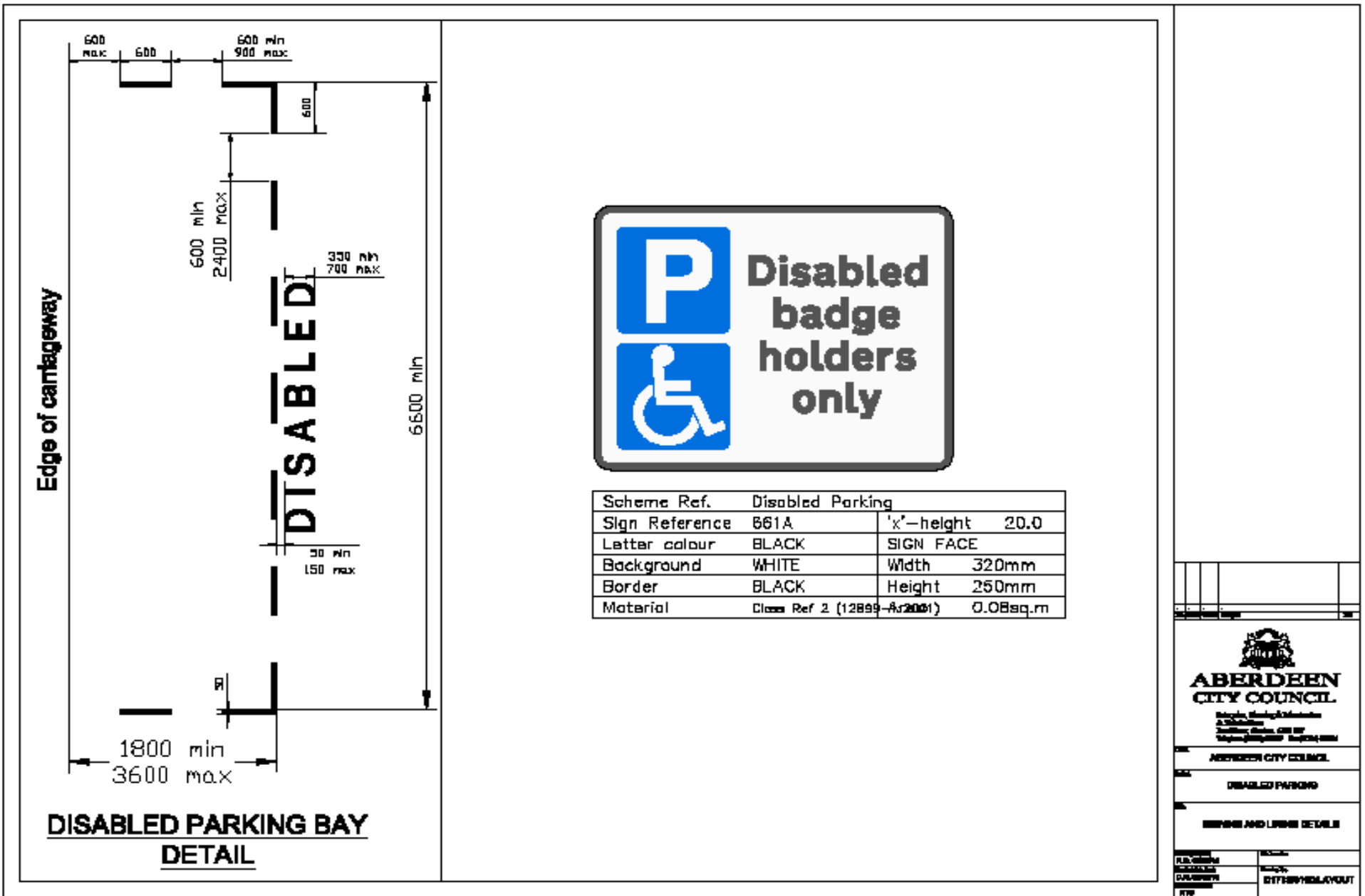
Ref No.	Address	Street	Location
10/0046	30 Ardarroch Road	Ardarroch Road	East side from a point 19 metres north of the extended northern kerbline of Pittodrie Street northward for a distance of 6 metres;
10/0097	75 Bedford Road	Bedford Road	North-west side from a point 108 metres north-east of the extended north-eastern kerbline of Bedford Avenue north-eastwards for a distance of 6 metres;
10/0017	126 Lang Stracht	Burnbrae Place	East side from a point 11 metres north of the extended northern kerbline of Burnbrae Crescent northwards for a distance of 6 metres;
10/0107	19 Caperstown Crescent	Caperstown Crescent	South side from a point 61 metres south-west of the extended southern kerbline of Cummings Park Drive westwards for a distance of 6 metres;
10/0018	43 Cloverhill Crescent	Cloverhill Crescent	South side from a point 16 metres south-east of the extended south-eastern kerbline of the access to the car park between Nos. 45 and 47 Cloverhill Crescent eastwards for a distance of 6 metres;
10/0047	49 Deevale Road	Deevale Road	North-east side from a point 71 metres north-west of the extended north-western kerbline of Deevale Terrace north-westwards for a distance of 6 metres;
10/0104	31 Derbeth Crescent	Derbeth Crescent (Southern Arm)	North-east side from a point 78 metres south and then south-east of the extended southern kerbline of Derbeth Crescent (northern arm) south-eastwards for a distance of 6 metres;
09/0146	52 Derbeth Crescent	Derbeth Crescent (Southern Arm)	North-east side from a point 84 metres south and then south-east of the extended southern kerbline of Derbeth Crescent (northern arm) south-eastwards for a distance of 6 metres;
10/0026	13 Derbeth Crescent	Derbeth Crescent (Southern Arm)	North-east side from a point 90 metres south and then south-east of the extended southern kerbline of Derbeth Crescent (northern arm) south-eastwards for a distance of 6 metres;
10/0087	32 Harlaw Road	Harlaw Road	North side from a point 5 metres east of the extended eastern kerbline of Queen's Lane South eastwards for a distance of 6 metres;
09/0122	63 Irvine Place	Irvine Place	South-east side from a point 6 metres north-east of the extended north-eastern kerbline of Balmoral Place north-eastwards for a distance of 6 metres;

	Non-Specific	Jopp's Lane	West side from a point 5 metres south of the extended southern kerbline of John Street southwards for a distance of 6 metres;
	Non-Specific	Jopp's Lane	West side from a point 11 metres south of the extended southern kerbline of John Street southwards for a distance of 6 metres;
10/0081	120 Linksfield Road	Linksfield Road	South side from a point 114 metres west of the extended western kerbline of Golf Road westwards for a distance of 6 metres;
10/0041	401 North Anderson Drive	North Anderson Drive (Inset Road)	West side from a point 190 metres east and then north of the extended eastern kerbline of Smithfield Drive northwards for a distance of 6 metres;
Not yet allocated	77 Pittodrie Street	Pittodrie Street	North side from a point 55 metres east of the extended eastern kerbline of Ardarroch Road eastwards for a distance of 6 metres;
A151/01	70D Seaforth Road	Seaforth Road	South side from a point 52 metres west of the extended western kerbline of Park Road westwards for a distance of 6 metres;
09/0114	31C Spa Street	Spa Street	West side from a point 41 metres north of the extended northern kerbline of Gilcomston Park northwards for a distance of 6 metres;
10/0004	6 Strathburn Street	Strathburn Street	East side from a point 59 metres north of the extended northern kerbline of Doolie Ness northwards for a distance of 6 metres;
09/0136	8 Summerhill Drive	Summerhill Drive	West side from a point 13 metres south of the extended southern kerbline of Stronsay Crescent southwards for a distance of 6 metres;
10/0019	22 Willowpark Road	Willowpark Road	North side from a point 53 metres east of the extended eastern kerbline of Ross Crescent eastwards for a distance of 6 metres;
07/0194	17 Cowan Place	Hayton Road	North-east side from a point 53 metres south-east of the extended south-eastern kerbline of Donbank Place south-eastwards for a distance of 6 metres;
10/0058	11 Gladstone Place	Gladstone Place	North side from a point 54 metres east of the extended eastern kerbline of Bank Street eastwards for a distance of 6 metres;
10/0023	26 Gladstone Place	Gladstone Place	South side from a point 7 metres east of the extended eastern kerbline of Bank Street eastwards for 6 metres;
10/0033	63 Deer Road	Deer Road Car Park	South side from a point 24 metres west of the extended western kerbline of Deer Road eastwards for a distance of 3 metres;
10/0048	21D Seaton Road	Seaton Road	West side from a point 6 metres south of the extended southern kerbline of Seaton Place East southwards for 6 metres;
10/0059	64 School Drive	School Drive	South side from a point 22 metres west of the extended western kerbline of School Avenue westwards for a distance of 6 metres;
10/0006	9 Mortimer Place	Mortimer Place	East side from a point 20 metres south of the extended southern kerbline of Mortimer Drive southwards for a distance of 6 metres;

