

Public Document Pack



To: Councillor Dean, Convener; Councillor Corall, Vice-Convener; and Councillors Adam, Allan, Boulton, Cormack, Cormie, Crockett, Donnelly, Jaffrey, Leslie, MacGregor, McCaig, Penny and Yuill.

Town House,
ABERDEEN 5 September, 2011

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, 13 SEPTEMBER 2011 at 2.00 pm.**

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES

B U S I N E S S

1 DETERMINATION OF EXEMPT ITEMS OF BUSINESS

Members are requested to resolve that any exempt business on this agenda be considered with the press and public excluded

2 REQUESTS FOR DEPUTATION

None at present.

3 MINUTES, COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST

3.1 Minute of Previous Meeting of 24 May 2011 (Pages 1 - 18)

3.2 Committee Business Statement (Pages 19 - 46)

3.3 Motions List (Pages 47 - 48)

4 MOTIONS

4.1 Motion by Councillor Graham

“That following the identification of the Haudagain Roundabout as the worst in Europe, that as a matter of urgency this Council calls on the Scottish Government (1) to identify its option for the Haudagain Roundabout; and (2) to bring forward the 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.”

4.2 Motion by Councillor Kevin Stewart MSP

“That this Council agrees that a referendum on the future of Union Terrace Gardens be held after the City Garden design competition is completed, calls on officers to produce a report about the practicalities and costings of holding a postal ballot of all Aberdeen electors and asks officers to investigate sourcing funding for the referendum from bodies other than the Council.”

4.3 Motion by Councillor Young

“Council instructs officers to liaise with the Ashwood Parade business community in the Bridge of Don to investigate ways in which better signage and better awareness of their businesses can be obtained to the betterment of both the residents of Ashwood Parade and to the business community of Ashwood Parade.”

4.4 Motion by Councillor Yuill

‘That Aberdeen City Council agrees to instruct officers to prepare a report on both the feasibility of developing, in partnership with Aberdeenshire Council and Perth and Kinross Council, a long distance footpath – The Royal Deeside and Perthshire Way – from Fittie to Perth via Deeside and ways in which this project might be funded’.

4.5 Motion by Councillor Yuill

“That, given the ongoing difficulties caused by HGVs using Broomhill Road as a through route, Council instructs officers to report to the appropriate committee on the introduction of an ‘except for access’ weight or width restriction on some or all of Broomhill Road between Holburn Street and South Anderson Drive.”

4.6 Motion by Councillor Yuill

“That this Council instructs officers to report to the appropriate committee on the extension westwards to a point west of Northcote Road of the 30mph speed limit on North Deeside Road, Mannofield.”

4.7 Motion by Councillor Yuill

“That, given the ongoing difficulties caused by lorries using Morningside Road, Cranford Road and Duthie Terrace as through routes so as to avoid the junction of Great Western Road and South Anderson Drive, Council instructs officers to report to the appropriate committee on the introduction of an ‘except for access’ weight restriction on these roads plus that part of Hammerfield Avenue not already covered by such a restriction.”

4.8 Motion by Councillor Yuill

“That, given the significant inconvenience and difficulties caused to householders and others by bollards opposite the entrance from Deeside Drive to the rear lane lying between the rear of properties on Deeside Drive and Deeside Crescent, Council instructs officers to report to the appropriate committee on the removal of these bollards.”

4.9 Motion by Councillor Young

“Council agrees that in order to provide proper scrutiny over an area of land currently under the City Council’s direct control, and to ensure that no citizen or citizens of Aberdeen can accuse the Council of “losing control” over the City Garden Project, as well as to ensure beyond reasonable doubt that there will be a local democratic audit of plans for an area of the city centre that many Aberdonians care passionately about, Council undertakes without delay to determine a design brief to be provided to architects which meets the requirements of the citizens of Aberdeen as approved by elected members, the democratically elected guardians of this fine city.”

4.10 Motion by Councillor Boulton - Reducing the Speed Limit on the Road from Countesswells to Kingswells due to the High Level of Accidents (Pages 49 - 56)

5 PERFORMANCE MANAGEMENT AND SERVICE ISSUES

5.1 Enterprise, Planning and Infrastructure Directorate Business Plan 2011-2014 (Pages 57 - 100)

5.2 Planning and Sustainable Development Service Review and Service Plan 2011 (Pages 101 - 120)

6 FINANCE

6.1 2011/12 Revenue Budget Monitoring (Pages 121 - 130)

6.2 Capital Monitoring - EP&I Projects (Pages 131 - 138)

- 6.3 Proposed Programme of Works for Additional £1M Revenue Budget
(Pages 139 - 146)

7 ENTERPRISE

- 7.1 South Aberdeen Coastal Regeneration Project (SACRP) Projects and Programmes (Pages 147 - 164)
- 7.2 Aberdeen Destination Marketing Organisation (Pages 165 - 220)
- 7.3 Digital Network Development (Pages 221 - 240)

8 PLANNING AND SUSTAINABLE DEVELOPMENT

- 8.1 Designated Sites Review Recommendations (Pages 241 - 248)
The maps can be viewed as:-
http://www.aberdeencity.gov.uk/WalkingCycling/core_paths/wac_naturalheritageareas.asp
- 8.2 Aberdeen Open Space Strategy (Pages 249 - 252)
- 8.3 Adoption of Supplementary Guidance as Interim Planning Guidance in Support of the Aberdeen Local Development Plan (Pages 253 - 352)
Copies of the Supplementary Guidance documents will be made available in the Members' Library and from the Local Development Plan Team. Full copies of the draft Supplementary Guidance can be viewed online at the following page:-
http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_proposed_plan.asp
- 8.4 Supplementary Guidance for Further Consultation with the Emerging Aberdeen Local Development Plan (Pages 353 - 374)
Copies of the Supplementary Guidance documents will be made available in the Members' Library and from the Local Development Plan Team. Full copies of the draft Supplementary Guidance can be viewed online at the following page:-
http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_proposed_plan.asp
- 8.5 New Draft Supplementary Guidance in support of the Proposed Aberdeen Local Development Plan (Pages 375 - 392)
Copies of the Supplementary Guidance documents will be made available in the Members' Library and from the Local Development Plan Team. Full copies of the draft Supplementary Guidance can be viewed online at the following page:-
http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_proposed_plan.asp

- 8.6 OP40 - Kingswells Development Framework and Phase One Masterplan (Pages 393 - 420)
- 8.7 North Dee - Development Update (Pages 421 - 428)
- 8.8 A Response to the North Sea Region 2020 Draft Document for Consultation (Pages 429 - 436)

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 437 - 478)

TRAFFIC ORDERS AT THE MIDDLE STAGE

- 9.2 Justice Mill Lane Traffic Management Proposals - Initial Statutory Consultation (Pages 479 - 488)
- 9.3 Pitmedden Road, Dyce - Prohibition of left turns - Order 2010 (Initial Statutory) (Pages 489 - 500)

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

- 9.4 The Aberdeen City Council (Westbank, Aberdeen) (Residential Parking Bays) Order 2011 (Pages 501 - 540)
- 9.5 Various Traffic Orders - Outcome of Main Statutory Advertisement Stage (Pages 541 - 604)

OTHER INFRASTRUCTURE, TRANSPORTATION, ROADS AND PARKING ISSUES

- 9.6 The Greenbrae Cycle Project (Pages 605 - 642)
- 9.7 Disabled Persons Parking Places (Scotland) Act 2009 - Eligibility (Pages 643 - 652)
- 9.8 Blue Badge Reform (Pages 653 - 674)

- 9.9 Driveway Application Appeals at 158 Bonnyview Drive and 40 Longview Terrace, Aberdeen (Pages 675 - 680)
- 9.10 Residential Use of Denburn Car Park Overnight (Pages 681 - 684)
- 9.11 Service 5 BRDG Funding/Real Time Upgrade Project (Pages 685 - 690)
- 9.12 Flood Risk Management (Scotland) Act Implementation Progress Report (Pages 691 - 700)
- 9.13 Roads Winter Services Plan (Pages 701 - 706)
- 9.14 Maintenance of Municipal Buildings - General Response Maintenance Contracts (Pages 707 - 710)
- 9.15 Strategic and Local Transportation Projects Update (Pages 711 - 748)

BUSINESS THE COMMITTEE MAY WISH TO CONSIDER IN PRIVATE

- 10.1 Glashieburn Flood Prevention Scheme (Pages 749 - 754)
- 10.2 Maintenance of Municipal Buildings - General Response Maintenance Contracts - Appendix containing exempt information. (Pages 755 - 758)

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

MINUTES OF STANDING COMMITTEES

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN: 24 May 2011 Minute of Meeting of the ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Dean, Convener; Councillor John West, Vice-Convener; and Councillors Adam, Allan, Cormie, Corall, Crockett, Farquharson (as substitute for Councillor Boulton), Greig, Jaffrey, McCaig, Milne, Penny and Robertson.

The agenda and reports associated with this minute can be found at:-

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=1907&Ver=4>

INTRODUCTION AND WELCOME

1. The Convener advised that Ms. Bojana Vujanac and Mr. Igor Vavic were both working with the Council as part of the European Integration Scholarships Programme and welcomed Ms. Bojana Vujanac to the meeting. She also welcomed Becky Christie, Oldmachar Academy pupil, who was shadowing Councillor Jaffrey.

REQUESTS FOR DEPUTATION

2. The Convener advised the Committee that both of the following requests for deputation which had been received outwith the deadline stated within in Standing Order 10(1) had now been withdrawn;

- (i) Mr Mike Shepherd – in relation to item 7.7 (City Centre Development Framework) on the agenda (article 25); and
- (ii) Ms Shirley Henderson, on behalf of Westbank Residents Association – in relation to item 8.3 (Various Traffic Orders – Outcome of Main Statutory Advertisement Stage) on the agenda (article 31 refers).

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

MINUTE OF PREVIOUS MEETING OF 15 MARCH 2011

3. The Committee had before it the minute of its previous meeting of 15 March, 2011.

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 4 (Peacock Visual Arts/ Northern Light), the Director advised that he had written to the Director of Education, Culture and Sport regarding this matter and was awaiting a response.

In relation to item 28 (General Fund Revenue Budget 2011/2012 and Indicative 2012/2013-2015/2016 Budget), the Director advised that the Services was on target to achieve all 2011/2012 savings and that all savings were monitored monthly at the Senior Management Team.

The Committee resolved:-

- (i) to remove item 2 (Energy Futures Centre);
- (ii) in relation to item 24 (Update on the Numbers and Impact of Economic Migrants on the City of Aberdeen), to note that a report on this matter would be submitted to the Enterprise, Planning and Infrastructure Committee at its meeting on 13 September, 2011;
- (iii) to note the oral update from the Director in relation to item 4 (Peacock Visual Arts Centre/ Northern Light);
- (iv) to note the oral update from the Director in relation to item 28 (General Fund Revenue Budget 2011/2012 and Indicative 2012/2013 – 2015/2016 Budget); and
- (v) to otherwise note the updates contained within the list.

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.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

The Committee resolved:-

- (i) to remove motion 2 (Motion by Councillor Boulton – Bus Fares for Pupils), and to request officers to clarify to the Committee, by email, the cost of the 12 week Unilink ticket; and
- (ii) to otherwise note the updates contained therein.

MOTION BY COUNCILLOR YUILL - A LONG DISTANCE FOOTPATH - THE ROYAL DEESIDE AND PERTSHIRE WAY

6. With reference to article 7 of the minute of meeting of the Housing and Environment Committee of 10 May, 2011, the Committee had before it the following motion which had been submitted by Councillor Yuill.

‘That Aberdeen City Council agrees to instruct officers to prepare a report on both the feasibility of developing, in partnership with Aberdeenshire Council and Perth and Kinross Council, a long distance footpath – The Royal Deeside and Perthshire Way – from Fittie to Perth via Deeside, and ways in which this project might be funded’.

The Committee resolved:-

in the absence of Councillor Yuill, to defer consideration of the motion to the next meeting of the Enterprise, Planning and Infrastructure Committee on 13 September, 2011.

EMERGENCY MOTION BY THE CONVENER - POSSIBLE EXTENSION OF AIR PASSENGER DUTY

7. The Committee had before it the following emergency motion which has been submitted by the Convener:-

“That the Council respond as a matter of urgency to the Westminster Government’s consultation on the possible extension of Air Passenger Duty, strongly urging that the helicopter flights to and from the North Sea installations be exempted”.

The Convener spoke to her motion, explaining the rationale behind her request.

The Committee resolved:-

to approve the terms of the motion.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

**ENTERPRISE, PLANNING AND INFRASTRUCTURE SERVICE BUSINESS PLAN,
PROGRESS AND PERFORMANCE REPORT - EPI/11/015**

8. With reference to article 7 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 18 January, 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the Service's key performance measures and progress of improvement works against the priorities of the Service, which consisted of 2 sections, namely: (1) a highlight report by the Director; and (2) a summary report detailing the key performance indicators and improvement actions identified to measure the performance and progress of each priority up to 31 March, 2011.

The report advised that the Service was currently undertaking a full review of service risks and working with colleagues in Finance to incorporate full financial data and both these would be included in future reports.

The Committee resolved:-

- (i) to request officers to provide the Enterprise, Planning and Infrastructure Committee with the results of Aberdeen University's study which was analysing the impacts of the introduction of the increase in tax on the oil and gas sector once this had been completed;
- (ii) to congratulate all staff for the improvement in sickness absence figures in the Service; and
- (iii) to note the performance of the Service to date.

**ENTERPRISE, PLANNING AND INFRASTRUCTURE SENIOR MANAGEMENT
RESTRUCTURE UPDATE - EPI/11/124**

9. With reference to article 8 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 18 January, 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the progress made in respect of the restructuring of Senior Management within Enterprise, Planning and Infrastructure, under delegated authority granted to the Director by the Committee at its meeting on 31 May, 2010.

The Head of Planning and Sustainable Development advised that the restructuring of her team had been completed in September, 2010; she was now carrying out a comprehensive service review and once this had been completed further refinement in the structure would be undertaken. This process would not have a significant affect below fourth tier.

The Economic/ Business Development Project Director advised that the restructuring of his team was included in the Economic and Business Development 2011-2016 Business Plan to be considered later on the agenda (article 10 refers).

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

Finally, the Head of Asset Management and Operations advised all general managers had been appointed and a new team responsible for corporate management had been established.

The Committee resolved:-

to note the content of the report.

ECONOMIC AND BUSINESS DEVELOPMENT 2011-2016 BUSINESS PLAN - EPI/11/124

10. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the Council's proposed Economic and Business Development Plan for the period 1 April, 2011 to 31 March, 2016. The plan was appended to the report.

The Committee resolved:-

- (i) to approve the proposed 1 April, 2011 – 31 March 2016 Economic and Business Development Plan and the projects/activities outlined therein – on the understanding that proposed budget allocations were fully compliant with the recent Enterprise, Planning and Infrastructure 2011/2012 budget approval process;
- (ii) to note that some projects and activities outlined in the Business Plan Annexes (Annexes 2 to 6) might be subject to further refinement in light of the ongoing reorganisation changes and related budget reallocations within teams; and
- (iii) to note that all budget and staffing issues relating to the Business Plan's implementation would be dealt with in accordance with the Council's normal budget process and normal Human Resources procedures.

SERVICE ASSET MANAGEMENT PLAN - EPI/11/138

11. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of the Service Asset Management Plan for Enterprise, Planning and Infrastructure.

The Committee resolved:-

to approve the Service Asset Management Plan for Enterprise, Planning and Infrastructure.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

CAPITAL BUDGET PROGRESS REPORT - EPI/11/126

12. With reference to article 11 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 15 March, 2011, the Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the Head of Finance which provided an update on the progress made on various projects within the Non-Housing Capital Programme previously approved by the Council (now aligned to the Enterprise, Planning and Infrastructure services).

The Committee resolved:-

- (i) to note the contents of the report in relation to the projects outlined at appendix A; and
- (ii) to instruct the relevant officers to continue to work closely with the Corporate Asset Group and in particular the Head of Asset Management and Operations and the Head of Finance, to ensure effective monitoring of the programme going forwards.

2010/2011 REVENUE BUDGET MONITORING - EPI/11/125

13. With reference to article 12 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 15 March, 2011, the Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the Head of Finance, which highlighted the current year revenue budget performance to date for the services which related to the Committee and advised on any areas of risk and management action taken.

The Committee resolved:-

- (i) to note the performance for the year and the information on risks and management action that was contained therein; and
- (ii) to instruct officers to continue to review budget performance and report on service strategies as required to ensure a balanced budget.

PROFESSIONAL FEE ALLOWANCES AND CORPORATE ADMINISTRATION COSTS FOR NON-HOUSING CAPITAL PROJECTS - EPI/11/149

14. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the reasons for the reduction in income generated for the Council's General Fund Revenue Budget by the Construction Management and Design Section of Asset Management Operations; and detailed the existing arrangements for the charging of fees for Non-Housing Capital Projects.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

The Committee resolved:-

- (i) to note the existing situation with regard to the way that Professional Fees and Corporate Administration Costs were charged for Non-Housing Capital Projects;
- (ii) to note the reasons for the shortfall in income during the financial year 2010/2011; and
- (iii) to instruct officers to amend the current procedure for the stage drawdown of fees on all projects over £1million to correspond to the Royal Institute of British Architects (RIBA) recommendations.

SCHOOL CATERING SERVICES - MEAL PRICE INCREASE - EPI/11/165

15. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval for officers within Facilities Management Services to apply an annual increase to the price of both primary and secondary school meals, as necessary.

The report recommended:-

that the Committee:-

- (a) approve an increase in the price of the school meal by 10p per meal from August 2011;
- (b) to delegate power to the Head of Asset Management and Operations to determine and apply increases in future years to meal prices as necessary, to reflect budget decisions, increased costs etc, subject to the charges being benchmarked with other comparable authorities;
- (c) to refer the report to the Finance and Resources Committee of 16 June, 2011 for final approval to apply any increases, and thereafter to the Education, Culture and Sport Committee on 2 June, 2011 for information only; and
- (d) agree that the final decision of the Finance and Resources Committee be communicated to parents through each school.

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

Councillor Adam, seconded by Councillor Allan, moved as an amendment:-
that recommendations (a), (c) and (d) be approved.

On a division between the motion and the amendment, there voted:- for the motion (9) – the Convener, the Vice-Convener; and Councillors Corall, Cormie, Greig, Jaffrey, McCaig, Penny and Robertson; for the amendment (5) - Councillors Adam, Allan, Crockett, Farquharson and Milne.

The Committee resolved:-

to adopt the motion.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

ABERDEEN BUSINESS IMPROVEMENT DISTRICT - NEXT STEPS- EPI/11/198

16. With reference to article 20 of the minute of meeting of the Enterprise, Planning and Enterprise Committee of 23 February, 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the current position with the proposals for the Aberdeen Business Improvement District (the BID), the timetable being pursued, and the initial projects for implementation following the conclusion of a successful ballot.

The report recommended:-

that the Committee:-

- (a) authorise the Director of Enterprise, Planning and Infrastructure to progress consultations on all aspect of the delivery of the Aberdeen BID proposal with partner organisations and relevant stakeholders within the BID area in conjunction with the Aberdeen BID Steering Group and the Aberdeen BID Board, as detailed in the report;
- (b) consent to the continuation of the process towards the planned Ballot of the eligible businesses within the proposed Aberdeen BID area and, as the Ballot Holder, to conduct the election process as set out in the report;
- (c) authorise the Chief Executive, as the Ballot Holder, or her nominee, to conduct the election process within the prescribed timeline, as set out in the report;
- (d) authorise the Head of Legal and Democratic Services, in consultation with the Directors to undertake the final negotiations, completion and approval of all appropriate documentation on behalf of Aberdeen City Council for the implementation of the Aberdeen BID, as detailed within the report; and
- (e) authorise payment of a monthly grant from the date of the Ballot, equivalent to one-twelfth of the total annual levy charge, until the levy was collected and disbursed to the BID – at which point any grant paid would be deducted from the levy collected, as detailed in the report.

The Committee resolved:-

to approve the recommendations contained within the report.

EXTERNAL FUNDING UPDATE - EPI/11/068

17. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the Council's external funding initiatives.

The report recommended:-

that the Committee:-

- (a) approve Councillor Dean to run for Vice Chair of the North Sea Commission in the June election and Chair of the Conference of Peripheral Maritime Regions Energy Group (CPMR);

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

- (b) approve both member and officer travel and attendance to relevant North Sea Commission (NSC) meetings throughout 2011, and officer travel to European Project development meetings within Europe Member States in 2011/2012; and note that the locations and timings of project development meetings would vary in the year as and when the lead partners called for the meetings;
- (c) note the European promotional activities which had been undertaken to date;
- (d) approve the Council's participation in the following European projects and officer travel to project meetings:
 - Life Time Proof Communities (Interreg IVB North West Europe)
 - Greenspace Infrastructure (GIN) (Interreg IVB North Sea Region)
 - Complex Challenges, Innovative Cities (CCIC) (Interreg IVC)
 - Broadband Office Network Europe (BONE) (Interreg IVC)
 - Policy Plan for Air Quality in Cities and Towns (PACT) (Interreg IVC)
 - Green Towns (Interreg IVC)
 - Hub for Domestic Violence (Daphne III)
 - A Low Carbon Action Plan for the North Sea Region (LOWCAP) (Interreg IVB North Sea Region)
 - EcoCities (Interreg IVC)
 - Green Economy in Urban Areas (Interreg IVC); and
- (e) note the success of the Council drawing down £581,743 in 2010/11 of external monies to be utilised in EU projects over a period of three years.

The Committee resolved:-

- (i) to note that Councillor Dean would no longer be running for the position of Vice-Chair of the North Sea Commission in their June election and Chair of the Conference of Peripheral Maritime Regions Energy Group (CPMR), as the current Chair had decided not to resign; and
- (ii) to otherwise approve the recommendations contained in the report.

APPLICATIONS FOR FUNDING FROM THE INTERNATIONAL TWINNING BUDGET 2011-12 - EPI/11/136

18. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented applications for financial assistance from the International Twinning Budget 2011/12.

The report recommended:-

that the Committee:-

- (a) approve a grant of £2,050 towards the cost of the 21st Aberdeen (Cults) Scout Group visit to Gomel, Belarus from 5 to 12 October, 2011;
- (b) approve A grant of £1,940 towards the cost of Jazz Scotland participating at the Regensburg Jazz Festival between 14 and 17 September, 2011;

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

- (c) approve a grant of £3,600 towards the cost of Stavanger Vocalensemble participating at the Sound festival from 10-13 November, 2011;
- (d) approve a grant of £1,950 towards the participation of the Havard Holland Gallery, Stavanger and the Ostwestkunst Gallery, Regensburg at the Inaugural Aberdeen Art Fair, to be held at Aberdeen Music Hall, between 12 and 14 August, 2011; and
- (e) approve a grant of £4,700 towards the participation of Vardeneset BK Stavanger at the inaugural Aberdeen International Festival of Football to be held between 18 and 22 July, 2011.

The Committee resolved:-

to approve the recommendations.

SECURING THE BENEFITS FROM THE NEXT ENERGY REVOLUTION POLICY STATEMENT - EPI/11/100

19. With reference to article 22 of the minute of meeting of the Enterprise, Planning and Infrastructure Committee of 18 January, 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented a policy statement which consolidated all of Aberdeen City Council's sustainability policies into one document.

The report recommended:-

that the Committee:-

- (a) approve the Securing the Benefits from the Next Energy Revolution Policy Statement Statement;
- (b) instruct officers to prepare an alternative energy strategy; and
- (c) request that officers arrange a "renewables awareness" workshop in 2011 for elected members and interested parties.

The Committee resolved:-

to approve the recommendations contained within the report.

SCOTLAND'S NATIONAL MARINE PLAN CONSULTATION - EPI/11/135

20. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the proposed Council response for the Scottish Government's consultation entitled "Scotland's National Marine Plan Pre-Consultation Draft".

The Committee resolved:-

to approve the view of the Council's response to the above consultation.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

NORTH EAST OF SCOTLAND CLIMATE CHANGE PARTNERSHIP ELECTED MEMBER REPRESENTATION - EPI/11/142

21. With reference to article 11 of the minute of meeting of Council of 24 March, 2010, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought the selection of a named elected member to the North East of Scotland Climate Change Partnership.

The report recommended:-

that the Committee appoint an appropriate Elected Member to represent the Council's interests on the North East Scotland Climate Change Partnership, with officer support from Planning and Sustainable Development.

The Committee resolved:-

- (i) to appoint Councillor Corall to the North East Scotland Climate Change Partnership; and
- (ii) to request that the minutes of the meetings of the North East Scotland Climate Change Partnership be placed in the Enterprise, Planning and Infrastructure Committee's Information Bulletin.

ALTERNATIVE ENERGY STRATEGY FOR COUNCIL OWNED PUBLIC BUILDINGS - EPI/11/120

22. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the alternative energy strategy for Council owned public buildings (appended to the report) for approval.

The report recommended:-

that the Committee:-

- (a) note the potential environmental and financial benefits of reducing the Council's energy demand and developing alternative energy projects in the City; and
- (b) agree to the adoption of the Council's Alternative Energy Strategy for Council owned Public Buildings; and
- (c) agree to refer the Strategy to the Corporate Policy and Performance Committee for ratification.

The Committee resolved:-

to approve the recommendations contained in the report.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

WALKER CUP GOLF TOURNAMENT - TEMPORARY EXEMPTION OF LAND FROM ACCESS RIGHTS (LAND REFORM (SCOTLAND) ACT 2003) - EPI/11/128

23. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined an application for a Exemption Order for the Short Term Exemption of Land from Access Rights under Section 11 of the Land Reform (Scotland) Act 2003 (the Land Reform Act), in order to facilitate and support the management of the Walker Cup Golf Tournament which was to be held at Royal Aberdeen Golf Club.

The report recommended:-

that the Committee:-

- (a) approve the proposed Section 11 Exemption Order to facilitate and support the management of the Walker Cup Golf Tournament at Royal Aberdeen Golf Club; and
- (b) instruct officers to progress with the order.

The Committee resolved:-

to approve the recommendations contained in the report.

CONSULTATION ON MAINTENANCE OF LAND ON PRIVATE HOUSING ESTATES - EPI/11/146

24. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the draft response to a Scottish Government consultation on the maintenance of land on private housing estates.

The report recommended:-

that the Committee instruct officers to submit the response to the consultation proposed in this report to the Scottish Government by the deadline of 6 June, 2011.

The Committee resolved:-

- (i) to request officers to report to the Housing and Environment Committee on the issue of charging for garden maintenance in the vicinity of housing amenity areas where a number of properties were now privately owned, if this was not already being reported to the Committee; and
- (ii) to instruct officers to submit the response to the consultation proposed in this report to the Scottish Government by the deadline of 6 June, 2011.

ABERDEEN CITY CENTRE DEVELOPMENT FRAMEWORK - EPI/11/147

25. With reference to article 14 of the minute of meeting of the Enterprise, Planning and Infrastructure Committee of 7 September, 2010, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

Aberdeen City Centre Development Framework for approval as interim planning advice pending adoption of the Aberdeen Local Development Plan, at which time it would be formally adopted as supplementary guidance to the Plan.

The report recommended:-

that the Committee approve the Aberdeen City Centre Development Framework as interim planning advice, pending adoption of the Aberdeen Local Development Plan, at which time it would be formally adopted as supplementary guidance to the Plan.

The Committee resolved:-

- (i) to approve the recommendation contained in the report; and
- (ii) as Union Terrace Gardens was the central focus of debate in the City centre, the Framework should specifically keep open a range of options, including improving access to the gardens as currently structured and preserving the topography of the area.

ENERGETICA PLACEMAKING SUPPLEMENTARY GUIDANCE, PLANNING ADVICE AND OVERVIEW - EPI/11/123

26. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the proposed Energetica Placemaking Supplementary Guidance, Overview and Planning Advice, prepared as a guide for the future development of land identified within the Energetica Corridor.