10/0009	52 Ronaldsay Square	Ronaldsay Square	West side from a point 7 metres north of the extended northern kerbline of Swannay Road northwards for a distance of 6 metres;
10/0025	56 Gairsay Road	Gairsay Road	North side from a point 39 metres east of the extended eastern kerbline of Eday Drive eastwards for 6 metres;
10/0030	51 Eday Crescent	Eday Crescent	West side from a point 57 metres south of the extended southern kerbline of Gairsay Road southwards for a distance of 6 metres;
10/0029	13 Faulds Gate	Faulds Gate	South side from a point 80 metres west of the extended western kerbline of Provost Watt Drive westwards for 6 metres;
10/0010	77A Girdleness Road	Girdleness Road	North side from a point 126 metres west of the extended western kerbline of Gregness Gardens westwards for a distance of 6 metres;
10/0012	60 Mansefield Road	Mansefield Road	West side from a point opposite the extended northern kerbline of Girdlestone Place southwards for a distance of 6 metres;
10/0071	120 Lang Stracht	Burnbrae Crescent	North side from a point 15 metres west of the extended western kerbline of Fernhill Drive westwards for a distance of 6 metres;
09/0153	7 Windford Road	Windford Road	North side from a point 43 metres west of the extended western kerbline of Sheddocksley Road westwards for a distance of 6 metres.
Not yet allocated	31 Caiesdykes Road	Caiesdykes Road	East side from a point 26 metres south of the extended southern kerbline of Tollohill Square southwards for a distance of 6 metres;
10/0031	105 Manor Avenue	Manor Avenue	South side from a point 130 metres east of the extended eastern kerbline of Manor Walk eastwards for a distance of 6 metres;
Not yet allocated	15 Coningham Gardens	Coningham Gardens	South side from a point 79 metres west of the extended western kerbline of Coningham Terrace westwards for a distance of 6 metres;
09/0118	79 Caiesdykes Road	Caiesdykes Road	South-east side from a point 66 metres north-east of the extended north-eastern kerbline of Caiesdykes Drive north-eastwards for a distance of 6 metres;
09/0150	13 Eday Road	Eday Road	South side from a point 65 metres east of the extended eastern kerbline of Fernielea Road eastwards for a distance of 6 metres;
10/0100	13 Tarbothill Road	Car Park to the rear of Nos. 13 to 19 Tarbothill Road	East side from a point 27 metres south of the extended southern kerbline of Tarbothill Road northwards for a distance of 3 metres;
09/0062	65 Burnbrae Crescent	Burnbrae Place	East side from a point 10 metres north of the extended northern kerbline of Burnbrae Crescent northwards for a distance of 6 metres;

05/0185	67 Burnbrae Crescent	Burnbrae Place	East side from a point 16 metres north of the extended northern kerbline of Burnbrae Crescent northwards for a distance of 6 metres;
09/0081	71 Ruthrieston Road	Ruthrieston Road	North-east side from a point 76 metres north-west of the extended north-western kerbline of Holburn Street north-westwards for a distance of 6 metres;
Not yet allocated	13 Tulloch Park	Lane to the rear of Nos. 1 to 15 Tulloch Park	East side from a point 48 metres south of the extended southern kerbline of Kepplehills Road southwards for a distance of 6 metres;
05/0195	26 Middle Brae	Lane to the rear of Nos. 14 to 56 Middle Brae	North side from a point 29 metres east of the extended eastern kerbline of the lane to the rear of Nos. 1 to 15 Tulloch Park eastwards for a distance of 6 metres;
09/0088	2F Seaton Gardens	Seaton Gardens	South side from a point 49 metres west of the extended western kerbline of Seaton Avenue westwards for a distance of 3 metres;
10/0002	6 Millhill Brae	Millhill Brae	North-west side from a point 52 metres north-east of the extended north-eastern kerbline of Bankhead Road north-eastwards for 6 metres;
09/0100	13 Wagley Parade	Lane to the rear of Nos. 2 to 32 Ashtown Walk	North side from a point 118 metres north and west of the extended northern kerbline of Newhills Avenue westwards for 6 metres;
05/0200	13 Stewart Crescent	Stewart Crescent	South side from a point 23 metres east of the extended eastern kerbline of Longlands Place eastwards for 6 metres;

Appendix F – Disabled Parking Bay Signing and Lining Standard Details



 ABERDEEN CITY COUNCIL Director of Planning & Development 100th Floor, 100th Street Aberdeen, Scotland AB9 8QJ			
ABERDEEN CITY COUNCIL			
DISABLED PARKING			
SIGNING AND LINING DETAILS			

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning and Infrastructure
DATE	7 September 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic Public Transport
REPORT NUMBER:	EPI/10/201

1. PURPOSE OF REPORT

To advise Members of recent progress in undertaking evidence based assessments to identify areas on the City's road network where adjustments may contribute to the reliability and punctuality of buses, thereby encouraging greater use of this more sustainable mode of transport. In addition, this report identifies the need to progress the identification of a new location for the Bridge of Don Park and Ride facility.

2. RECOMMENDATION(S)

It is recommended that Members:

- a) Acknowledge the assessments undertaken to date on bus Routes 1 and 2 and instruct officers to report back to this Committee as soon as the remainder of this work is concluded;
- b) Agree in principle that there are journey time, punctuality and reliability benefits to be achieved by the installation of a new peak hour bus lane on the King Street/Castle Street/Union Street corridor (as indicated on the appended plan) and reduce the length of bus lane on Union Street as recommended in Section 2.10;
- c) Instruct the appropriate officials to commence the necessary legislation for the required Traffic Regulation Order to implement the proposals referenced in b) above. If no objections are received at the Initial Statutory stage then instruct officers to continue with the public advert;
- d) Acknowledge the lack of progress to date of possible development opportunities to deliver a new location for the Bridge of Don Park and Ride facility and the need to accelerate this; and
- e) Instruct the appropriate officers to commence the necessary work to identify a preferred location for a new Bridge of Don Park and Ride site, subject to the successful allocation of future Non-Housing Capital funding through the budget process.

3. FINANCIAL IMPLICATIONS

The assessments of bus Routes 1 and 2 is currently being funded by NESTRANS. The implementation and future revenue implications of any options arising from this work will be reported back to the next meeting of this Committee.

The King Street/Castle Street/Union Street bus priority proposals are part of a wider Bus Punctuality Improvement Partnership Corridor study being funded by NESTRANS and supported and delivered by staff of each of the LABOF (Local Authority and Bus Operator Forum) partners. NESTRANS will consider a financial bid for 2011/12 for implementation, subject to other priorities and their overall funding for next financial year as this becomes known, depending on the decision of this Committee and the successful conclusion of the necessary legislation.

The likely future revenue demands of a marginal carriageway widening and additional white lining and road signs to facilitate the proposed bus lane will not be significant and can be absorbed into future revenue maintenance requirements.

There will be revenue costs associated with the Non Housing Capital borrowing necessary to develop and deliver a preferred relocation for the Bridge of Don Park and Ride facility. There are currently annual operational costs of £110K associated with the running of the present site. This includes an element for rental which would be a revenue saving for any future site owned by Aberdeen City Council. These costs would likely transfer to any new site and details of capital and revenue costs will be included in the bid documents necessary for consideration in the future Non Housing Capital Programme.

4. SERVICE & COMMUNITY IMPACT

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

Public Transport improvements will contribute to delivery of the transport aims of Vibrant, Dynamic and Forward Looking – **'Improve Aberdeen's transport infrastructure addressing other pinch points Work to improve public transport encourage cycling and walking'**.

The projects identified in this report will also assist in the delivery of actions identified in the Single Outcome Agreement (SOA), in particular the delivery of both Local and Regional Transport Strategies which will contribute directly and indirectly to 14 out of the 15 National Outcomes described in Aberdeen City Council's 2009/10 SOA.

The Local Transport Strategy and the Regional Transport Strategy (LTS and RTS respectively) from which the public transport projects within this report are an integral part have been subject to an Equalities & Human Rights Impact Assessment.

5. OTHER IMPLICATIONS

There are no other implications at this time, other than if appropriately evidenced based measures are not progressed to enhance the attractiveness and therefore the use of public transport, then the successful achievement of objectives contained within the LTS and RTS, as well as related objectives associated with Air Quality, Carbon Reduction and the local and regional economy, may be undermined.

6. REPORT

1. **City Bus Routes 1 and 2**

1.1 Aberdeen City Council was successful in securing NESTRANS funding for 2010/11 to investigate reports of delays to buses on the routes 1 and 2, particularly at the north and south ends of this route at Bridge of Don and Holburn Street, respectively. The problems were identified by First Aberdeen as significant in reducing their ability to achieve appropriate reliability and punctuality as required by the Traffic Commissioner for all scheduled bus services.

1.2 It was agreed that independent observations of journey times, congestion and delays at agreed locations would be undertaken by Council officers to verify the extent of the reported problems. The locations and nature of the most concerning problems to the bus operators are as follows:

1. Balgownie Road / The Parkway (Northbound)
2. Scotstown Road / The Parkway (Northbound)
3. North Donside Road / Ellon Road (Eastbound)
4. Holburn Street (Northbound)
5. Broomhill Road / Holburn Street (Eastbound)
6. Holburn Street / Bridge of Dee roundabout (Southbound)

The King Street/Castle Street/Union Street section of the route had previously been identified as an area for potential bus priority measures and has been the subject of a separate study detailed in Section 2.