The report recommended:-

that the Committee approve the joint (City and Shire) consultation of the Energetica Placemaking Supplementary Guidance, Overview and Planning Advice documents for a period of 8 weeks, starting on 1 August, 2011 and concluding at 5pm, 23 September, 2011; and that this might be subject to any minor editing changes or minor technical points of detail which might require to be made.

The Committee resolved:-

to approve the recommendation contained in the report.

STONEYWOOD ESTATE DEVELOPMENT FRAMEWORK AND MASTERPLAN - EPI/11/122

27. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the Stoneywood Estate Development Framework and Masterplan, which had been prepared as a guide for the future development of land identified as Opportunity Site OP24 in the Proposed Aberdeen Local Development Plan.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

The report recommended:-

that the Committee approve the Stoneywood Estate Development Framework and Masterplan as interim planning advice, pending adoption of the Aberdeen Local Development Plan, at which time it would be adopted as supplementary guidance to that Plan.

The Committee resolved:-

to approve the Stoneywood Estate Development Framework and Masterplan as recommended in the report.

FORMER DAVIDSON'S MILL DEVELOPMENT FRAMEWORK - EPI/11/121

28. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the former Davidson's Mill Development Framework, which had been prepared as a guide for the future development of the brownfield regeneration site at Mugiemiss Road, Bucksburn, identified as Opportunity Site OP107 in the adopted Aberdeen Local Plan 2008.

The report recommended:-

that the Committee adopt the Davidson's Mill Development Framework as supplementary planning guidance to the Adopted Aberdeen Local Plan (2008), pending adoption of the Aberdeen Local Development Plan (ALDP), at which time it would be adopted as supplementary guidance to that plan

The Committee resolved:-

to adopt the Davidson's Mill Development Framework as supplementary planning guidance to the Adopted Aberdeen Local Plan (2008) as recommended in the report.

BON ACCORD CRESCENT - FREDERICK STREET CAR PARK - GREY STREET - HAZLEHEAD GARDENS/ HAZLEHEAD ROAD - JOHN STREET, DYCE - MARCHBURN INFANTS SCHOOL - MARISCHAL COLLEGE CAR PARK - NORTH SILVER STREET - QUARRY ROAD, CULTS - ST. NICHOLAS HOUSE CAR PARK - SECTION OF ROAD BETWEEN DENBURN ROAD AND RENNIE'S WYND/ THE GREEN - PALMERSTON ROAD - BEECH GROVE CHURCH, MIDSTOCKET ROAD - CRAIGSHAW ROAD - MUGIEMOSS ROAD - OLD CROFT PLACE - DISABLED PARKING BAYS - EPI/11/130

29. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which proposed various small scale traffic management measures for the above locations.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

The report recommended:-

that the Committee:-

- (a) approve the proposals in principle and instruct officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required, and that if no significant objections were received, then to progress with the public advertisement and report the results to a future meeting of the Enterprise, Planning and Infrastructure Committee; and
- (b) instruct the appropriate officers to commence the combined statutory consultation for the traffic regulation order for the rest of the Blue Badge parking spaces and report back to a future meeting of the Enterprise, Planning and Infrastructure Committee.

The Committee resolved:-

to approve the recommendations contained in the report.

ASH-HILL ROAD - BRODIACH ROAD - CAIRN ROAD, PETERCULTER - CROMWELL ROAD - GLADSTONE PLACE, WOODSIDE - GREAT NORTHERN ROAD/ ANDERSON ROAD - GREAT SOUTHERN ROAD AT BLOOMFIELD PLACE - GREENBANK PLACE - JUSTICE MILL LANE/ HARDGATE - KIRK BRAE, CULTS - LITTLE BELMONT STREET - MINTO DRIVE, ABERDEEN COLLEGE DEVELOPMENT - PITSTRUAN TERRACE/ SALISBURY TERRACE - RIVERSIDE DRIVE - WOODEND TESCO DEVELOPMENT - EPI/11/139

30. With reference to article 23 of the minute of meeting of the Enterprise, Planning and Infrastructure Committee of 18 January, 2011 and article 22 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 15 March, 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the results of the initial statutory consultation process undertaken in relation to each of the above locations.

The report recommended:-

that the Committee acknowledge the responses received as a result of the Statutory Consultation, and thereafter instructs officers to progress to the public advertisement stage and report the results to a future Enterprise, Planning and Infrastructure Committee.

The Committee resolved:-

to approve the recommendation contained in the report.

VARIOUS TRAFFIC ORDERS - OUTCOME OF MAIN STATUTORY ADVERTISEMENT STAGE - CG/11/053

31. The Committee had before it a report by the Director of Corporate Governance which advised of the outcome of the final statutory stage of the following six orders and presented objections which had been received:

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

- (i) The Aberdeen City Council (Disabled Person's Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 2011;
- (ii) The Aberdeen City Council (Various Traffic Management Measures) (No 1) Order 2011;
- (iii) The Aberdeen City Council (Various Traffic Management Measures) (No 2) Order 2011;
- (iv) The Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011;
- (v) The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011; and
- (vi) The Aberdeen City Council (Bus Lanes in Aberdeen) (Amendment) (No 2) Order 2011.

The report recommended:-

that the Committee:-

- (a) overrule the objection in relation to the Aberdeen City Council (Various Traffic Management Measures) (No 1) Order 2011 and that the Order be implemented as originally envisaged;
- (b) defer consideration of the proposals regarding Westbank to the next meeting of the Enterprise, Planning and Infrastructure Committee on 13 September, 2011, to allow further consultation with the residents, however that the remainder of the Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011 be implemented as originally envisaged;
- (c) note the objection in respect of the Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011, in particular the inaccuracy within the Order regarding the location of the night time taxi rank B, and that in light of this inaccuracy, the Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011, be approved as advertised, with the exception of night time taxi rank B; and therefore to instruct officers to re-advertise the correct location of rank B and the proposed seven day operation, as a matter of urgency in order that the Council could ensure continuity across all the night time ranks as quickly as possible; and
- (d) affirm the orders which did not attract objections and that all the Orders be made and implemented accordingly.

The Committee resolved:-

to approve the recommendations contained in the report.

PROPOSED CITY CENTRE EVENT FOR EUROPEAN MOBILITY WEEK 2011 - EPI/11/140

32. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which informed of the European Mobility Week and In Town Without My Car Day events taking place throughout the world in September, 2011; and requested

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

that Aberdeen City take part in these celebrations by closing to motor vehicles either Union Terrace on Saturday, 24 September, 2011 or Belmont Street on Saturday, 17 September, 2011 and hosting a sustainable transport-themed event in the roadspace to highlight the City's and the Council's commitment to reducing carbon emissions, improving air quality and promoting sustainable lifestyles.

The Committee resolved:-

- (i) to support Aberdeen City's participation in the European Mobility Week and In Town Without My Car Day 2011;
- (ii) to instruct officers to initiate proceedings to close Belmont Street for a smaller scale event on Saturday, 17 September, and that the Head of Planning and Sustainable Development clarify whether this would still meet the requirements for participation in the European Mobility Week and In Town Without My Car Day 2011; and
- (iii) to email the Equality Human Rights Impact Assessment undertaken to Councillor Allan.

ADDITIONAL CHARGES FOR STREET OCCUPATIONS - EPI/11/105

33. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the option to apply charges for street occupations associated with the occupation of road space for use as a site storage area for offices, containers, etc to carry out building works, making buildings safe and commercial operations.

The report recommended:-

that the Committee:-

- (a) approve the charges and that these be applied from 1 July, 2011 and that the report be referred to the Finance and Resources Committee for ratification of the charges; and
- (b) instruct officers to review the charges annually as part of the budget process.

The Committee resolved:-

to approve the recommendations contained within the report.

WINTER MAINTENANCE OPERATIONS 2010 - 2011 - EPI/11/156

34. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an overview of the strategy that the Roads Service operated throughout the City during the winter of 2010/2011.

The report recommended:-

that the Committee:-

- (a) note the contents of this report;

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
24 May, 2011

- (b) instruct officers to continue with the comparison of other similar urban authorities winter services both in terms of operation and cost;
- (c) instruct officers to incorporate, within the Winter Services Plan for 2011/2012, those recommendations in Section 13 of the Well Maintained Highways and any other relevant documents produced not already in the Winter Maintenance Plan 2010-2011; and
- (d) instruct officers to report back to the Enterprise, Planning and Infrastructure Committee at its meeting on 13 September, 2011 with the updated Winter Services Plan.

The Committee resolved:-

to approve the recommendations contained within the report.

STRATEGIC TRANSPORTATION PROJECTS - EPI/11/133

35. With reference to article 26 of the minute of meeting of the Enterprise, Planning and Infrastructure Committee of 18 January, 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on progress to date on various strategic transportation projects within Aberdeen City and the wider area.

The report recommended:-

that the Committee:-

- (a) note the contents of the report,
- (b) agree the draft response to Network Rail, detailed in Appendix B to the report on the issue of train overcrowding in the North East; and
- (c) instruct officers to respond to the High Speed Rail consultation based on the points raised in the report.

The Committee resolved:-

to approve the recommendations contained within the report.

VALEDICTORY

36. The Convener advised that this was Councillor John West's last meeting as Vice-Convener of the Enterprise, Planning and Infrastructure Committee; she thanked him for his support throughout his time as Vice-Convener and wished him well in his new role.

- COUNCILLOR DEAN, Convener.

ENTERPRISE, PLANNING AND INFRASTRUCTURE

COMMITTEE BUSINESS

13 September, 2011

<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.	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,</p>	<p>At its meeting on 20 April 2010, the Committee resolved, amongst other things 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>At its meeting on 7 September, 2010 the Committee resolved to request officers to report on the number of existing disabled spaces, with particular reference to</p>	Head of Legal and Democratic Services Head of Asset Management and Operations	07.09.10	15.11.11

<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>calling for significant financial support to enable local authorities to deal with their new obligations, and exploring lines of enquiry that could ameliorate some of the worst difficulties now being confronted.</p>	<p>the number of these spaces still required and valid and the cost of changing these spaces to a future meeting of the Committee.</p> <p>The work is to commence over the summer to identify the spaces and this item will be reported back to a future committee in November 2011 or January 2012.</p> <p>In addition, officers are currently going through a change in the legislation where from January 2012, the issuing of Blue badges will be carried out from one central location in Britain. One of the new changes is to make the badge more difficult to copy and more stringent to apply for. The Committee can be further updated once officers are aware of all the proposed new changes.</p> <p>A report on blue badge reform is on the agenda.</p>			
3.	<p>Resources Management Committee 30/09/08 Article 37</p>	<p>Peacock Visual Arts Centre/ Northern Light</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</p>	<p>An Information Bulletin Report on ACSEF's proposals for public consultation and community engagement on its vision for the re-development of Union Terrace Gardens and Denburn Valley was presented to November 26 2009's Enterprise, Planning and</p>	<p>Director of Enterprise, Planning and Infrastructure</p>	<p>15.03.10</p>	<p>15.11.11</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>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 and Infrastructure Committee.</p>	<p>Infrastructure Committee. It was subsequently announced by ACSEF that consultation will commence on 11 January 2010 until end March 2010.</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> <p>The report that was due this cycle cannot be completed until Peacock has clarified their immediate intentions with regard to their future priorities. A report will therefore be submitted to the next committee cycle.</p> <p>The Director provided an oral update to the Committee at its meeting on 18 January 2011.</p> <p>The Director has written to Peacock asking if they wish to progress consideration of a proposal that has been discussed indicating the need for a detailed Business Plan and Financial Projections which would be</p>				

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>acceptable to possible Bank funders. He has also sought a meeting with Peacock to discuss.</p> <p>At its meeting on 24 May, 2011, the Director advised that he has written to the Director of Education, Culture and Sport to establish that Service's intentions.</p>			
4.	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>At its meeting on 7 September, 2010, the Committee resolved, amongst other things, to:-</p> <p>(i) to acknowledge the assessments undertaken to date on bus Routes 1 and 2 and instruct officers to report back to the Enterprise, Planning and Infrastructure Committee as soon as the remainder of this work was concluded; and</p> <p>(ii) to instruct the appropriate officials to commence the necessary legislation for the required Traffic Regulation Order to implement the proposals referenced in resolution (ii) above, and if no objections were received at the Initial Statutory stage then instruct officers to continue with the public advert.</p>	Head of Planning and Sustainable Development	13.09.11	13.09.11

<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>
5.	Enterprise, Planning and Infrastructure Committee 26.11.09 article 18	<p><u>Berryden Corridor – Transport Infrastructure Improvements</u></p> <p>The Committee resolved to approve the preferred option for progression to detailed design (i.e. the so-called “Do Something” option for the corridor, in association with a bus gate at Bedford Road/Powis Terrace), and that the officials report back on detailed design, costs and programming.</p>	<p>At its meeting on 24 May, the Committee considered a report on this matter which included updates on some of the projects listed below.</p> <p>An update report is on the agenda.</p>	Head of Planning and Sustainable Development	Indicative Date 2011/2012	No report required this financial year

<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>
6.	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>	<p>Any updates on progress will be reported through the Strategic Transport Projects reports/bulletins. Any significant matters will be reported as they arise.</p> <p>At its meeting on 18 January, 2011, the Committee resolved:-</p> <p>(a) agree, in principle, the provisional programme for delivery of the ‘Access from the North’ integrated transport proposals;</p> <p>(b) instruct officers to continue discussions with BEAR and Transport Scotland regarding options on the trunk road network;</p> <p>(c) instruct officers to progress schemes from the full delivery list as priority and funding would permit, subject to consultation and referral to future Committees as required; and</p> <p>(d) to instruct officers to keep the Committee up to date with progress of the delivery plan as timescales might be amended subject to agreement of future years spend profiles of the Non-Housing Capital budget and other relevant sources of</p>	Head of Planning and Sustainable Development	March 2012	March 2012

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>funding.</p> <p>Future updates will be provided as funding is identified for delivery of this programme. It is proposed to update Members on an annual basis on progress of the whole programme, with separate reporting should individual elements require further Committee decisions. Where key progress is made during the year, ad-hoc updates can be provided as part of the bulletin or included within the Strategic Transport projects update report.</p> <p>Progress will be reported in March 2012.</p>			
7.	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 and guidance is still awaited, in particular information on the financing of this work is still awaited from the Scottish Government. There is unlikely to be any significant developments to be reported until</p>	Head of Asset Management and Operations	March 2012	March 2012

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>next year.</p> <p>At its meeting on 15 March, 2011 the Committee resolved, amongst other things, to instruct officers to report annually on progress with implementation of the Act.</p>			
8.	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>	<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> <p>Work on this matter is now ongoing. Officers will be able to provide a more detailed update for the next Committee cycle. At the very least an update report will be provided to the next Committee meeting.</p>	Director of Housing and Environment Legal Manager (Policy and Advice)	09.11.10	15.11.11
9.	Enterprise, Planning and Infrastructure 23.02.10 article 26	<p><u>Multi-operator and Through Tickets for Aberdeen City</u></p> <p>The Committee resolved:-</p> <p>(i) to agree, in principle, to the establishment of a multi-operator ticketing scheme subject to a more detailed</p>	<p>At its meeting on 7 September 2010, the Committee resolved:-</p> <p>(i) to reject implementation of the Multi-Operator Travelcard with an adult day fare of £5.00 at this stage, on the basis that the £5.00 was prohibitive and the</p>	Head of Planning and Sustainable Development	18.01.11	13.09.11

<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>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>absence of any weekly ticket provision was unacceptable, and</p> <p>(ii) to request officers to hold further discussions with First Bus to negotiate the introduction of the travelcard on the basis of a reduced fare and the introduction of a weekly ticket and to report back to the Committee in due course.</p> <p>Officers discussed the Multi Operator Travelcard once again with First Aberdeen on the 1st February 2011. They have indicated that they are not in a position to reconsider the price at present and do not consider this to be a priority project at present and they would prefer we continue to work on Smartcard ticketing.</p> <p>Officers have been unable to achieve a negotiated reduced fare and would request for this item to be closed off.</p> <p>Further discussions have been held with bus operators and no agreement can be reached on a price which would be considered reasonable by all. Aberdeen City</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>Council will therefore not be in a position to administer any Travelcard on this basis.</p> <p>As previously updated, Officers along with LABOF partners are undertaking further work into Smartcard ticketing which will incorporate Integrated ticketing. This project is ongoing and at this time Officers do not have anything further to update. A report will be submitted to a future Committee once significant progress has been made on this project.</p> <p>Recommended for removal.</p>			
10	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>	<p>The legal challenges against the Aberdeen Western Peripheral Route have now been heard in the Court of Session in Edinburgh. The hearing was conveyed from 22 February to 7 March 2011. All parties now await the court's consideration of the evidence heard and its decision. Subject to completing the necessary statutory procedures, it had been hoped to start construction in 2011. However, the legal challenges continue to delay the construction of the AWPR until they are resolved. Ministers have stated that they are totally committed to</p>	Head of Planning and Sustainable Development	Date can't be determined until the completion of the statutory procedure & the commencement of the formal procurement process	

<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>
11	Enterprise, Planning and Infrastructure 20.04.10 article 24	<u>Justice Mill Lane</u> 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.	delivering the AWPR and to the project being completed as soon as possible. This scheme has completed the initial design and the traffic management proposals have now been consulted on with the local members. The Initial Statutory for the required Traffic Regulation Order is currently out for consultation; the results of this process will be reported to the Committee on 13 September, 2011. A report is on the agenda.	Head of Asset Management and Operations	07.09.10	13.09.11
12	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.	At its meeting on 18 January, 2011, the Committee resolved, amongst other things:- (i) to instruct officers to put in place measures to address accountability to and communication with Members of the Bureau; and (ii) to instruct officers to report back with developed proposals for a destination marketing organisation including how it would be funded. The Visit Scotland report will be deferred until next cycle due to the fact that officers are still in	Economic/ Business Development Project Director	24.05.11	13.09.11

<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 our partners concerning the future way forward for the Convention Bureau. As agreed at a previous EP&I Committee meeting, a Steering Group has been established and has met, but we have yet to agree a final way forward.</p> <p>A report will be submitted on proposals for an Aberdeen Destination Marketing Organisation (DMO) that will incorporate Visit Scotland funding and the future operation of Aberdeen Convention Bureau.</p> <p>A report is on the agenda.</p>			
13	Enterprise, Planning and Infrastructure 09.11.10 article 11	<p><u>South Aberdeen Coastal Regeneration Project (SACRP) – Projects and Programmes</u></p> <p>The Committee resolved, amongst other things, to agree to receive a report back to the Committee at its meeting on 24 May 2011, and a report for information to be submitted to the following meeting of the Housing and Environment Committee.</p>	<p>A report will be submitted to the Committee at its meeting on 13 September, 2011. A bulletin report will be submitted this cycle.</p> <p>A report is on the agenda.</p>	Economic/ Business Development Project Director	24.05.11	13.09.11

<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>
14	Enterprise, Planning and Infrastructure 09.11.10 article 13	<p><u>Digital Network Development</u></p> <p>The Committee resolved, amongst other things, to instruct officers to report back on preferred options to Enterprise, Planning and Infrastructure Committee at its meeting on 15 March 2011.</p>	<p>ACSEF have identified funding to appoint a consultant to look into options for Next Generation Access technologies across Aberdeen City and Shire.</p> <p>A tender for this work was issued in Mid February 2011 with the contract to be awarded by end of March 2011. The findings and proposals emerging from this work will be reported back to committee later in the year (dependent on the successful bid).</p> <p>On 23 March a series of interviews were held with prospective lead bidders tasked with developing potential models for the delivery and funding of ambitious NGA roll out targets across Aberdeen City and Shire. Following a scoring exercise the tender was awarded to Mott MacDonald on 30 March.</p> <p>A report is on the agenda.</p>	Economic/ Business Development Project Director	15.03.11	13.09.11

<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 09.11.10 article 16	<p><u>The Aberdeen City Council (Pitmedden Road, Dyce) (Prohibition Of Left Turns) Order 2010</u></p> <p>The Committee resolved to request officers to carry out preliminary statutory consultation as contemplated above and report back.</p>	<p>This scheme has just completed the Initial Statutory consultation, five objections have been received which will be reported back to the Committee at its meeting on 13 September</p> <p>This scheme will be included within one Initial Statutory report that will include all the small scale schemes that are at this stage of the process.</p> <p>A report is on the agenda.</p>	Head of Asset Management and Operations Head of Legal and Democratic Services	15.03.11	13.09.11
16	Enterprise, Planning and Infrastructure 09.11.10 article 18	<p><u>Night Time Bus Improvements</u></p> <p>The Committee resolved to request the officials to continue discussions with public transport operators on all of these matters, and to report back in due course.</p>	<p>An update was included in the Strategic Transport Projects report considered by the Committee on 24 May, 2011.</p>	Head of Planning and Sustainable Development	15.11.11	
17	Enterprise, Planning and Infrastructure 18.01.11 article 12	<p><u>2010/2011 Revenue Budget</u></p> <p>The Committee resolved, amongst other things,</p> <p>(i) to instruct officers to submit a report to a future meeting of the Committee on the management of empty properties and the damage incurred to properties where services had not been switched off;</p> <p>(ii) to instruct the Corporate</p>	<p>Reports on these resolutions (i) and (iii) were considered by the Committee at its meeting on 24 May, 2011, and these are recommended for removal.</p> <p>A report on item (ii) is on the agenda.</p>	Head of Asset Management and Operations	13.09.11	13.09.11

<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>Management Team (CMT) to identify areas of savings across all budgets which could be made to offset the existing £3.1million overspend in the Enterprise, Planning and Infrastructure service budget by the year end and to report to the relevant Committee in this regard; and</p> <p>(iii) to instruct officers to submit a report detailing the functions of the architectural design service and presenting viable options for service redesign to a future meeting of the Committee.</p>				
18	Enterprise, and Infrastructure 18.01.11 article 17	<p><u>Community Digital Media Channel</u></p> <p>The Committee resolved, amongst other things, to instruct officers to seek external funding to progress with this project; and to receive regular updates on progress of this project.</p>	<p>Aberdeen City Council have been invited to participate in an advisory group being established by RGU to look at Smart Media and the management of digital assets. The potential of "cultural" assets being included within the remit of such work has been identified with a view to utilising this technology to manage available content on an Aberdeen Digital Channel. If agreed a bid will be tabled for lottery (or alternative) funding to further develop this area of work.</p> <p>Such an approach will widen the opportunity for participation in the</p>	Economic/ Business Development Project Director	24.05.11	15.11.11

<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>project and help to overcome issues around content provision within the channel deliverable.</p> <p>A report will be submitted to the Committee in November.</p>			
19	Enterprise, and Infrastructure 18.01.11 article 18	<p><u>Update On The Numbers And Impact Of Economic Migrants On The City Of Aberdeen</u></p> <p>The Committee resolved, amongst other things, to instruct officers to submit a further report detailing the impact on services of migrants to a future meeting of the Committee.</p>	<p>Economic and Business Development have agreed to participate in a 4 year ESRC funded study into the experiences and prospects for long term integration/settlement of Eastern European migrants. The research is being led by Dr Sergei Shubin of the University of Aberdeen's School of Geography and Environment.</p> <p>At its meeting on 24 May, 2011, the Committee resolved to note that a report on this matter would be submitted to the Enterprise, Planning and Infrastructure Committee at its meeting on 13 September, 2011.</p> <p>The initial report contained data received from Scottish Gov. This data is collected on an annual basis and will not be avail till Oct 2011. The paper will be presented at the January 2012 committee to ensure this data is included</p>	Economic/ Business Development Project Director	13.09.11	January 2012

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
20	Enterprise, Planning and Infrastructure 18.01.11 article 23	<p><u>Gladstone Place,</u> <u>Woodside/Cromwell Road/Victoria Street/Berrywell Gardens,</u> <u>Dyce/Great Southern Road At Bloomfield Place/Ash-Hill Road/Pitsruan Terrace/Salisbury Terrace/Justice Mill Lane/Hardgate/Justice Mill Lane/Minto Drive/Aberdeen College/Woodend, Tesco Development/Disabled Parking Bays</u></p> <p>The Committee resolved:-</p> <p>(i) to approve the proposals, in principle, and to request officers to commence the necessary legislative procedures for these schemes, and if no significant objections were received, then to progress with the public advertisement and report the results to a future meeting of the Enterprise, Planning and Infrastructure Committee;</p> <p>(ii) to instruct officers to commence the combined statutory consultation for the traffic regulation order for the list of blue badge parking spaces as detailed above and to report back to a future meeting of the Enterprise,</p>	<p>These schemes are about to go out to public advert and the results will be reported to the September 2011 committee.</p> <p>The outstanding issue relating to the request to extend the HGV restriction on Victoria Street will be included within the various small scale traffic management and development associated proposals (New Works) for September 2011.</p> <p>A report is on the agenda.</p>	Head of Asset Management and Operations	24.05.11	13.09.11

<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>Planning and Infrastructure Committee; and</p> <p>(iii) to instruct officers to investigate extending the HGV restriction on the full length of Victoria Street and report back to the Committee in this regard.</p>				
21	Enterprise, Planning and Infrastructure 18.01.11 article 29	<p><u>Maintenance Of Municipal Buildings – General Response Maintenance Contracts</u></p> <p>The Committee resolved:-</p> <p>(i) to approve, in principal, to the carrying out of general response maintenance works in connection with the Non-Housing Maintenance city-wide by the in-house Building Service team; and</p> <p>(ii) to instruct relevant officers to establish a framework for the charging of actual costs to the Non-Housing Repair and Maintenance Fund, in line with that already established in the Central and South area, and to report back to a future meeting of the Committee in this regard.</p>	A report is on the agenda.	Head of Asset Management and Operations	24.05.11	13.09.11

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
22	Council Budget 10.02.11	<p><u>General Fund Revenue Budget 2011/2012 and Indicative 2012/2013 to 2015/2016 Budget</u></p> <p>To instruct all Directors to report to the relevant Committee on the progress with their Transformation options prior to the summer recess which includes all Service Options relating to external delivery models.</p>	<p>At its meeting on 24 May, 2011, the Committee received an oral update on this matter.</p> <p>A report is on the agenda.</p>	Director Enterprise, Planning and Infrastructure	13.09.11	
23	Council Budget 10.02.11	<p><u>General Fund Revenue Budget 2011/2012 and Indicative 2012/2013 to 2015/2016 Budget</u></p> <p>To instruct the Director for Enterprise, Planning and Infrastructure to enter into negotiations with the Scottish Government with a view to having the 3rd Don crossing delivered as part of the Aberdeen Western Peripheral Road Scheme and report back to the relevant Committee on the progress and outcome.</p>	<p>The Council have written to the Scottish Government requesting their consideration that the Third Don Crossing be considered as part of the Non Profit distribution (NPD) Model form of contract which is being considered for the Aberdeen Western Peripheral Route (AWPR).</p> <p>The Scottish Government have responded by intimating that it is too early to determine whether or not the Third Don Crossing project could be included within the NPD Model form of contract for the AWPR. However they would be happy for the respective officials of each organisation to meet. A meeting is to be arranged for next month.</p>	Director Enterprise, Planning and Infrastructure	24.05.11	15.11.11

<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 15.03.11 article 4	<p><u>Minute Of The Meeting Of The Controlled Areas Parking Working Party</u></p> <p>The Committee resolved, amongst other things,</p> <p>(i) in relation to recommendation 2, that city centre residential permits be able to be used in Chapel Street, West North Street and Mearns Street off-street car parks during off-peak hours (i.e. 1800-0800hrs) and that officers report back to the Enterprise, Planning and Infrastructure Committee on the use of the lower ground floor of Denburn car park in the same regard as the above car parks;</p> <p>(ii) in relation to recommendation 5, to agree that a review of parking charges and entitlement set by other Council services be undertaken and reported to the Enterprise, Planning and Infrastructure Committee for consideration and possible revision;</p> <p>(iii) in relation to recommendation 6, to request officers to submit a detailed report on the possibility of establishing a city wide emissions-based permit system, on the proviso that such a proposal would be</p>	<p>Officers were requested to report back on a number of issues which requires a considerable degree of investigation, survey work and staff input to complete the work.</p> <p>An update on these are as follows:-</p> <p>(i) Parking capacity surveys are to commence shortly and it is likely that this item will be reported back to the Committee on 15 November, 2011;</p> <p>(ii) All other relevant Services within ACC have been contacted to request details of the locations within their service where charging occurs and to request details of the charges applied. Officers are still awaiting a response and the review may return to the Committee on 13 September, however it is more likely to be November;</p> <p>(iii) This report will not be carried out by our team. This work is being progressed through Louise Napier and I have left her to comment on this outstanding item;</p> <p>(iv) This review may return to the Committee on 13 September., however it is more likely to be November;</p> <p>(v) This item will be reported to the Committee on 15 November;</p>	Head of Asset Management and Operations	13.09.11	13.09.11