1.3 It became apparent that, as a result of the current road geometry, carriageway width, residents' parking and the proximity to buildings, there was little that could be done in terms of implementing meaningful bus priority at the Broomhill Road/Holburn Street junction. It was also the view that there would be significant difficulties in extending the existing bus lane on North Donside Road and that initial consideration should be given to improvements at the other four locations where it was considered that there was greater scope for implementing improvements. These are listed below, along with a summary of the key survey findings.

- Balgownie Road / The Parkway (Northbound)
 - No delays in the AM Peak
 - No off-peak delays
 - Delays of up to 6 minutes in the PM peak
- Scotstown Road / The Parkway (Northbound)
 - No significant delays in the AM peak, with the longest recorded delay 1 minute
 - No off-peak delays
 - Delays of up to 15 minutes in the PM peak

- Holburn Street between Nellfield Place and Great Western Road (Northbound)
 - Delays of up to 2 minutes and 15 seconds in the AM peak
 - No significant off-peak delays, the longest recorded being 1 minute
 - No significant PM peak delays, the longest recorded being 39 seconds
- Holburn Street / Bridge of Dee roundabout (Southbound)
 - Delays of up to 3 minutes and 35 seconds in the AM peak
 - No off-peak delays
 - Delays of up to 2 minutes in the PM peak

It should be noted, however, that, although some significant delays were experienced at the above locations, buses were also observed, even at peak times, to suffer no delay whatsoever at almost all of the same junctions, depending on day-to-day and even minute-to-minute fluctuations in traffic levels, thus reflecting the inherent unpredictability of traffic movements and flows in the City even at peak times.

1.4 The Balgownie Road / Parkway junction (Northbound)

1.4.1 This was highlighted as a significant problem area in the PM peak. Observations have indicated that buses are delayed for as much as 6 minutes between exiting the Braehead Way / Balgownie Road junction and the Parkway. The queues were observed to extend from the Balgownie Road / Parkway junction for a distance of around 300 metres. There is currently no bus priority on this stretch of road.

1.4.2 The observations of PM peak traffic heading towards the Balgownie Road / Parkway junction revealed the following points:

- Significant queuing seems to be restricted to the period 1705-1725.
- The longest recorded delay to a bus was 6 minutes, even within this 'peak peak' period.
- Queuing outwith these times is not severe, rarely stretching as far as the Hillhead Cottages entrance and did not cause any significant delays to buses.

1.4.3 The addition of a bus lane on the approach to this junction would certainly benefit buses, however, the benefits achieved would unlikely be significant enough to justify the high cost of implementing such a scheme. The impact on this junction of the Third Don Crossing and of potential future housing development has indicated a possible need for traffic signals at the location at some point in the future. It is therefore likely that an early introduction of signals at the junction could achieve benefits for all traffic, including buses and would be a more cost effective means of providing journey time improvements for buses. Work is therefore ongoing to investigate the potential for introducing traffic signals at this location and will be reported back to the next meeting of this Committee. It should be noted that as the Parkway is part of the Trunk Road network any options being proposed will have to be discussed and agreed with Transport Scotland.

1.5 Scotstown Road (Northbound on the approach to The Parkway)

1.5.1 This was highlighted as a significant problem area in the PM peak. Observations have indicated that buses are delayed for as much as 15 minutes on the approach to the Scotstown Road / Parkway junction. There is currently no northbound bus priority on this stretch of road.

1.5.2 The addition of a bus lane on the approach to this junction would certainly benefit buses and there is sufficient width within the existing verge to construct the scheme without land purchase. Because of the potential time savings for buses at this location it is considered that this scheme could have significant benefits and should be considered further. Work is therefore ongoing to develop a preliminary cost estimate for a bus lane at this location and will be reported back to the next meeting of this Committee.

1.6 Holburn Street between Nellfield Place and Great Western Road (Northbound)

1.6.1 This route was observed to cause delays to buses in the AM peak of around 2 minutes, although anecdotal evidence from bus operators suggests delays here are often in excess of this. There is currently a bus lane on this section of road but this operates from 08:30 to 09:30, whereas the majority of bus lanes in the City operate from 07:30 to 09:30. The bus lanes on Holburn Street have later start times to accommodate the loading needs of the adjacent businesses when they were first implemented. Queue length surveys and on-site observations were undertaken to see if it would be to the benefit of buses to have this bus lane operate from 07:30.

1.6.2 There are loading and waiting restrictions in place on this stretch of road and adequate signings and markings are in place to highlight these.

- Great Western Road – 196 Holburn Street – No loading Monday to Saturday 0800-0930 and 1630-1800.
- 196 Holburn Street – Nellfield Place – No loading Monday to Saturday 0800-0930 and 1630-1800 and No Waiting Monday to Saturday 0900-1800

1.6.3 The observations of AM peak traffic on this section of Holburn Street revealed the following points:

- No residents seem to use this stretch of road for parking between 0730 and 0830.
- Loading restrictions are being adhered to – the only business observed to be engaged in loading was the Sainsbury's furniture store, and this was before the ban came into force (pre-0800).
- The bakery attracts a lot of parking, and there is much illegal parking going on outside the bakery when the bus lane is in operation.
- Despite this, parked vehicles were not observed to cause any significant delays to buses, even when the bus lane was being

violated. Delays were very occasional and normally restricted to a few seconds.

- Queuing in the right hand lane was rarely so excessive that it prevented buses bypassing vehicles parked in the left lane.
- There were a few instances of parked vehicles preventing buses accessing the bus stop at the southern end of this stretch.

1.6.4 The results seem to indicate that there is no significant issue that causes delays to buses on this section of the route. However, as noted previously the observed delays are not as great as the reported problems and could be subject to seasonal fluctuations. It is therefore considered appropriate to repeat the surveys in September as a means of comparing and verifying the level of delay. Further, there is clearly an inconsistency between the restriction times at this location on Holburn Street compared with other locations throughout the city. There is also a significant amount of illegal parking both prior to and after 8am outside the bakery. Subject to the outcomes of the further surveys, a review of the operating times of the bus lanes is being carried out to consider bringing them in line with other areas of the city. Businesses in the area are at present being consulted on this proposal to extend the operation time for bus lane in the AM peak period to 7:30 to 9:30. The results of all of this will be reported back to the next meeting of this Committee.

1.7 **Holburn Street towards the Bridge of Dee roundabout (Southbound)**

1.7.1 The Bridge of Dee roundabout has been highlighted as a congestion hotspot in both the AM and PM peak. There is an existing bus lane stretching from the Holburn Street / Riverside Drive junction to just prior to the Bridge of Dee roundabout, which is operational in the AM from 08:30 to 09:30 and in the PM from 16:30 to 18:00. This is similar to other sections of bus lanes on Holburn Street and differs from the majority of bus lanes in the City which are in operation between 07:30-09:30 and 16:00-18:00. As stated in paragraph 1.6.1 the bus lanes on Holburn Street have later start times to accommodate the loading needs of the adjacent businesses when they were first implemented. Queue length surveys and on-the-ground observations were therefore undertaken to investigate whether there would be any benefit to buses if the bus lane was extended in the AM peak to operate from 07:30 to 09:30 and in the PM peak from 16:00 to 18:00, or whether it would be beneficial to extend the bus lane further north.

1.7.2 The observations of AM peak traffic on this section of Holburn Street revealed the following points:

- Very little queuing was observed in the AM peak, therefore buses were not seen to be delayed by traffic, even before the bus lane came into operation. In fact, on two occasions on June 15th, buses were seen to idle at the bus stop, presumably as a result of running early, at 08:35 for 3 minutes and at 09:00 for 1 minute.
- The bus lane is largely adhered to in the AM peak and seems of an adequate length and operating time.
- Loading and waiting restrictions are largely adhered to.

1.7.3 The situation here is similar to the previously discussed section of Holburn Street, where the results seem to indicate that there is no significant issue that causes delays to buses on this section of the route. However, as noted previously the observed delays are not as great as the reported problems and could be subject to seasonal fluctuations. As previously discussed the surveys will be repeated in September at this section as a means of comparing and verifying the level of delay. Further, there is a similar inconsistency between the restriction times at this location on Holburn Street compared with other locations throughout the city. Therefore, subject to the outcomes of the September surveys, a review of the operating times of the bus lanes is being carried out to consider bringing them in line with other areas of the city. Businesses in the area are also being consulted on this proposal to extend the operation time for bus lane in the AM peak period to 7.30 to 9.30. It was also noted that queuing on the approach to this junction in the PM peak extended beyond 18:00 and consideration is therefore also being given to extending the operation time for bus lane in the PM peak period to 18.30. The results of all of this will be reported back to the next meeting of this Committee.

2 King Street/Castle Street/Union Street Bus Punctuality Improvements

2.1 A recent study commissioned by Aberdeen City Council prior to the start of the Bus Punctuality Improvement Partnership (BPIP) corridor study identified opportunities for public transport improvements through the East North Street / King Street junction and it was agreed by the Local Authority and Bus Operator Forum (LABOF) to explore this further, with a view to understanding the benefits and impacts of bus priority at this location.

2.2 A traffic model was created for this part of the road network to test and evaluate a range of options. Up to date traffic counts, bus stop dwell time surveys and information extracted from the City's traffic signal system were used to create a model of the road network with traffic volumes, junction turning movements, bus timetabled journeys, and behaviour such as queuing, all simulating, as far as is possible, how this part of the road network operates currently in both the AM and PM peak periods.