<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>revenue neutral to the Enterprise, planning and Infrastructure Committee at its meeting on 13 September, 2011;</p> <p>(iv) in relation to recommendation 8, to request officers to submit a detailed report on the price of city centre residential permits per year and also on the creation of intermediate parking zones, with differential permit prices reflecting the premium for parking spaces to a future meeting of the Enterprise, Planning and Infrastructure Committee;</p> <p>(v) in relation to recommendation 11, to request officers to submit a detailed report on the price of parking vouchers in the Foresterhill and Garthdee on-street zones, and that this include information on the financial implications, comparable charges, new payment technologies and the existing prices to a future meeting of the Enterprise, Planning and Infrastructure Committee;</p> <p>(vi) to approve recommendation 12 from the Controlled Areas Parking Working Party, and to request officers to investigate</p>	<p>(vi) Surveys are currently being carried out and further discussions will be required with the businesses it is proposed to return this item to the September 2011 E P & I committee, however this will be dependant on concluding discussions and may have to be November; and</p> <p>(vii) Surveys are currently being carried out and it is proposed that this item will be reported to the Committee on 13 September.</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>and report back to the Committee on the issue of loading bays in the Green;</p> <p>(vii) in relation to recommendation 13, to agree to request officers to submit a detailed report on possibility of introducing exclusively residential parking provision in Albert Terrace, including updated survey figures if possible, to a future meeting of the Enterprise, Planning and Infrastructure Committee; and</p> <p>(viii) to agree that proposals to introduce one-way regulations on Rose Street, Chapel Street and Marischal Street be assessed further and made the subject of a report back to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>				
25	Enterprise, Planning and Infrastructure 15.03.11 article 22	<p><u>Cairn Road, Peterculter - Great Northern Road/Anderson Road - Greenbank Place - Kirk Brae, Cults - Brodiach Road - Little Belmont Street - North Deeside Road - Riverside Drive</u></p> <p>The Committee resolved:-</p> <p>(i) to approve the proposals, in principle, and to request officers to commence the</p>	<p>These schemes are about to go out to public advert and the results will be reported to the Committee at its meeting on 13 September.</p> <p>A report is on the agenda.</p>	Head of Asset Management and Operations	13.09.11	13.09.11

<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 legislative procedures for these schemes, and if no significant objections were received, then to progress with the public advertisement and report the results to a future meeting of the Enterprise, Planning and Infrastructure Committee;</p> <p>(ii) to instruct officers to commence the combined statutory consultation for the traffic regulation order for the list of blue badge parking spaces as detailed above, and to report back to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>				
26	Council 27.04.11	<p><u>Estate Management Contracts Legionella Preventative Maintenance - referred by Finance and Resources Committee of 21st April 2011</u></p> <p>The Council resolved to instruct officers to report to the Enterprise, Planning and Infrastructure Committee as soon as possible on how the risks involved could be mitigated.</p>	A report is on the agenda.	Head of Asset Management and Operations	13.09.11	13.09.11

<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	Enterprise, Planning and Infrastructure 24.05.11 article 19	<p><u>Securing The Benefits From The Next Energy Revolution Policy Statement</u></p> <p>The Committee resolved to instruct officers to prepare an alternative energy strategy.</p>		Head of Planning and Sustainable Development	15.11.11	
28	Enterprise, Planning and Infrastructure 24.05.11 article 29	<p><u>Bon Accord Crescent - Frederick Street Car Park - Grey Street - Hazlehead Gardens/ Hazlehead Road - John Street, Dyce - Marchburn Infants School - Marischal College Car Park - North Silver Street - Quarry Road, Cults - St. Nicholas House car park - section of road between Denburn Road and Rennie's Wynd/The Green - Palmerston Road - Beech Grove Church, Midstocket Road - Craigshaw Road - Mugiemoos Road - Old Croft Place - Disabled Parking Bays</u></p> <p><u>The Committee resolved:-</u></p> <p>(i) to approve the proposals in principle and instruct officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required, and that if no significant objections were received, then to progress with the public advertisement and</p>	<p>These schemes are about to go out to Initial Statutory, Should any objections be received then they will be reported back to the Committee on 13 September, otherwise they will go straight out to public advert and be reported to the November 2011 committee.</p> <p>These schemes will be included within one Initial Statutory report that will include all the small scale schemes that are at this stage of the process.</p> <p>A report is on the agenda.</p>	Head of Asset Management and Operations	13.09.11	13.09.11

<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>report the results to a future meeting of the Enterprise, Planning and Infrastructure Committee; and</p> <p>(ii) to instruct the appropriate officers to commence the combined statutory consultation for the traffic regulation order for the rest of the Blue Badge parking spaces and report back to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>				
29	Enterprise, Planning and Infrastructure 24.05.11 article 31	<p><u>Various Traffic Orders - Outcome Of Main Statutory Advertisement Stage</u></p> <p>The Committee resolved, amongst other things:-</p> <p>(i) to defer consideration of the proposals regarding Westbank to the next meeting of the Enterprise, Planning and Infrastructure Committee on 13 September, 2011, to allow further consultation with the residents, however that the remainder of the Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011 be implemented as originally envisaged;</p> <p>(ii) to approve the Aberdeen City Council (Night Time Transport</p>	<p>Item (i) - The proposal relating to Westbank was withdrawn from the May Committee to allow members to carry out further consultation with the residents. Officers will be re-submitting the results of the Public Advert to the Committee on 13 September 2011.</p> <p>A report is on the agenda.</p>	Legal and Democratic Services	13.09.11	13.09.11

<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 24.05.11 article 31	<p>Zone) (Waiting Restrictions) Order 2011, be approved as advertised, with the exception of night time taxi rank B; and therefore to instruct officers to re-advertise the correct location of rank B and the proposed seven day operation, as a matter of urgency in order that the Council could ensure continuity across all the night time ranks as quickly as possible.</p> <p><u>Winter Maintenance Operations 2010 – 2011</u> The Committee resolved, amongst other things:- (i) instruct officers to incorporate, within the Winter Services Plan for 2011/2012, those recommendations in Section 13 of the Well Maintained Highways and any other relevant documents produced not already in the Winter Maintenance Plan 2010-2011; and (ii) instruct officers to report back to the Enterprise, Planning and Infrastructure Committee at its meeting on 13 September, 2011 with the updated Winter Services Plan.</p>	A report is on the agenda.	Head of Asset Management and Operations	13.09.11	13.09.11

<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>
31	Finance and Resources Committee 17.06.11 article	<u>Revenue Budget - Monitoring Report - Year End</u> The Finance and Resource Committee resolved in view of the positive outturn as described within the report, which officers report back to the appropriate Committee detailing the impact that a one off investment in roads, pavements and lighting of £1,000,000 would have.	A report is on the agenda.	Head of Asset Management and Operations	13.09.11	13.09.11
32	Housing and Environment Committee 13/04/10 article 30	<u>Community Gardens Policy</u> The Committee resolved: to instruct the Director of Housing and Environment to report back in 2011 on progress with the implementation of the policy.	Update: Work to implement the Community Gardens Policy was placed on hold while the City Council finalised its Openspace Strategy for Aberdeen. These two items are very closely linked. The Openspace Strategy is due to be put before Committee for final approval in September 2011. The Community Gardens Policy will then be reviewed, in conjunction with Environmental Services, to ensure it is fully in line with the new Strategy. A report will be put before Committee in the first quarter of 2012. Referred by the Housing and Environment Committee.	Head of Planning and Sustainable Development	10/05/11	

<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	Housing and Environment 12/01/11 article 29	<p><u>Environmental Progress Report</u> – <u>Strategy</u> –</p> <p>The Committee resolved: to instruct officers to provide this Committee with an annual update on environmental progress through the Scottish Climate Change declaration report format.</p>	Referred by the Housing and Environment Committee.	Head of Planning and Sustainable Development	January, 2012	

ENTERPRISE, PLANNING AND INFRASTRUCTURE

MOTIONS LIST

13 September, 2011

No.	Motion	Date of Council Meeting	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed Future Action	Responsible Head(s) of Service	Due Date	Is authority sought to remove motion from list?
1.	<p>Motion by Former Councillor Cassie</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>Environment & Infrastructure 23/03/05</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>
2.	<p><u>Motion by Councillor Boulton</u></p> <p>"That consideration was given to reducing the speed limit on the road from Countesswells to Kingswells due to the high level of accidents."</p>	23.02.11	<p><u>Enterprise, Planning and Infrastructure 15.03.11</u></p> <p>The Committee resolved to request officers to report on the terms of the motion to the Enterprise, Planning and Infrastructure Committee in two cycles.</p>	<p>part of these discussions.</p> <p>A report is on the agenda - decision on whether to retain or remove to be taken on consideration of the report.</p>	Head of Asset Management and Operations	13.09.11	Yes

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13th September 2011
CORPORATE DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Notice of Motion from Councillor Boulton – “That consideration is given to reducing the speed limit on the road from Countesswells to Kingswells due to the high level of accidents.”
REPORT NUMBER	EPI/11/132

1. PURPOSE OF REPORT

- 1.1 This report provides information to members of the Committee in relation to Councillor Boulton’s motion regarding the implementation of a 40mph speed limit on the currently derestricted section of the C128C road between its junction with the A944 at Kingswells Roundabout and the existing 40mph restriction to the north of Cults.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
1. Note the content of this report and the measures that have recently been implemented;
 2. Agree that no further action should be taken with regard to the implementation of a lower speed limit and therefore to remove from the Motions List; and
 3. Instruct officers to report back to a future committee meeting (after a minimum period of one year) outlining the effect that the installation of Vehicle Activated Signs (VAS) and the retexturing of the carriageway have made on accident numbers and severity on the C128C.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications as a result of this report. Members should note that the cost of the recently installed VAS signs and the retexturing of the C128C amounted to £28,973.00 which was funded from the 2010/11 Cycling, Walking and Safer Streets Non-Housing Capital Grant.
- 3.2 The implementation of a 40mph speed limit on the C128C between its junction with the A944 at Kingswells Roundabout and the existing 40mph limit north of Cults is estimated to cost in the region of £5,000 at today's prices.

4. SERVICE & COMMUNITY IMPACT

- 4.1 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.
- 4.2 The proposals are in line with the Council's Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

5. OTHER IMPLICATIONS

- 5.1 Grampian Police are responsible for the enforcement of speed limits across the city. They have stated that they are in agreement with the recommendations outlined in the content of this report and that the implementation of a reduced speed limit would not be effective without supplementary traffic management measures along the entire route. Grampian Police believe that the setting of a 40mph speed limit would set an unwelcome precedent on this type of route.

The cost of any supplementary measures cannot be accommodated within the 2011/12 Non Housing Capital Budget allocation or the Cycling Walking Safer Streets budget.

6. REPORT

- 6.1 At its meeting on 15 March 2011 the Enterprise, Planning and Infrastructure committee considered a motion raised by Councillor Boulton "That consideration is given to reducing the speed limit on the road from Countesswells to Kingswells due to the high level of accidents".
- 6.2 The C128C is a busy route to the west of Aberdeen linking Cults in the south to Kingswells in the north. The route is subject to a 30mph speed limit through the southern residential section from its junction with the

A93 to a point approximately 45 metres northwest of Kirkbrae Avenue. From this point a 40mph speed limit “buffer zone” is in force for approximately 325m to the northwest. The remainder of the route north through the rural section to Kingswells Roundabout is derestricted (60 mph).

6.3 Two speed surveys have been carried out on the straight section of the C128C to the south of Nether Kingshill, the first in November 2009 and the latest in February 2011. Both of these surveys indicated that the 85th percentile speeds at this location were 48mph. The 85th percentile speed being the speed at or below which 85 percent of all vehicles are travelling.

6.4 Accident analysis since the beginning of 2005 indicates that there are a number of sites that are giving officers cause for concern along the route. From north to south these are: (see Appendix 1)

- Upper Kingshill bend (1 serious injury accident, 1 slight injury accident and 6 damage only accidents since January 2005);
- Bend south of Kingshill Cottage (4 slight injury accidents and 8 damage only accidents since January 2005);
- Newton of Countesswells bend (1 fatal accident, 1 serious injury accident, 1 slight injury accident and 3 damage only accidents since January 2005);
- Bend north of Foggieton Woods (1 serious injury accident, 3 slight injury accidents and 2 damage only accidents since January 2005).

6.4 In total there have been 65 reported accidents on the derestricted section of the C128C since 2005. The breakdown of accidents are as follows:

- 1 fatal accident;
- 5 accidents resulting in serious injury;
- 12 accidents resulting in slight injuries;
- 47 damage only accidents

The current values produced by the Department for Transport (Dft) for the cost of injury accidents are as follows:

Fatal accident -£1.8 million

Serious accident - £205K

Slight accident- £21K

These costs to society are the average assessed for each individual category based in relation to emergency services costs, medical treatment costs, lost economic output, social benefits and in personal pain, grief and suffering.