2.3 Current Situation

2.3.1 The traffic model identified the following characteristics of traffic behaviour over this area:

AM Peak:

- Westbound queue on Union Street approach to Market Street junction queues back through Broad Street junction.
- The above queue varies in length to the south end of King Street and all the way up King Street to north of the East North Street junction.

- Queuing on Broad Street extending at times as far back as the Schoolhill junction and beyond.
- Bus journey time variability over the model network ranges from 5 minutes to over 8 minutes.

PM Peak:

- Westbound queue on Union Street approach to Market Street junction queues back through the Broad Street junction.
- The above queue varied in length to the south end of King Street and all the way up King Street to the East North Street junction (slightly shorter than in the AM).
- Queuing on Broad Street, although shorter than in the AM.
- Bus journey time variability over the model network ranges from 6 minutes to almost 9 minutes.

2.3.2 In an efficient, effective and uncongested road network, the timing of bus journeys should be fairly uniform, or at the very least bus operators should be able to reasonably accurately estimate the variability of the bus journey time, taking into account busy bus stops etc. This would enable the preparation of a timetable for the service, building in known variabilities in service times, which would support a punctual and reliable bus service for the passenger. It is clear however, that there is significant queuing and congestion over the model area, as well as significant variability of bus journey times.

2.4 Main Options

2.4.1 A range of possible options were identified and tested and evaluated on the model, with the following two options providing significant benefit for public transport, and no adverse impact on all other traffic:

1. **Creation of a peak time bus lane – King Street/Castle Street**

This proposal seeks to introduce a peak time south bound bus lane from south of the King Street/East North Street junction, within the existing kerb line to Castle Street, then localised widening as the bus lane turns into Castle Street, terminating on Union Street prior to the lane splits in advance of the junction with Broad Street.

2. **Union Street/Market Street Bus Lane Reduction**

In this proposal, the west bound bus lane on Union Street would be curtailed before Adelphi Lane rather than close to the junction with Market Street. This is to provide more capacity for lane interchange which is perceived to cause inefficiencies at the junction for all traffic, including buses, trying to get into the appropriate lane.

2.4.2 A provisional design for Option 1 has been drawn up and is provided in Appendix A. It should be noted that this is provisional at this stage and, if approved, will be subject to more detailed work, particularly once further information on the impact on utilities is known.

2.5 Modelling Results

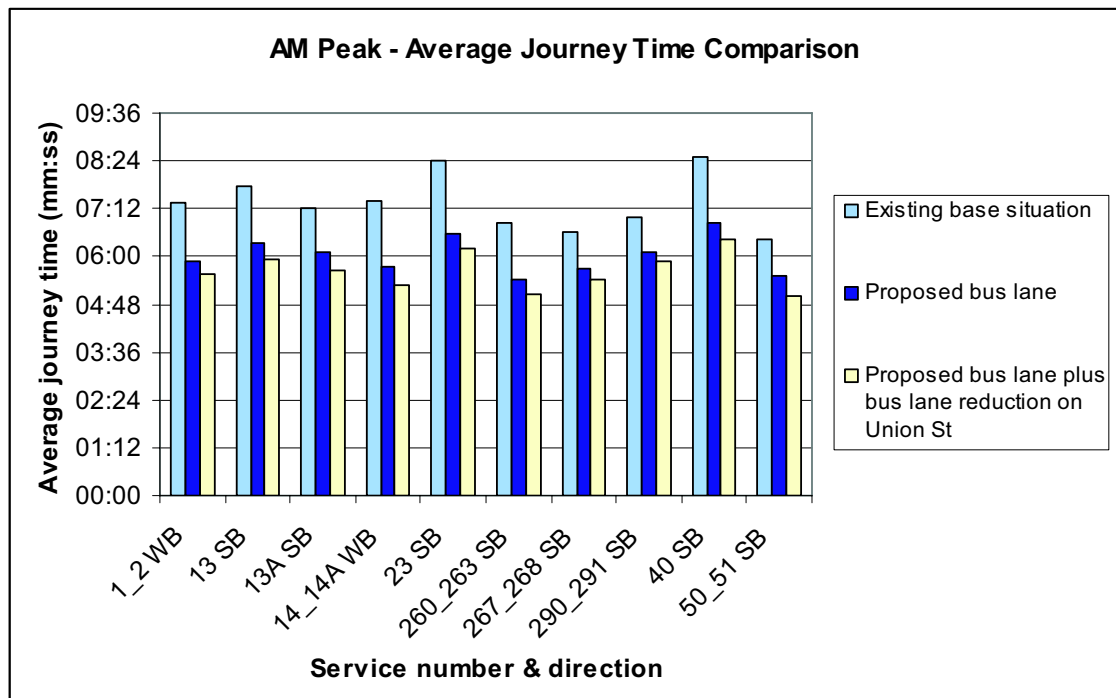
2.5.1 The peak time bus lane on King Street was run first and the results indicated improvements in public transport journey time and reliability, and a very minor but positive impact on all other traffic, as follows:

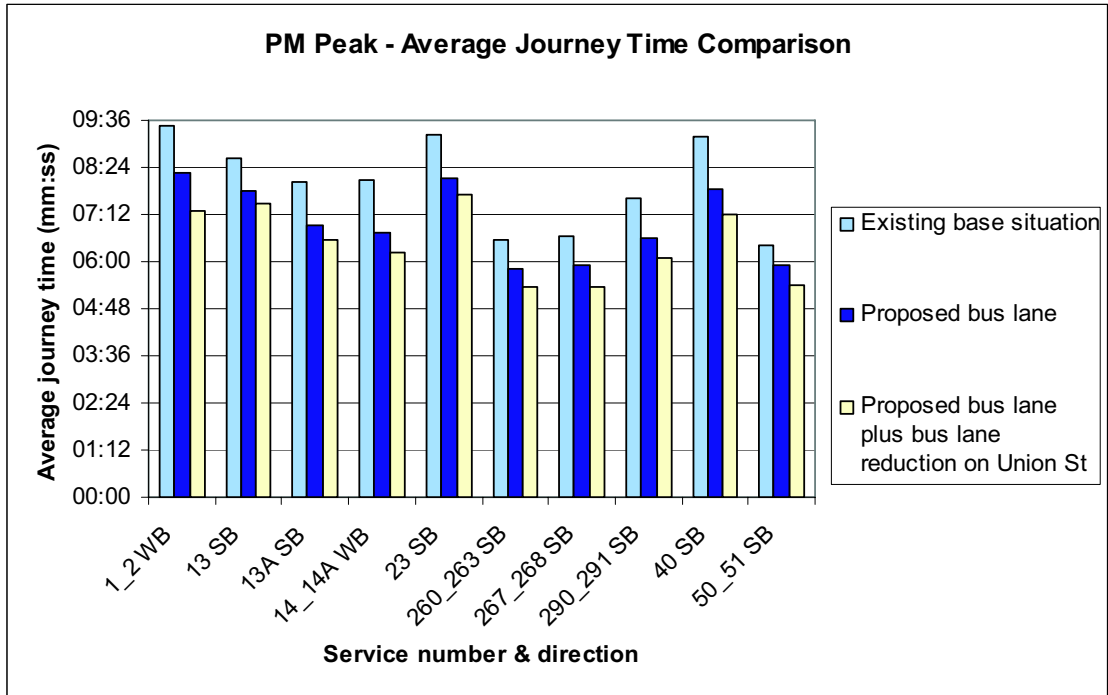
- AM peak average bus journey time reductions of 1 to 2 minutes per bus
- PM peak average bus journey time reductions of 1 to 1.5 minutes per bus
- AM and PM bus reliability improved by up to 5 minutes (i.e. there is a reduction in the worst journey times)
- Average journey times for all other traffic slightly improved.

The Union Street bus lane reduction (option 2 detailed above) was then included with the bus lane option, and the result of this additional option has a more marked improvement on all traffic at this location, reducing the westbound queues on Union Street which are observed in the model as no longer tailing through the Broad Street junction. The results of the bus lane test and the bus lane plus a shortening of the bus lane on Union Street are shown below and compared with the current day base case.

2.5.2 Average bus journey times – AM and PM Peak

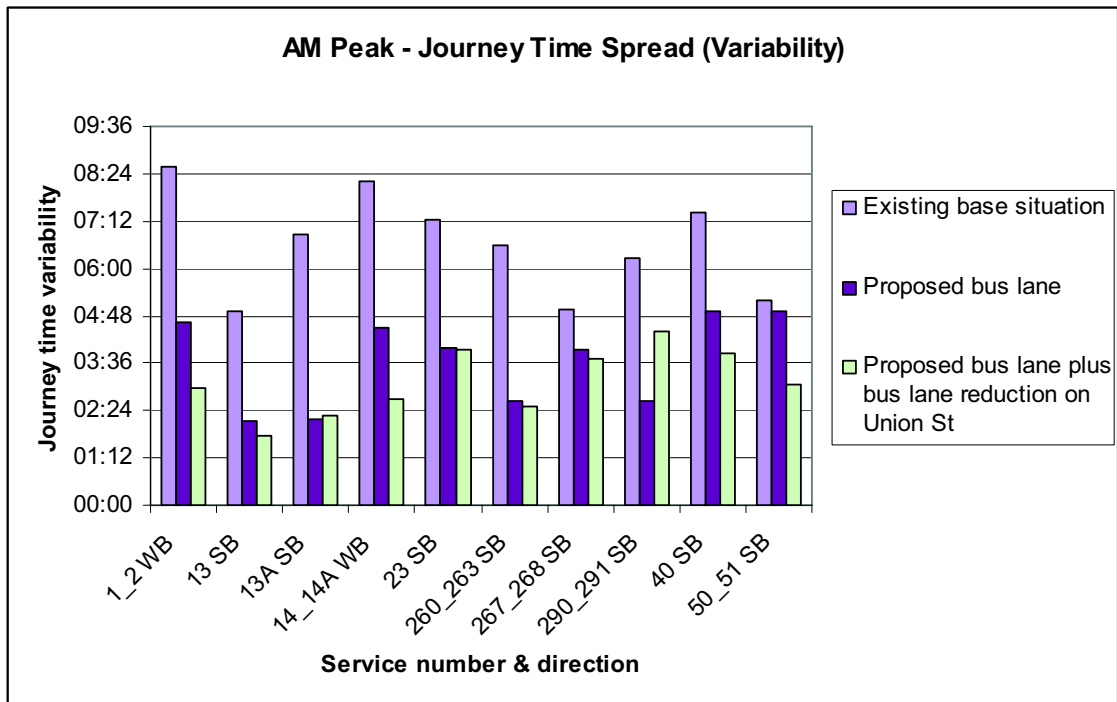
The graphs below compare the average journey time for each service on the corridor - i.e. the average length of time taken for buses to travel through the modelled area in both the AM and PM peak.

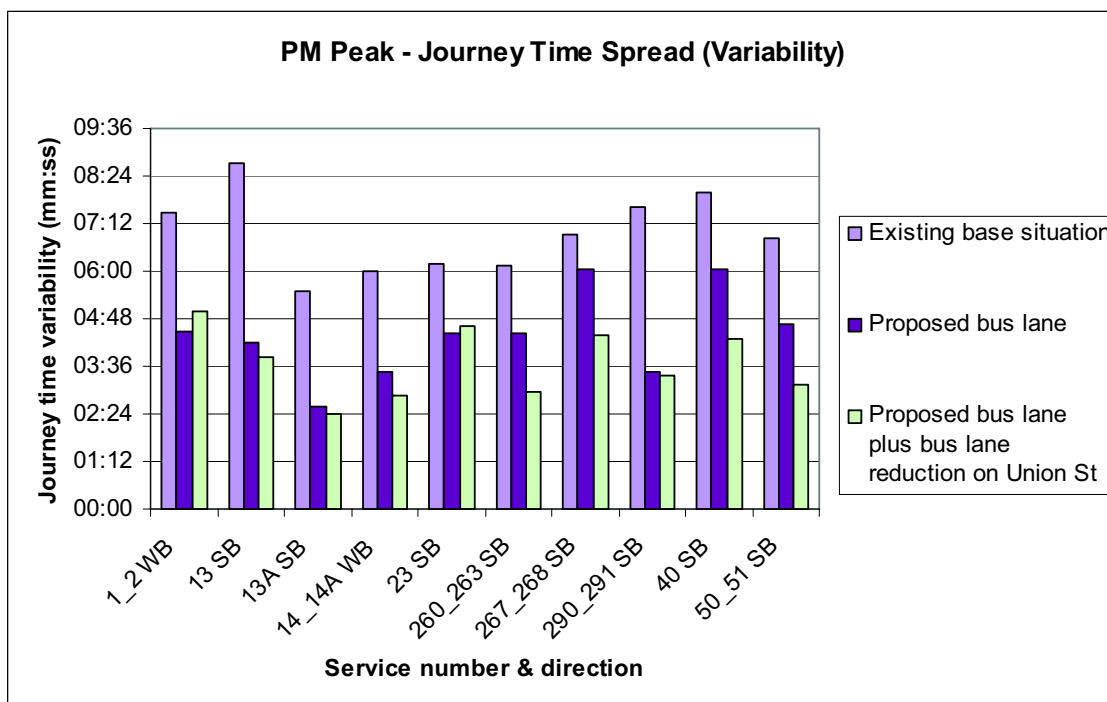




2.5.3 Reliability- Journey time spread – AM and PM peak

The graphs below show a comparison of the journey time variability - i.e. the difference between the shortest and longest journey time in both the AM and PM peak.





Other options were also tested within the model but they did not create journey time improvements to the same extent, or at all, as the two described previously. The full report on all the testing undertaken to date is available on request.

2.6 Conclusions

- 2.6.1 Both these options provide significant benefit to bus journey times and reliability at what are known key congestion hotspots. All bus companies operating on this corridor would benefit, including park and ride services as well as taxis and bicycles. It is also important to note that the model results show no net detriment to other traffic as a result of these measures, in fact it shows that the average journey times for all traffic routing from King Street to Union Street are slightly improved with the bus lane scheme in place.
- 2.6.2 Other than a localised widening around the corner at Castlegate, these options could be physically undertaken by simple adjustments to on street lining and signing, with no impact on bus stop locations.
- 2.6.3 In support of the options identified above, it is also proposed that work include the appropriate signing and road marking improvements required to support the improvements identified and the re-affirmation of the existing banned right turn out of Marischal Street. This is already in place, however road markings and signage here require refreshing.
- 2.6.4 It is proposed that monitoring of any implemented scheme will take place over the period of a year and if improvements to bus journey times are confirmed then we will expect the bus operators to provide matching improvements to services, such as increased service frequency.

2.7 Cost Estimates

2.7.1 Based on the initial design, the estimated cost of options 1 and 2 detailed above and shown in Appendix A is approximately £200,000.

2.8 Next Steps

2.8.1 Should the benefits of these options be acknowledged and agreed to be taken forward, the following would be the next steps to delivery:

- Start the legal process for the promotion of the Traffic Regulation Orders in relation to the improvements identified above.
- Draw up more detailed designs and costs in parallel to this process.
- Should all approvals and funding be granted, seek to construct in summer 2011.
- Monitoring of the impact, particularly in relation to the objectives and targets of the BPIP corridor as a whole.

2.9 Additional issues being explored

2.9.1 The modelling work that has been carried out highlighted that particular problems on this section of the network were likely being caused by obstructions on Market Street, potentially by vehicles parking and loading during the restricted peak hours. Problems that originate on Market Street subsequently impact on traffic on Union Street, Broad Street and King Street. Further work was commissioned to establish the nature and impact of queuing on Market Street itself, particularly around the bus station access.

2.9.2 Video surveys at points on Market Street, Guild Street and Union Street were carried out to identify the volume of incidents and extent of the queues in this area, as it was not covered by the original model. These surveys were carried out in June and the data is now being analysed. The results will be discussed by the BPIP task group and used to identify any improvements within the context of the BPIP action plan.

2.10 Recommendations

2.10.1 Following the outcomes of the study it is recommended that the following options (as set out above) are approved along with the promotion of Traffic Regulation Orders to enable implementation:

- a. creation of a bus lane on King Street / Castle Street;
- b. shortening of the existing bus lane on Union Street on the approach to Market Street, to improve lane interchange;
- c. the re-affirmation of the banned right turn from Marischal Street through appropriate refresh of signs and road markings.

2.10.2 If approved Nestrans will allocate funding for the implementation of these options in their budget for the next year 2011/12.

3 Bridge of Don Park and Ride

3.1 A development brief for the Murcar area of the Bridge of Don titled the Murcar Development Framework was approved by the Planning Committee on the 5 June 2008. It acknowledges the potential for a new Park and Ride site at this location and includes the following statement.

'The Finalised Local Plan highlights the possibility of a new Park and Ride site being accommodated at Berryhill should the present one reach capacity. Aberdeen City Council's Policy and Strategy Committee have instructed officers to investigate the relocation of the existing Bridge of Don Park and Ride site to an area north of the Science and Energy Park and that discussions be held with the applicants for the development of the Berryhill site and expansion of the Science and Energy park to explore a mutual need to deliver sustainable transport in the area. A possible site for the park and ride relocation, which is a good fit with best practice, is within the framework area, close to the Murcar roundabout. The possibility of the park and ride being relocated to the framework area is referred to in the Aberdeen Local Plan. The relocation of the park and ride to the framework area would assist in providing public transport to the area as it would bring a frequent bus service into the site with the likelihood that the bus route would run through the site. Where proposals are submitted relating to transport interventions, including the provision of a Park and Ride facility, Transport Scotland have indicated that they will require clear evidence how these will be delivered through the proposed phasing of the development.'

3.2 Members were also advised at the October 2008 meeting of the former Policy and Strategy Committee of the need to consider the relocation of the Bridge of Don Park and Ride facility due to the likelihood of the AECC being the subject of development proposals for the conference centre and its ancillary developments.

3.3 In accordance with the Members' decision, officers initiated dialogue with the applicants for the development of the Berryhill site and expansion of the Science and Energy Park to explore a mutual need to deliver sustainable transport for the area.

3.4 Subsequent to the approval of the development brief and the further discussions, there has been no significant progress in the development of this site. It is further acknowledged that the AECC have planning approval to expand the facility and that this would include land used by the existing Park and Ride site. The possibility of development of the site at short notice significantly increases the pressure to find an alternative site for the Park and Ride facility.