- 6.5 Of the accidents described above, 19 of the damage only, 4 of the slight injury and 1 of the serious injury accidents can be attributed fully or in part to excessive speed, or to drivers travelling too quickly for the conditions and taking little heed of the nature of the road.
- 6.6 In 2009/10 officers were concerned over the number of reported accidents at these sites. As a result, funding was identified within the 2010/11 Cycling, Walking and Safer Streets Non-Housing Capital Budget for engineering measures to be implemented at each of the sites.
- 6.7 During March to May 2011 road safety engineering measures were undertaken at the four sites. The measures consisted of the retexturing of the carriageway, undertaken by a specialist contractor and this work improves the skid resistance of the carriageway surface. The treatment can extend the life of the existing surface by around five years whilst maintaining skid resistance values. Additionally, five vehicle activated warning signs have been installed along the route to warn motorists of a hazard ahead. These signs will be activated by vehicles travelling above a specified speed and advise motorists to slow down. The threshold speed for the signs has been set at between 35 and 40mph i.e. any vehicle travelling in excess of the speed triggers the warning sign.
- 6.8 To demonstrate the effectiveness of similar solutions, in 2009 similar measures were implemented on the B997 Scotstown Road at the Shielhill junction. Since the retexturing work and installation of the vehicle activated signs at this location the number of recorded accidents attributed to excessive speed has reduced from 7 'damage only' accidents, 1 slight injury accident and 1 serious injury accident in 2009 to no recorded accidents during 2010.
- 6.9 A full assessment of the success of these measures cannot be provided until at least one year after their installation at the earliest and it is recommended that any adjustment to the speed limit should not be considered until such time as this assessment has taken place.
- 6.10 In addition the Department for Transport Circular 01/2006 – "Setting Local Speed Limits" provides guidance to local authorities on the setting of speed limits. Paragraph 21 of this document states:-

<http://www2.dft.gov.uk/pgr/roadsafety/speedmanagement/dftcircular106/dftcircular106.pdf>

"Speed limits are, however, only one element of speed management. They should be part of a package along with other measures to manage speeds which includes engineering and landscaping standards that respect the needs of all road users and raise the driver's awareness of the environment, together with education, driver information, training and publicity. Within their overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and driven speeds that are safe and appropriate for the road and its

surroundings, as well as help drivers to be more readily aware of the road environment and assess their own appropriate speeds at all times”.

Furthermore, paragraph 22 of the same document states:-

“If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. As well as requiring significant, and avoidable, enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries”.

Paragraph 41 goes on to state:-

“Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as a bend, since speed limits are difficult to enforce over such a short length. Other measures such as warning signs, carriageway markings, junction improvements, superelevation of bends and new or improved street lighting are likely to be more effective”.

- 6.11 If a reduced speed limit were to be introduced on the C128C, the responsibility of enforcing traffic speeds lies with Grampian Police. They have stated that the implementation of a reduced speed limit would not be effective without supplementary traffic management measures along the entire route. Grampian Police believe that the setting of a 40mph speed limit would set an unwelcome precedent on this type of route. They are therefore in agreement with the recommendations outlined in the content of this report.

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean - email sent 27/07/11

Vice Convener: Councillor John Corall - email sent 27/07/11

Local Members

Councillor Marie Boulton	email sent 27/07/11
---------------------------------	---------------------

Councillor Alan Milne	email sent 27/07/11
------------------------------	---------------------

Councillor Aileen Malone	email sent 27/07/11
---------------------------------	---------------------

Council Officers

Barry Jenkins, Head of Finance, *has been consulted and has no comments related to finance.*

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted
Ciaran Monaghan, Head of Service, Office of Chief Executive has been consulted
Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted
Hugh Murdoch, Head of Service, Shelter and Environment – has been consulted
Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – *has been consulted and agrees with the recommendations*
Mike Cheyne, Roads Manager has been consulted
Colin Walker, Community Safety Manager has been consulted
Dave Young, Account Manager, Service, Design and Development has been consulted
Kathryn McFarlane, Service Co-ordinator
Allison Swanson, Committee Services

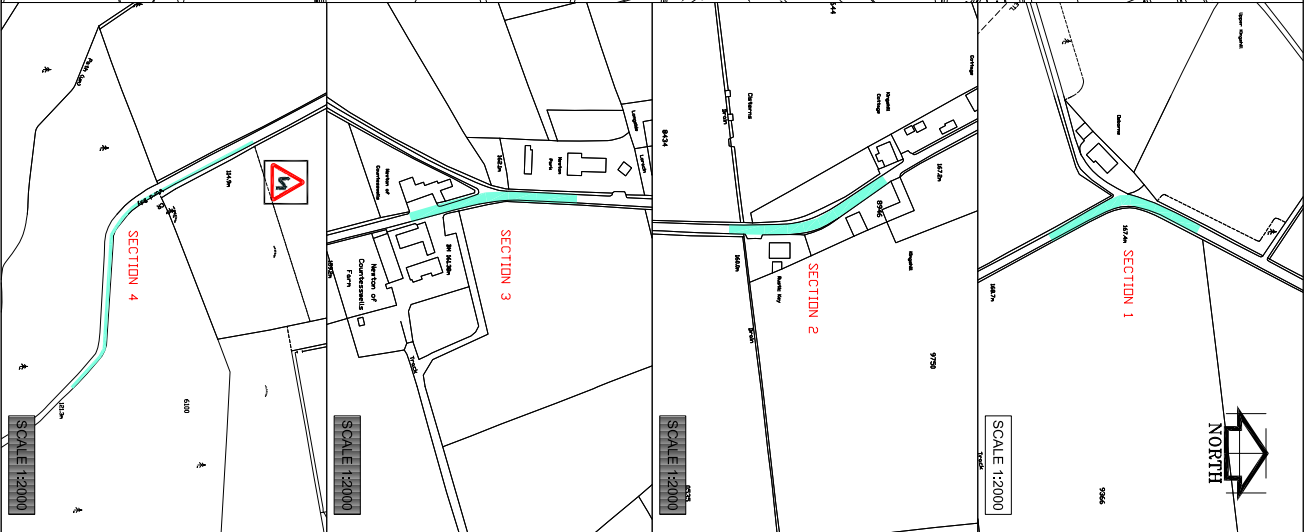
7. REPORT AUTHOR DETAILS

Doug Ritchie
Engineer
Road Safety and Traffic Management Team
dritchier@aberdeencity.gov.uk
(01224) 538055

8. BACKGROUND PAPERS

Department for Transport: DfT Circular 01/2006 – “Setting Local Speed Limits”, 8 August 2006.

Minute of Enterprise, Planning & Infrastructure Committee meeting, 15 March 2011.



AREAS TO BE RETEXTURED

- SECTION 1
BOTH CARREGIANS
100m x 5m = 500m²
 - SECTION 2
BOTH CARREGIANS
100m x 5m = 500m²
 - SECTION 3
BOTH CARREGIANS
100m x 5m = 500m²
 - SECTION 4
BOTH CARREGIANS
200m x 2.5m = 500m²
- TOTAL = 2000m²

Rev. A	Drawn (initials)	Checked (initials)
Description:		



ABERDEEN CITY COUNCIL

NEIGHBOURHOOD SERVICES SOUTH
Road Safety and Traffic Management Team
St. Nicholas House, Aberdeen, AB10 1BY Fax (01224) 626301
Telephone (01224) 523037

Client: ABERDEEN CITY COUNCIL

Project: ROAD SAFETY

Title: VAS SIGNS/RESURFACING
COUNTSEWELLS ROAD

Drawn (initials/date)	File location
NS (06/02/10)	GIS\land\csmf\Management\Scheme 2006-10
Checked (initial/date)	Drawing No.
	D800177500\COUNT2002
Scale & sheet size	AS SHOWN
	A2

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	13th September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Enterprise, Planning & Infrastructure Directorate Business Plan 2011-14
REPORT NUMBER:	EPI/11/270

1. PURPOSE OF REPORT

This report seeks Committee approval of the Enterprise, Planning & Infrastructure Directorate Business Plan 2011-14.

2. RECOMMENDATION(S)

It is recommended that the Committee:

1. Approve the Enterprise, Planning & Infrastructure Directorate Business Plan for 2011 - 2014.
2. Instruct that quarterly progress reports be presented to Committee as part of the Enterprise, Planning & Infrastructure Directorate performance reporting framework.

3. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from this report. However the Business Plan does make provision for the continuous improvement of service delivery, notably through the adoption of electronic modes of delivery, increasing partnership arrangements and the further development of revenue generation. Such developments as they happen will impact on the budget of the Directorate. In the event that there is a need to make significant changes to the planned budget as a consequence of circumstances emanating from this report, the Directorate would ensure that the approval of the EP&I Committee is obtained.

4. OTHER IMPLICATIONS

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

5. BACKGROUND/MAIN ISSUES

The Enterprise, Planning & Infrastructure Directorate Business Plan covers a three year planning cycle from 2011 - 2014 and will be subject to quarterly review and annual update. The Directorate Business Plan identifies factors which influence service needs, development and delivery. It sets the priorities which the Directorate will undertake in order to achieve the Council's key strategic objectives which are reflective of the National Priorities set by the Scottish Government, the Concordat and the Single Outcome Agreement.

Section 9 expands upon the Enterprise, Planning & Infrastructure Directorate's priorities and outcomes in an action plan format. Performance and progress towards these will be reported on a quarterly basis to the Enterprise, Planning & Infrastructure Committee as part of the performance reporting framework.

The staffing establishment data for the Directorate is reported as at March 31st 2011.

Financial data as reported refers to FY 2011-12.

6. IMPACT

An EHRIA Assessment is included as Appendix 2

7. BACKGROUND PAPERS

Appendix 1. Enterprise, Planning & Infrastructure Directorate Business Plan 2011-14

8. REPORT AUTHOR DETAILS

Brian Morgan
Service Development Manager
E-Mail: bmorgan@aberdeencity.gov.uk
Tel: 01224 523960

ENTERPRISE, PLANNING & INFRASTRUCTURE DIRECTORATE

BUSINESS PLAN 2011-14



1 EXECUTIVE SUMMARY

The Enterprise, Planning and Infrastructure Directorate Business Plan covers a three year planning cycle from 2011-2014 following upon and building on the previous business plan for 2010-13. As with the former it will be subject to annual review and update.

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

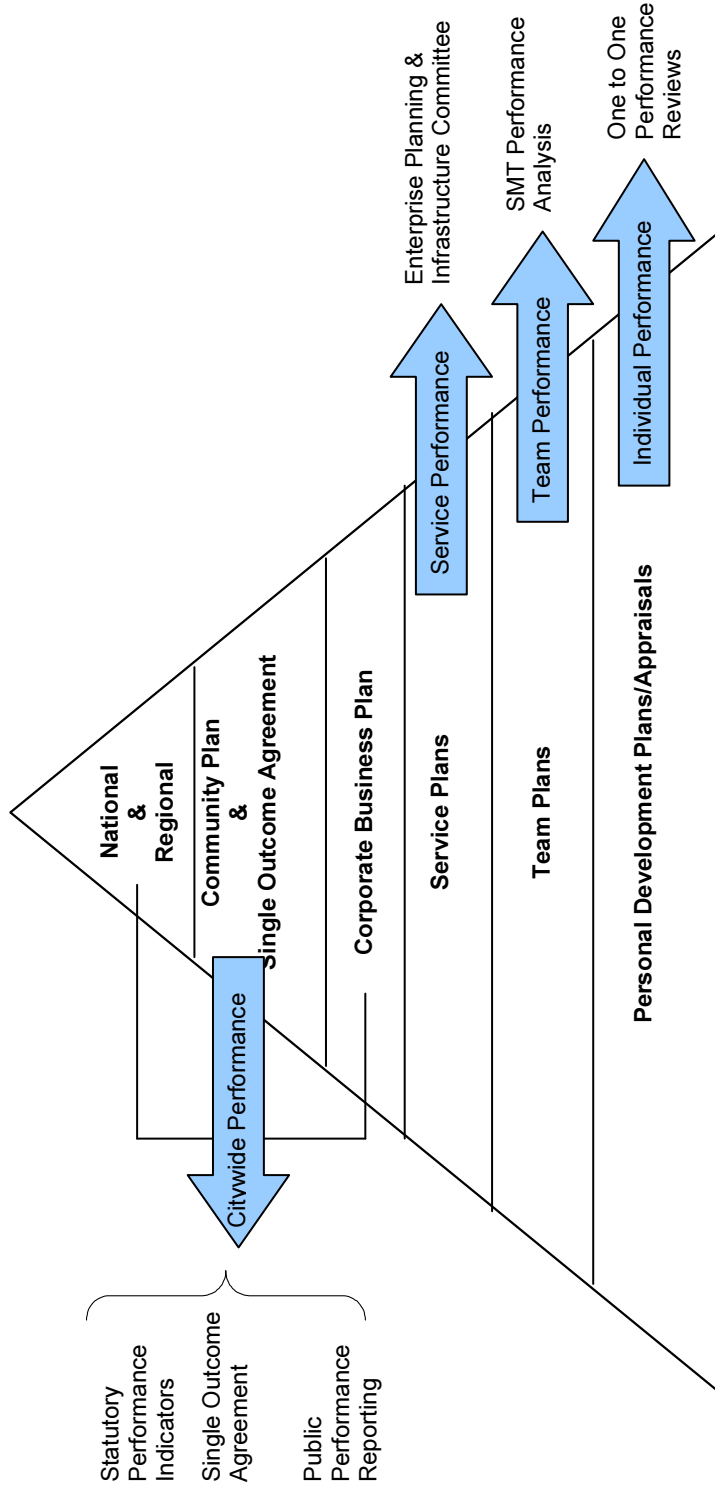


Figure 1: 'Golden Thread' & Performance Management Model

The Plan details the Directorate priorities and outcomes and is supported by operational plans for the three service sectors of the Directorate:

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

In addition to regular reporting across all areas of the Directorate, performance and progress against our priorities and outcomes will be monitored on a regular basis through the use of agreed performance indicators some of which are statutory and some of which are locally devised to support managers in making periodic assessments of service performance. Performance monitoring and analysis will be undertaken by our Directorate Support Unit (DSU) to support managers in striving to continuously improve their service provision. Reports on performance will be made regularly to the Enterprise, Planning and Infrastructure Committee.

The process of continuous improvement in the Directorate will be underpinned by fully implementing the HGIOS (How Good Is Our Service?) self assessment framework.

2 VISION

Within Enterprise, Planning and Infrastructure, we believe how we work and treat one another impacts greatly. We aim to make Enterprise, Planning and Infrastructure a better place to work by operating in a culture where co-operation, capability and teamwork are valued. Our flexible and open-minded attitude to work assists in delivering the best possible service to our customers. Managers are encouraged to be approachable and supportive acting consistently and fairly in all dealings with colleagues and others. Likewise we expect everyone to take ownership and responsibility for their part in helping achieve Aberdeen City Council's Vision and to continue to improve the quality of life in Aberdeen.