3.5 The Oil Exhibition occurs every two years and it is becoming clear that further space is needed to accommodate this growing event. This will

put pressure on the existing Bridge of Don Park and Ride facility as it may be required in future events.

- 3.6 Given the lack of progress to date of possible development opportunities to deliver a new location for the Bridge of Don Park and Ride facility, and given the clear need to explore options for delivering a new site, there is a need to accelerate the process. It is therefore recommended that officers commence the necessary work to identify a preferred location for a new Bridge of Don Park and Ride site, subject to the successful allocation of future Non-Housing Capital funding.
- 3.7 Members will be kept up to date on any development proposals for this area with regard to the implications for relocating the Park and Ride site.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

King Street / Castle Street Bus Lane Proposals – Traffic Modelling Testing Report, SIAS Consultants, 29 April 2010

Bus Routes 1 & 2 – Survey Note, 21 July 2010

Murcar Development Framework – June 2008

(Please contact the report author if you require copies of these papers)

These drawings are to be read in conjunction with the specification of the proposed works and the relevant sections of the Aberdeenshire Council's Standard Specification for Road Works. The Council is not responsible for any errors or omissions in these drawings or for any damage or injury caused by the use of these drawings.

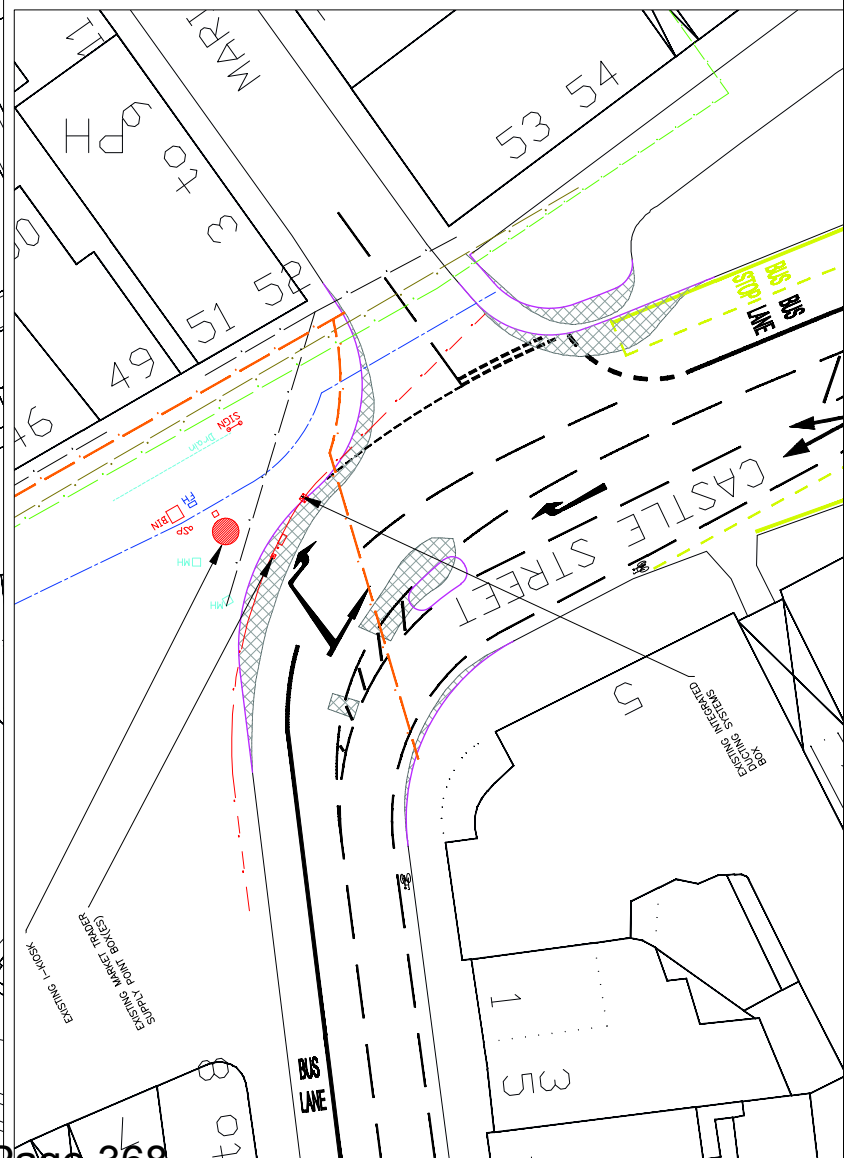
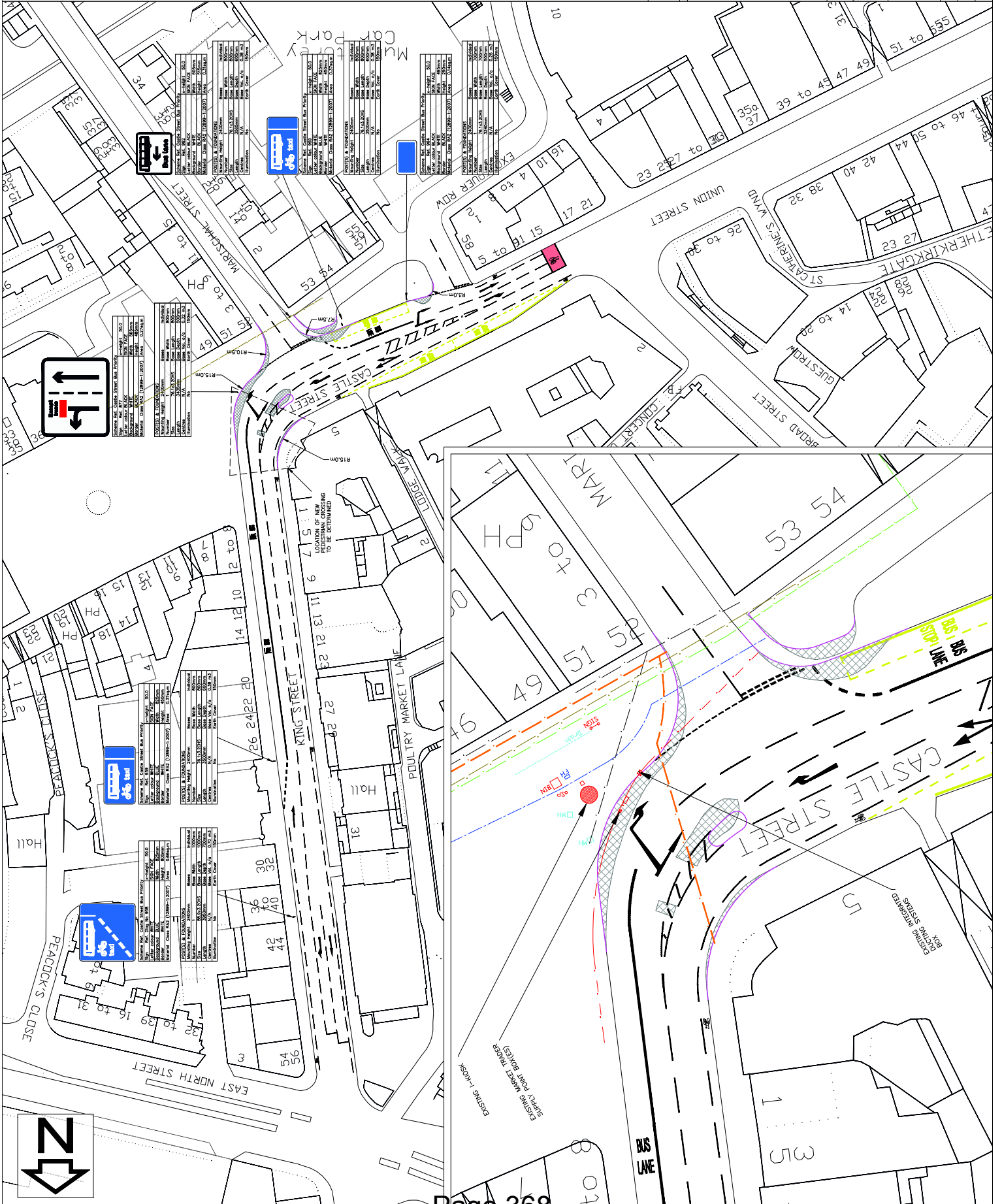
- KEY:**
- PROPOSED KERBLINE
 - EXISTING KERBLINE AND FOOTWAY TO BE EXCAVATED
 - EXISTING BT APPARATUS
 - EXISTING C & W APPARATUS
 - EXISTING THUS APPARATUS
 - EXISTING ELECTRICITY APPARATUS
 - EXISTING SURFACE WATER DRAINAGE
 - EXISTING GAS APPARATUS
 - EXISTING WATER MAIN

- NOTES:**
1. ALL DIMENSIONS SHOWN ARE IN METRES.
 2. THE LOCATION OF STREET FURNITURE AND UTILITIES IS INDICATIVE ONLY.
 3. LOCATION OF UTILITIES TO BE EXCAVATED AT THIS LOCATION HAS NOT BEEN CONFIRMED. DIVERSION WORKS TO BE CONFIRMED.



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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	7 September 2010
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Roads Winter Services Plan
REPORT NUMBER:	EPI/10/212

1. PURPOSE OF REPORT

This report is intended to provide Members with the proposed Winter Service Plan and to explain significant changes.