Our Vision is to deliver on the aims and objectives of the Aberdeen City and Shire Structure Plan

- Improving the quality of our natural and built environment
- Instilling the people of Aberdeen with pride in their City
- Growing the prosperity and economic security of our Citizens

3. STRATEGIC PRIORITIES

Aberdeen is one of the world's major energy cities and the challenge for Aberdeen over the longer term is to ensure that it remains a global energy city.

Our strategic priorities, slightly revised from the previous year to take account of our changing environment, are therefore:

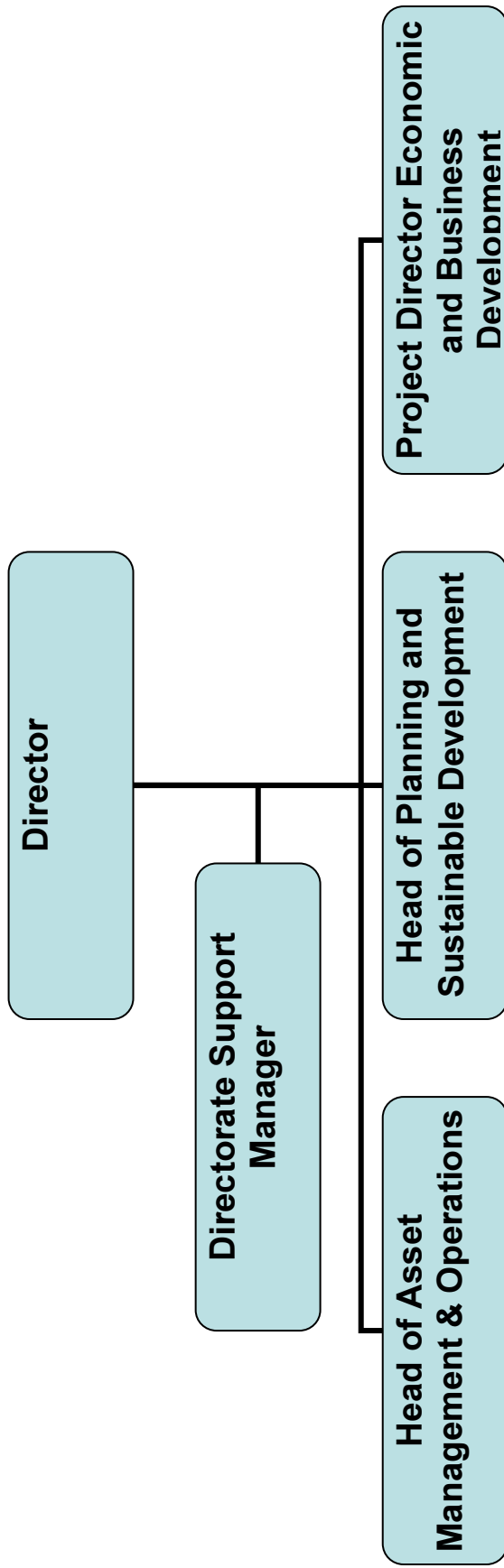
- 1.** Encourage future economic and business development in the City
- 2.** Deliver an up to date development plan for the City
- 3.** Protect and enhance our high quality natural and built environment
- 4.** Support the deliver of a fully integrated transport network
- 5.** Ensure the Council's physical assets are managed and maintained in a cost effective manner
- 6.** Deliver our statutory responsibilities effectively and efficiently
- 7.** Ensure that the ACSEF strategic priorities in relation to the City continue to be developed
- 8.** Continuously improve service delivery including the establishment of a monitoring, reporting and quality assurance framework
- 9.** Undertake effective engagement with our Partners, Stakeholders, Service Users and Staff to ensure efficient and effective collaborative working at all organisational levels

In pursuing the above the Directorate is contributing to National Outcomes as follows-

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

4 SERVICE OVERVIEW BY THE DIRECTOR

The Enterprise, Planning and Infrastructure Directorate had 1207 employees (970.75 FTE) as of March 31st 2011 working across the city to deliver its services. The operational structure of the EP&I Directorate is as follows -



The Enterprise Planning and Infrastructure Directorate plays the key role amongst the public sector agencies in planning for the successful development of our City. Aberdeen has been fortunate over the past 40 years to have a vibrant economy and consistently experience some of the lowest unemployment rates in the United Kingdom. Oil and Gas is a finite resource however and for some years now, we have been focussed in leading the diversification of our economy and the regeneration of our City. We have met with some success particularly in renewable energy, further education and bio-science. Over the past 25 years, we have taken a key role in promoting the export of oil and gas expertise to other parts of the world and we now are seeing unprecedented growth in exporting activity, via our biennial export survey of Aberdeen City and Shire companies.

There are still many challenges ahead however in both harnessing the oil and gas supply chain in Aberdeen and diversifying our economy and this is reflected in the Council's key priorities.

Over the past few years, we have as a team developed and delivered some key capital projects such as Marischal College and the 3Rs school project. In the coming years, we hope to continue to play the key role in developing the AWPR (Aberdeen Western Peripheral Route) as well as other key transport projects for the Council and the broader economy. There is a significant lack of capital at present, but one of the key challenges for us will be to deliver such projects in innovative ways including arms length development companies and the employment of financial instruments such as Business Improvement Districts (BIDs), (Tax Increment Financing Arrangements)TIFs and Lease and Leaseback schemes.

The overriding driver on the delivery of our services over the coming years will however be a focus on delivering the 5 year business plan financial targets. This will allow us investigate new ways of working with external partners as well as provide opportunities for new commercial developments around property and renewable energy. All of our service plan elements will have a very real focus on our ways of working and service delivery conditioned as we will be by the revised budget limits. The emphasis on further service development involving increased partnership working, the use of IT and the generation of new revenue stream will be unremitting.

The principle starting point for the developmental work of the service will be rooted in the Structure Plan and the Local Development Plan once approved hopefully later in 2011/12. It will be important we exhibit that we are working across our service to ensure the delivery of the new house building and industrial land targets as well as the associated infrastructure. We then need to work with other Council services, our external partners and the broader communities to establish a vision of what kind of city we want Aberdeen to feel like in the next 15 years, ensuring we develop a liveability factor to complement the developing physical side of the structure and local plans.

We do of course have a range of priorities across our economic base focussing on Industrial sectors such as Oil and Gas, Renewable Energy, Road, Rail, Sea and Air Links, and Broadband connectivity all in a sustainable context. At the same time, our service needs to ensure that the Council's assets are fit for purpose, being used as effectively as possible whilst providing basic services (catering, cleaning and janitorial) within those assets. Each part of our wider team will have a service action plan to provide a focus to their work and there will be a clear link to outcomes with a set of measurable outputs.

We will continue to develop our 'How Good Is Our Service' (HGIOS) approach to ensure that we are self evaluating our service whilst developing measures to externally assess service levels. This will involve a move by our Directorate Support Team away from traditional administrative support (although that will continue to some extent) to include a greater focus on quality assurance as well as performance management. The resources and expertise of the team will be used to support our services in identifying not only new opportunities and funding sources but also new ways of working.

I encourage all of our Directorate services to look outwards to work together across other services and partners including ACSEF, the Strategic Planning Partnership, NESTRANS, The North East Strategic Property Group as well as national and international organisations including the 6 Cities group and the World Energy Cities Partnership. There is a need to look not only to the short and medium term but also to the long term and to set our aspirations high particularly in relating to working across the Enterprise Planning and Infrastructure Service to ensure that our city continues to develop successfully.

For my own part, I have taken on two new challenges for the coming period; firstly as Chair of the ACSEF management team and secondly as Chair of the North Hub Partnership Board, which will allow me to promote Aberdeen's vision to the North of Scotland whilst looking for partnership opportunities.

We have again set ourselves key priorities in our service areas in keeping with our aspirations, our budgetary and operational circumstances. These are set out in our Service Plans (see later) as are the actions which will be undertaken to support our priority achievement. These need to be considered alongside our on-going commitment to ensure the effectiveness and efficiency of our services, now and for the coming years.

Delivering the actions associated with our Service Plans will be the responsibility of the Senior Management Team (SMT) of Enterprise, Planning and Infrastructure. The Director, Heads of Service and Directorate Support Manager are responsible for providing leadership across a wide ranging portfolio of activities, as outlined below:-

ASSET MANAGEMENT AND OPERATIONS – SERVICE PORTFOLIO

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

PLANNING & SUSTAINABLE DEVELOPMENT - SERVICE PORTFOLIO

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

ECONOMIC AND BUSINESS DEVELOPMENT - SERVICE PORTFOLIO

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

DIRECTORATE SUPPORT – SERVICE PORTFOLIO

- Service Quality Assurance including HGIOS Implementation
- Performance Management and Monitoring
- Service Development – new opportunities
- Service Planning Co-ordination
- Directorate Communications and Stakeholder Engagement
- Special Project Support
- Administrative /Clerical Support

5 FINANCIAL PLAN 2011/12 TO 2015/16

The strain on public finances resulting from the financial crisis and subsequent recession will continue to impact on public finances in the upcoming years.

United Kingdom, Scottish Government and Aberdeen City Council budgets will be significantly affected by these pressures throughout the period of this Plan.

These pressures will place challenges on Enterprise, Planning and Infrastructure along with all other Council Directorates, particularly as we remain committed to ensuring the effectiveness and efficiency of our services.

In February 2011 the Council approved its General Fund Revenue Budget for 2011/12, agreeing the implementation of a wide range of service options designed to realise the level of efficiencies and budget reductions required over the coming 5 year period.

Revenue Expenditure

The following table provides high level details of the Directorate's Revenue Budgets

General Fund

Budget 2011/12 (£000)	Asset Management & Operations	Planning and Sustainable Development	Economic and Business Development	Operations Support	Total
Total Expenditure	50,758	9,075	6,022	964	66,819
Income	(28,528)	(4,830)	(1,251)	(731)	(35,340)
Net Expenditure	22,230	4,245	4,771	233	31,479

Trading Activities

Budget 2011/12 (£000)	Fleet Services	Roads Services	Property Letting	Car Parking	Total
Total Expenditure	3,166	8,157	5,108	1,193	17,624
Income	(3,107)	(8,150)	(6,412)	(8,794)	(26,463)
Net Expenditure / (Income)	59	7	(1,304)	(7,601)	(8,839)

The table below details the agreed planned capital budget for Enterprise, Planning and Infrastructure for 2011/12. In the slightly longer term in keeping with the current financial environment, it is planned that capital expenditure will markedly reduce in line with a similar reduction in revenue expenditure.

Capital Expenditure

PROJECT	BUDGET 2011-12 (£000s)
Corporate Property Condition and Suitability Programme	6,245
Cycling, Walking Safer Streets Grant	307
Western Peripheral Route	1,050
Corporate Office Accommodation	12,967
Nestrans – Capital Grant	1,411
Biomass Heating – Duthie Park Winter Gardens	25
AECC Pavilion for Offshore Europe Conference	1,000
Planned Renewal & Replacement of Road Infrastructure	3,693

Land Acquisition - Contingency	700
	27,398

6 SECTOR ANALYSIS

6.1 Key Drivers for Change

The diagram below shows a high level analysis of issues which will impact on Aberdeen City Council and the Directorate throughout the period of this Plan.

FINANCIAL	DEMOGRAPHIC
<ul style="list-style-type: none"> ▪ Severe Financial Constraint ▪ Increasing Cost Pressures ▪ Commitment to 'Front Office' 	<ul style="list-style-type: none"> ▪ Ageing Population ▪ Areas of Deprivation ▪ Increased Demand for Key Services ▪ Increasing Ethnic Diversity
TECHNOLOGICAL	POLITICAL
<ul style="list-style-type: none"> ▪ Electronic Service Delivery ▪ Mobile/Flexible Working ▪ Opportunities for Efficiency/Productivity 	<ul style="list-style-type: none"> ▪ UK General Election 2014/15 ▪ Local Council Elections 2012 ▪ Scottish parliament Elections 2011 ▪ Christie Commission

The Directorate has a key role in meeting each of these challenges. In terms of the financial environment, as well as managing our direct costs, the Directorate will continue to support prioritised budgeting across the Council and will work with colleagues to improve our processes, projects and procurement. We will take a strategic lead on the use of new technologies which support both efficiency and customer focused services. We will also tackle the differing needs of customers and communities both at a local level, through local planning and delivery with our partners, and for communities of interest.

In addition, as in the previous year we expect that EP&I Directorate Services will be consistently influenced by the following specific 'drivers' during this planning term. These are likely to continue at least in the short to medium term.

6.2 Regulatory and Statutory Framework

National Priorities and Strategies

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

Local Priorities and Strategies

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

Legislation

- ◆ Planning etc. (Scotland) Act 2006

- ◆ Flood Risk Management (Scotland) Act 2009
- ◆ Disabled Parking 2008
- ◆ Climate Change (Scotland) Act 2009

6.3 Partnerships

The Directorate continues to be involved in a number of partnership arrangements with private and public sector providers throughout the North East to ensure co-ordination of respective activities, develop further ideas for collaborative working and deliver on 'joined-up' services.

In particular, we are working with:

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

6.4 Demographic Changes

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

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

Scotland	5,194,000	5,324,201	+155,701	+2.9%
----------	-----------	-----------	----------	-------

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

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

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

Source: Briefing Paper 2010/11 Population report Aberdeen City & Shire

6.5 Economic Circumstances

Aberdeen has for some time had a relatively prosperous economy, driven by the energy sector and increasing world demand for energy. (During 2010 and into 2011, for example, the price of Brent Crude rose steadily although at the time of writing there has been a marked down turn in the price in the region of 10%.) As a consequence, the city traditionally enjoys high economic activity and has a GDP growth rate above the Scottish average. Six of Scotland's top ten companies by turnover and profit, are based in Aberdeen, which reinforces Aberdeen's reputation as a major player in Scotland's economy. However economic data indicated a considerable overall economic slow down in 2009 (-2.9%) with only a modest recovery in 2010 in the region of 1.2% (compared to a Scottish figure of 1.0%) In addition during the year there was a very marked downturn in profit generation particularly in the non energy sector.