2. RECOMMENDATION(S)

- a) to note the content of this report
- b) to agree the "Roads Winter Service Plan" (Appendix A)

3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's approved Revenue budgets for 2010-2011, £1.499M

4. SERVICE & COMMUNITY IMPACT

Lack of a Winter Services 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

Failure to have a robust "Roads Winter Service Plan" will leave the Council more vulnerable to 3rd party insurance claims.

6. REPORT

Background

Aberdeen City Council, Winter Maintenance Specification and Winter Maintenance Plan have evolved over many years and are amended to reflect both national and local requirements. It should be noted that in line with the recommendations in the Well Maintained Highways the word Maintenance has been altered to Services

This year's amendments have been made to reflect:-

- a) monitoring of salt use/stock
- b) resources available over the holiday period
- c) provide information through the Zone

a) Salt Usage and Stocks

There can be no confidence that all will receive supplies of salt throughout next winter to maintain desired stock levels. Should it be considered that the combination of stock/delivery/forecast is likely to leave the Council vulnerable, then usage will be limited to 200 tons per day. This will allow two runs on Priority roads and a small amount left to service grit bins and footways. Should stocks become critical, the service will be reduced further.

The use of grit/sand could, again, be considered. This does have an immediate effect at the time application by providing grip. There is however a legacy to any application of grit/sand, which may last for years. Last year's applications are still causing problems for gully emptying and street sweeping, and will do for some time.

This year the amount of salt in stock at the commencement of winter operations will be approx 3,000 tonnes more than the start of the 2009-2010 season

b) Resources available over the holiday period

During the holiday period, the following definitions are applied

Friday 24 December –	Normal Working Day
Sat/Sun 25/26 December -	Weekend
Mon/Tues 27/28 December –	Public Holiday
Wed/Thur 28/29 December –	Normal Working Day
Friday 30 December –	Public Holiday
Sat/Sun 1/2 January –	Weekend
Mon/Tues 3/4 January –	Public Holiday
Wednesday 5 January –	Normal Operations recommence

During the winter period and throughout the holiday period, there will be a minimum of one standby team and one rosta team, along with the two nightshift drivers.

On 28/29 December there will not be a full compliment of operatives, as these days are taken as leave for non rosta, standby and nightshift operatives.

The standby team will be available to be called out at any time and can cover the 10 Priority Gritting Routes as well as the 2 Priority Footway Routes.

c) Public Information

One of the problems identified last winter was the need to provide up to date information on current action on the roads. This year, following meetings with the Corporate Communications team and the Service Design and Development team it is intended to provide information on the Council Web Site. The information provided will enable members of the public to check expected road conditions, confirm main gritting routes and check action currently underway.

This Web Page is not expected to be available at the start of the winter; however there is a target to have this operational by early December.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Background Report on Winter Maintenance Operations

18th December 2009 – 3rd January 2010

[http://councilcommittees/Published/C00000140/M00001557/\\$\\$ADocPackPublic.pdf](http://councilcommittees/Published/C00000140/M00001557/$$ADocPackPublic.pdf)

Report to EP&I 31 May 2010 – Winter Maintenance Operation 2009-2010

[http://councilcommittees/Published/C00000140/M00001560/\\$\\$ADocPackPublic.pdf](http://councilcommittees/Published/C00000140/M00001560/$$ADocPackPublic.pdf)

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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning & Infrastructure DATE 7 September 2010

DIRECTOR Gordon McIntosh

TITLE OF REPORT PAN - GRAMPIAN RADIO NETWORK – TENDER FOR THE REPLACEMENT OF THE TWO WAY RADIO SYSTEM

REPORT NUMBER: EPI/10/211

1 PURPOSE OF THE REPORT

1.1 To bring to the committees attention the further option for improving overall communications throughout the council using a replacement radio network.

2 RECOMMENDATIONS

2.1 That the committee notes the contents of the report.

2.2 That the committee forwards the report to the Finance & Resources Committee for consideration as a project within next years Capital Programme

3. FINANCIAL IMPLICATIONS

3.1 The Capital cost of providing the necessary hardware and radios for the replacement system is £191,000.

3.2 There would be no ongoing site rental as it is proposed to site the aerial on the roof of a suitable tall Council building providing citywide coverage.

3.3 Running costs for the system would be £19,000 per annum, with costs shared equally between Waste and Roads. This cost would be met from existing budgets for radio licenses, mobile phones and a reduction in the vehicle location system, this would not be an immediate reduction but a phased reduction as the contract with Fleetstar comes to an end this is due to there being different service start dates within the contract.

3.4 Overall costs for Aberdeen City would therefore be £381,000 over 10 years. This is in comparison to the original tender costs of £909,601 over the same period.

4. SERVICE & COMMUNITY IMPACT

There are no obvious links with the Single Outcome Agreement or the Agreed Administration policy other than to improve service delivery through cost effective means.

5. OTHER IMPLICATIONS

None

6. REPORT

- 6.1. Details of the radio system are contained within the Pan Grampian Report of 23/02/10 (Link to this report is given below)
- 6.2. The estimated useful life of the current radio system is now limited as more of the equipment becomes obsolete and spares are no longer available.
- 6.3. Grampian Fire and Rescue Services have managed and maintained the Local Authorities Pan-Grampian Radio Transmission system.
- 6.4. Although still within the Pan Grampian tender Aberdeen City has looked to obtain best value from the tender by forming a standalone system. By sharing the costs of the revised system between Roads and Waste the cost of the operation per service has been reduced.
- 6.5. The new radio system will be a 4 channel system with vehicle tracking. This system will not be as sophisticated as currently used by our winter maintenance and gully cleaning operations but will provide the time, location and emergency response.
- 6.6. Voice communication is provided by means of radio sets installed in vehicles and operational depots that allow one-to-one or group communication between operational staff.
- 6.7. The radio system will have the provision for direct dialing to a Council establishment. This will increase the ability to communicate between the on site staff and the office without any further charges. The cost for the provision of this capability is £31,000 and is already included within the £191,000
- 6.8. The infrastructure can accommodate other council services onto the system without any additional costs, however they would be required to purchase compatible hand held or vehicle mounted radios.
- 6.9. Whilst mobile telephone networks now provide more comprehensive coverage they are often jammed in a major emergency and retention of a privately operated radio network would provide continuity in these circumstances.
- 6.10. It was felt that the with current legislation on mobile phone usage and Council's approved Policy on the use of mobile phones when driving means the provision of mobile phones on vehicles could not be considered

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Aberdeen City Council Policy on the Use of Mobile Phones

<http://thezone/nmsruntime/saveasdialog.asp?IID=9630&SID=831>

Pan Grampian Report 23/02/2010

[http://councilcommittees/Published/C00000140/M00001558/\\$\\$ADocPackPublic.pdf](http://councilcommittees/Published/C00000140/M00001558/$$ADocPackPublic.pdf)

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ABERDEEN CITY COUNCIL

COMMITTEE	ENVIRONMENT, PLANNING & INFRASTRUCTURE
DATE	7 September 2010
DIRECTOR	GORDON McINTOSH
TITLE OF REPORT	OPTIONS FOR RELOCATION OF INTELLIGENT TRANSPORT SYSTEMS
REPORT NUMBER:	EPI/10/199

1. PURPOSE OF REPORT

The report seeks to advise the Committee of the measures that require to be put in place to facilitate the relocation of the Intelligent Transport Systems (ITS) Unit into a new office facility within a Council owned building and that office space is still to be identified for the accommodation of the unit. In addition a suitable location also requires to be identified for the Real Time Passenger Information (RTPI) radio antenna, radio base station and system server.

2. RECOMMENDATION(S)

That members approve;

- a. Option 2, the installation of a new PC in-station within a new office facility, subject to the funds being available in future capital budget allocation for the upgrade of traffic signal installations and to report back to the Committee should the funding not be available.
- b. Officers work in partnership with First Aberdeen to identify a suitable location for the relocation of the RTPI aerial and communications hub.

3. FINANCIAL IMPLICATIONS

Funding will require to be identified to allow for the necessary communications infrastructure to be put in place for the ITS Unit traffic and transportation systems as part of the relocation.

4. SERVICE & COMMUNITY IMPACT

During the relocation of the ITS unit into a new office facility there is the potential for disruption to the travelling public leading to delays and congestion which would be much reduced through the installation of a new PC in-station within the new office accommodation.

5. OTHER IMPLICATIONS

None

6. REPORT

The Intelligent Transport Systems (ITS) Unit of the Council is currently located on the 2nd Floor within St Nicholas House and is primarily responsible for the operation, maintenance, design and installation of the city's traffic signal infrastructure. The Unit plays a vital role in the daily management of the road network. In addition to this the Unit also has responsibility for the bus Real Time Passenger Information system, Car Park Guidance System and variable message signs.

Prior to the redevelopment of the St Nicholas House site the unit will require to be relocated into a new office facility within a Council owned building. At this time an alternative location has not been identified.

The ITS unit has 3 computerised traffic and transportation systems that will require, as part of the move, to be re-housed and this report considers how this may be achieved whilst minimising the disruption to the travelling public. These systems are;

1. Urban Traffic Control System
2. Real Time Passenger Information System
3. Variable Message Signs & Car Parking Guidance System

The following discusses the relocation of the various systems.

1. Urban Traffic Control System (UTC)

The primary system used by the ITS Unit and highly important to the efficient management of the cities road network is the Urban Traffic Control System (UTC). The UTC system controls and co-ordinates the majority of the traffic signals in the city centre and consists of a control PC located in the ITS office within St Nicholas House and connected to a communications hub in the basement of Woodhill House. Three options have been considered for the relocation of this system and these are presented below.

Option 1

The relocation of the UTC system will require the provision of a new communications line from Woodhill House to the location of the new ITS office at a cost of approximately £5,000 which must be in place and operational prior to the ITS Unit moving. On the day of relocation the existing control PC would be dismantled and re-assembled in the new office. Down time for the system has been estimated at 3 days, which will allow for testing to be carried out to ensure the system operates correctly when it is restored. During this time the operation of the traffic signals on the main corridors, such as Market Street, Union Street

etc, would be co-ordinated through the use of fixed time plans. However, whilst the fixed time plans will provide control to the city centre signals the signal timings will not be reactive to variations in traffic flows and therefore some additional delays to traffic on the road network will be experienced.

In addition the reporting of traffic signal related faults will not be possible and responsive maintenance will be limited for the duration of the down time. Whilst this will be a short-term issue and is not anticipated to cause any significant disruption some difficulties and delay in maintenance response will almost certainly occur while the system is re-housed in its new location.

Option 2

There are obvious concerns regarding the relocation of the control PC into the new office environment. Whilst in theory there should be few problems with moving the system into the new office, due to the age of the control PC, which was installed in 1992, unforeseen issues may arise due to the age of the system.

Given the age of the control PC it may be prudent to take advantage of the relocation to upgrade the current installation with a modern system installed and configured in the new office in preparation for when the ITS Unit moves across. Whilst this option would also require the provision of a new communications line from Woodhill House to the new ITS office it would have the advantage of much reduced system down time. As on the day of relocation the old system would simply be shut down and the new system booted up. The existing system is dated and has limited functionality and a new control PC system would offer increased functionality and the potential for utilising new technologies in the future. Quotes for the supply, installation and commissioning of a duplicate system have been obtained and are in the region of £55,000.

The installation of a new PC in-station would remove potential difficulties that may arise with the re-housing of the ageing control station, ensure that the responsive maintenance and network efficiency is unaffected and provide for future technological advances.

The projected Capital Budget for future years for the upgrade of traffic signal installations has a fund allocation of £400,000 and could accommodate the installation of the proposed PC in-station, permitting the current control PC to be replaced with a modern system. However should this funding allocation not be available, an alternative funding arrangement will require to be identified, and a submission made to the Capital Prioritisation scheme.

Option 3

The communications hub for the UTC System is located at Woodhill House. It may be considered appropriate at this time to take this opportunity to relocate the hub to the same location as the UTC control PC. This would bring the whole of this strategically important resource back within the full control of the City Council thereby improving both maintenance accessibility and security.

Due to the requirement to relocate over 100 BT data circuits, there would be a significant capital outlay required to take forward this option. An investigation carried out in 1999 indicated that the cost of this work would be in the region of £300,000. However this figure will have risen since that time and it is felt that currently a cost approaching £400,000 would be more representative.

Whilst this may not be an affordable option at this time allowance for the relocation of the communications hub should be considered for future years and space identified within City Council offices to house the equipment.

2. Real Time Passenger Information System

Future Maintenance of RTPI

As members may be aware a proposal to terminate the term maintenance contract for the bus Real Time Passenger Information (RTPI) system as part of savings identified within the revenue budget was accepted by the Council at its meeting of 11 February 2010. It was anticipated that following the termination of the maintenance contract, the maintenance of the system would be carried out on an "as required" basis with faults repaired depending on their impact on the systems accuracy provided funding was available. It should be noted that if system accuracy was adversely affected by faults that, due to limited funding, could not be resolved public confidence in the system would suffer. At that point a decision would have to be taken as to whether the RTPI system should remain in operation.

The RTPI system provides arrival information to bus passengers via passenger information displays located in bus shelters and public buildings in the city. Priority at traffic signals is also given to buses through a link into the UTC system.

The RTPI system is owned and operated in partnership with First Aberdeen. However the majority of the system architecture is located in St Nicholas House with communications lines to the system supplier in Cambridge and to First Aberdeen's King Street depot for monitoring and maintenance.

System hardware installed in St Nicholas House consists of a radio antenna and Digital Global Positioning System (DGPS) unit on the roof, a radio base station and system server in the 14th floor radio room and a system terminal in the ITS Unit office.

Members are advised that First Aberdeen rely on the radio system for their voice communications with drivers and that any loss of service has serious Health & Safety implications for them. In this respect it is vital that down time should be kept to a minimum.

The relocation into a new office facility will require a new site to be identified to accommodate the radio base station. The migration of equipment will require careful management in order to ensure minimal down time and loss of service.

A report was commissioned in late 2006 to examine the options for re-locating the base station and also what work would be required to upgrade the base station to enable effective operation for the future. The report considered several potential sites around the city, looking at the radio coverage available, site security, access and any applicable site costs e.g. site rental. The sites that were considered as possible options are noted and discussed within Appendix 1.

Whilst a decision has been taken to terminate the RTPi maintenance contract, it is recommended that roads officers continue to liaise with First Aberdeen to identify the most suitable site for the relocation of the radio base station and to investigate sources of external funding that will permit maintenance support for the RTPi system to continue at no cost to the Council.

3. Variable Message Signs & Car Parking Guidance System

The Variable Message Signs (VMS) and Car Parking Guidance System (CPGS) provides drivers, shoppers and visitors to Aberdeen with information relating to operational issues affecting the road network, parking space availability and directional guidance to city centre car parks.

The VMS system consists of a remote operator station located in the ITS office connected to the central server located in the radio room on the 14th floor of St Nicholas House.

With regard to the infrastructure required in the new office to support the VMS system, all that will be required is the provision of a new communications line to allow the central server to communicate with the equipment on street, the system suppliers to install software patches, upgrades etc and allow officers to connect to the system remotely. The cost of installing a new communications line for the VMS system has been estimated at approximately £5,000. In addition space within the new office facility will require to be identified to house the central server and remote operator station.

Conclusion

In conclusion the relocation of the ITS unit into a new office facility will require a significant amount of planning and infrastructure to be put in place to ensure the disruption to the travelling public is minimised during the relocation process. In addition it provides the opportunity to update some of the systems that are vital to the efficient management of Aberdeen's road network and enable them to be expanded to make use of the latest technological advances. However funding sources require to be identified at the earliest opportunity to ensure that the required works can be completed in advance of the relocation. In addition office space that is sufficient to accommodate the PC in-station for the UTC system, the central server for the CPGS system and, possibly in the future, the communications hub for the UTC system, requires to be identified. A floor area of 70 square metres, which is equivalent to that currently allocated to the ITS unit, would be sufficient to accommodate the above systems.

In respect to the RTPI aerial and communications hub it is suggested that to minimise both relocation and future revenue costs a detailed design for relocation to the multi-storey flats on Forresterhill Road be carried out.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

None

APPENDIX 1

Site Options for Relocation of Radio Base Station

a. Multi-storey flats on Forresterhill Road

The Council owned multi-storey flats on Forresterhill Road were considered as a potential location for the radio antenna. This site would provide good radio coverage for the city centre and provide improved coverage along the A93 and A96 compared with the antenna in its current location. However site security and maintenance access were both highlighted as issues together with the potential for Health and Safety risks to contractor's staff. In addition accommodation would be required to house the radio base station and system server. If these items were not able to be stored securely within an existing plant room or alternatively an enclosure would have to be constructed for them on the roof. This would require planning approval and structural surveys to ensure the fabric of the building would not be adversely affected. Whilst there would be no external costs for this location there would be approximately £400 of power usage charges per annum. The capital cost for relocating the antenna onto the multi-storey flats on Forresterhill Road was estimated at £25,000.

b. Multi-storey flats at Gallowgate

The Council owned multi-storey flats on Gallowgate were also considered as a potential location for the radio antenna. The radio coverage at this site is similar to the Forresterhill Road site above in that the city centre receives good radio coverage. However along the A93 and A96 coverage levels drop off more quickly with limited reception.

Also in common with the Forresterhill Road location site security and maintenance access were both highlighted as issues together with the potential for Health and Safety risks to contractor's staff. Again accommodation would be required to house the radio base station and system server, which if not available within the existing structure would have to be provided, with all of the previously outlined issues of planning and structural surveys to be taken into account. Again there would be no external costs for this location there would be approximately £400 of power usage charges per annum. The capital cost for relocating the antenna onto these multi-storey flats was also estimated at £25,000.

c. Brimmond Hill Radio Mast

The commercial radio mast on Brimmond Hill was identified as the preferred site for the radio antenna as it offered excellent radio coverage for both the city centre and along the A93 and A96. Site security is not considered an issue and maintenance access is available at all times. The capital cost for relocating the antenna onto the Brimmond Hill mast were estimated at £45,000 with a further £6,000 of lease rental fees per annum.

Given the shared ownership of the Aberdeen real time system it would be appropriate for the cost burden to be shared between the partner organisations. The exact cost split would have to be the subject of discussions between the partners based on ownership and operational requirements.

Exempt information as described in paragraph(s) 8, 12 of Schedule 7A of the Local Government (Scotland) Act 1973.

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