Over the year the number of people claiming unemployment benefit rose slightly but in keeping at a rate of between 2.0% – 2.5% in the city it remained well below the national average which has been in the region of 4%. During this planning year the City has provided a mixed picture to date with a clear disparity between the energy and non energy sectors. In some sectors trading has been clearly difficult and has recently been marked by the closure of established, and in one particular case very long established, businesses.

7 HUMAN RESOURCES ANALYSIS (as at March 2011)

The EP&I Directorate is committed to the development of the staff that, they have a responsibility to manage. A priority for FY1011 was to commence a major organisational re-structure arising from the budgetary circumstance and to ensure that every member of staff had at least one Appraisal completed together with the development of an associated Training Plan. In addition, Succession Planning was a core element to ensure that we had the correct skills and people in place to meet the demands of the developing 5 year Business Plan. The outcome of the substantial re-structuring is as follows-

ENTERPRISE PLANNING & INFRASTRUCTURE	Headcount	FTE
Directorate	2	2.00
Econ Dev – Project Director	51	55.97
Programme Director – Marischal + PA	2	2.00
Head of Planning & Sustainable Dev	145	161.57
Head of Asset Management & Operations	994	734.71
Operational Support Manager	13	14.50
Totals for Service	1,207	970.75

The above diagram represents a stage in a continuing process. As we continue to respond to the five year corporate plan we anticipate that the introduction of new ways of working and the development of new business opportunities will continue to have a significant impact on our staffing structure. The focus on professional development for staff and staff appraisal continues. Both functions are monitored and form part of our monthly reporting process.

8 PARTNER/ SERVICE USER/STAFF ENGAGEMENT

During FY 11-12 the EPI Directorate will further develop its engagement with all stakeholder groups to ensure it continues to improve its capacity to achieve efficient and effective collaborative working at all organisational levels.

8.1 Partners

Major Partners are –

- SCOTTISH GOVERNMENT
 - THE WORLD ENERGY CITIES PARTNERSHIP
 - SCOTTISH ENTERPRISE
 - COSLA
 - AREG
 - STRATEGIC PLANNING PARTNERSHIP
- ABERDEENSHIRE AND MORAY COUNCILS
 - THE 6 CITIES GROUP
 - TACA
 - ACSEF
 - NESTRANS
 - THE NORTH EAST STRATEGIC PROPERTY GROUP

8.2 Service Users/Staff

Specific engagement mechanisms to be further developed during this planning term include –

- City Wide Stakeholder Events/Forums
- Focus Groups/Workshops
- Service User Questionnaires
- Service Improvement Conferences

In addition the Directorate plans to use CITY VOICE during 2011-12 to ascertain local opinion concerning the impact of EP&I services in the local community

8.3 EP&I Directorate Public Profile

The following will be subject to review and further development by way of ensuring that Directorate Services operations and priorities are known to a wide audience both internally and externally in the Community

- **Service Web Presences (including the Zone)**
- **EP&I E-Magazine**
- **Service Information Sheets (as appropriate to service)**

9 SERVICE PLANNING - PRIORITIES AND OUTCOMES

The following plans are directly linked to SOA and Corporate Outcomes

DIRECTORATE PRIORITY 1: ENCOURAGE FUTURE ECONOMIC AND BUSINESS DEVELOPMENT			
SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
1. Assist in the attraction of commercial/business investment, from new inward investors to Aberdeen.	£100M + Contracts	EBD	All 2011-2014
2. Provide a support and aftercare service to existing inward investors as a means of encouraging additional investment in Aberdeen.	£20M + Investment	EBD	
3. Help local businesses access new business opportunities and win new contracts.	£30M+ in additional t/o	EBD	
4. Secure new training and/or employment opportunities in local businesses capable of providing sustainable employment for disadvantaged people.	c.400 candidates	EBD	
5. Assist in increasing visitor spend in the city by a total of 20% over four years by delivering specific initiatives designed to promote the city to business and leisure tourists.	Base Line - £274.4M (2008) Target - £329.3M (by 2012)	EBD	
6. Strengthen the connectivity of the city region nationally and internationally through specifically, producing robust	Actions related to projects specifically attributable to EBD team	EBD	

<p>cases for-</p> <ul style="list-style-type: none"> • Connecting the various key elements of “Energetica” with each other. • The future development of business land close to Aberdeen Airport. • Providing high speed broadband connectivity within the City Centre. 			
<p>7. Contribute to the economic regeneration of the city by-</p> <ul style="list-style-type: none"> ▪ Finalising proposals for a City Development Company to make use of Aberdeen City Council owned land assets, as a lever for stimulating private sector development on priority development sites across the city, and use any profits from this activity to support/initiate wider, non-physical, social and economic regeneration initiatives throughout the city. ▪ Supporting plans for redeveloping the Denburn Valley, including the space currently occupied by Union Terrace Gardens. ▪ Promoting a feasible redevelopment scheme for vacant land South of the River Dee, as part of wider efforts to regenerate the Torry area of the City. ▪ Establishing a Business Improvement District in the City Centre 	<p>EBD</p>	<p>Actions related to projects specifically attributable to EBD team</p>	
<p>8. Support key public/private economic development/ regeneration initiatives (e.g. ACSEF, AREG etc) to</p>	<p>EBD</p>	<p>Actions attributable to EBD team</p>	

achieve their stated objectives			
9. Help maintain Aberdeen's position in the top 40 European Cities and 10 European Small Cities, in terms of attractiveness to Foreign Direct Investment, according to the FDI Magazine Cities and regions of the Future Awards	Actions attributable to EBD team	EBD	
10. Maintain or improve Aberdeen's current position (20th) in Experian's UK City Centre Vitality Index	Actions attributable to EBD team	EBD	
11. Delivery of at least one major city event per annum to project Aberdeen on an international basis	Number of events to include – visitor numbers, economic outcomes arising and level of press coverage	EBD	
12. To ensure that there is sufficient land available of the right type and quality for businesses to locate and grow	Annual Employment Land Survey (in collaboration with Scottish Enterprise and Aberdeenshire Council)	P&SD	
13. The Development of an Infrastructure Strategy to allow for 'developer certainty' allied to the delivery of the Local Development Plan (EPI Directorate Priority 2)	Through adoption of a cross-Service Future Infrastructure Requirement for Services (FIRS) approach	P&SD	

DIRECTORATE PRIORITY 2: DELIVER AN UP TO DATE DEVELOPMENT PLAN FOR THE CITY

SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
1. To successfully conduct an Examination in Public of the Proposed Aberdeen Local Development Plan	A Public Local Inquiry held	P&SD	All 2011-2014
2. Adoption of Supplementary Guidance to Local Development Plan	Adoption of Supplementary Guidance in tandem with the Local Development Plan	P&SD	
3. Adoption of new Aberdeen Local Development Plan	Local Development Plan adopted	P&SD	
4. Devise, in Collaboration with Partners (the SDP Authority and Aberdeenshire Council), a new Strategic Development Plan.	Publication of the Main Issues Report and associated documents by Aberdeen City and Shire SDPA	P&SD	

DIRECTORATE PRIORITY 3: PROTECT AND ENHANCE OUR HIGH QUALITY NATURAL AND BUILT ENVIRONMENT

SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
<p>1.Development of Property Asset Management Plan to assist with decision making on planned maintenance</p>	<p>% of Public buildings in a Condition suited to delivery of services Energy usage Number of public buildings connected to the Combined Heat and Power network % of energy supplied from sustainable sources Water Usage</p>	<p>AM&O</p>	<p>All 2011-2014</p>
<p>2.Develop and Implement a Carbon Management Plan</p>	<p>Carbon consumption</p>	<p>AM&O</p>	
<p>3.Development of Fleet Asset Management Plan to assist with decision making on planned maintenance</p>	<p>Fleet Profile (meeting current highest EU standards for emissions)</p>	<p>AM&O</p>	
<p>4.Expanded use of master planning approach with greater private sector involvement</p>	<p>Adoption of master plans for identified sites within the Proposed Aberdeen Local Development Plan</p>	<p>P&SD</p>	
<p>5.Delivery of a modern, effective, efficient and accessible development management & building standards service</p>	<p>Development Management Statutory Performance Indicators (SPIs) Through Building Standards balanced scorecard</p>	<p>P&SD</p>	
<p>6.Ensure the highest standards of design are secured from development</p>	<p>Three (3x) meetings of the joint Aberdeen/Aberdeenshire Design Review Panel</p>	<p>P&SD</p>	

<p>7.Foster sustainable development and protect the environment of Aberdeen</p>	<p>1. Adoption and Delivery of Core Paths Plan 2. Open Space Audit 3. Monitor and review Carbon Management Plan 4. Preparation of Climate Change Strategy 5. Monitor & review Nature Conservation Strategy</p>	<p>P&SD</p>	
<p>8.Foster awareness of, and action by, the community and businesses to enhance and protect the environment through, for example, SURF, Build with Care.</p>	<p>Delivery of externally funded environmental projects in conjunction with community and business partners</p>	<p>P&SD</p>	

DIRECTORATE PRIORITY 4: SUPPORT THE DELIVERY OF A FULLY INTEGRATED TRANSPORT NETWORK			
SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
<p>1. Develop and implement a Road Asset Management Plan to assist with decision making on planned maintenance</p>	<p>Road Asset Condition SPIs No of Bridges unable to carry vehicles up to 44 Tonne limit % of Footways in the Poor Category Number of Traffic Signals greater than 15 years old Number of KSI Accidents in City % of Street Lights greater than 30 years old</p>	<p>AMO</p>	<p>All 2011-14</p>
<p>2.Support the delivery of the Aberdeen Western Peripheral Route (AWPR)</p>	<p>[Pending resolution of extant legal challenges], Procurement of professional advisors to AWPR Managing Agent</p>	<p>P&SD</p>	

3. Delivery of Local & Regional Transport Strategies (LTS & RTS)	Activities attributable to PSD	P&SD	
4. Deliver an effective Public Transport System	Tender of 1/4 of Community and Social Work transport provision (Tender 2012 anticipated) Activities attributable to PSD	P&SD	
5. To work in partnership with transport operators to deliver and effective and efficient multi-modal public transport service	Activities attributable to PSD	P&SD	

DIRECTORATE PRIORITY 5: ENSURE THE COUNCIL'S PHYSICAL ASSETS ARE MANAGED AND MAINTAINED IN A COST EFFECTIVE MANNER			
SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
1. Development of Property Asset Management Plan to assist with decision making on planned maintenance	% of Public Buildings Suitable for Service Delivery % of Public Buildings Accessible in terms of the Disability Discrimination Act	AMO	All 2011-14
2. Road Maintenance and Management Activities	Priority 1 Road Defect Repairs Traffic Signal Repairs Street Lighting Repairs	AMO	
3. Property Maintenance and Management Activities Catering Provision	Uptake in Primary School Meals Uptake in Secondary School Meals No subsidy for internal catering	AMO	

<p>4.Property Maintenance and Management Activities Building Cleaning Activities</p>	<p>No of complaints received regarding below standard performance in cleaning public buildings</p>	<p>AMO</p>	
<p>5.Property Maintenance and Management Activities Car Parking</p>	<p>To achieve net level of income from car parking charges applied to off and on street car parking</p>	<p>AMO</p>	

DIRECTORATE PRIORITY 6: DELIVER OUR STATUTORY RESPONSIBILITIES EFFECTIVELY AND EFFICIENTLY			
SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
<p>1.An efficient and effective Development Management service</p>	<p>Enhancement of e-planning portal Development of Customer Charter Other actions attributable to PSD</p>	<p>P&SD</p>	<p>All 2011-14</p>
<p>2.An efficient and effective Building Standards service</p>	<p>Development of a Customer Charter Other actions attributable to PSD</p>	<p>P&SD</p>	
<p>3.Ongoing provision of effective marketing services on a council wide basis to support statutory adherence and income generation by other Council services</p>	<p>Actions attributable to EBD team</p>	<p>EBD</p>	

DIRECTORATE PRIORITY 7: ENSURE THAT THE ACSEF STRATEGIC PRIORITIES IN RELATION TO THE CITY CONTINUE TO BE DEVELOPED			
SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
1.Development of a detailed delivery programme for the City Centre Development Framework	Detailed delivery programme prepared and agreed Monitoring and review of implementation of CCDF	P&SD	All 2011-14
2.Continued engagement in ACSEF Planning Modernisation Group	Attendance at Planning Modernisation Group (PMG) meetings (monitoring of PMG actions is carried out by ACSEF)	P&SD	
3.Implement transportation actions as set out in service action plan	Actions attributable to PSD	P&SD	
4.To ensure, through the development plan, that there is sufficient land available of the right type and quality for company headquarters	Actions attributable to PSD	P&SD	

DIRECTORATE PRIORITY 8: CONTINUOUSLY IMPROVE SERVICE DELIVERY INCLUDING THE ESTABLISHMENT OF A MONITORING, REPORTING AND QUALITY ASSURANCE FRAMEWORK			
SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
1.All EPI Services will develop 'SMART' service plans detailing actions, performance indicators, targets and timescales	Service Plans in Place	DSU + Services	All FY 2011-12
2. Our Service planning will evidence the 'Golden Thread' principle at all levels	'Golden Thread' Evidenced at all Levels	DSU + Services	

including conformity with government and corporate priorities and objectives			
3. Our Service performance and developments will be regularly monitored and reported	Monthly Scorecards	DSU	DSU
4. The HGIOS self assessment framework will be adopted and implemented in all EPI Services	Self Assessments completed in all services	DSU	
5. EPI Services will engage with users, partners and stakeholder organisations	Events, Web sites, Forums	Services	
6. EPI Services will identify and implement where practical new ICT initiatives and revenue generation sources	New ICT, New Revenue	Services	
7. EPI Services will contribute to improving the public profile of the Directorate through event participation and contributions to public media	Web sites, E-Mag, the Zone, contributions to externals	DSU + Services	
8. The EPI Directorate will 'pilot' the achievement of a National QA award with a view to further supporting the continuous improvement of its services	National Award selected, progressed and achieved	DSU	
9. The EPI Directorate will take actions to maximise staff attendance	Number of days lost / employee	DSU + Services	

DIRECTORATE PRIORITY 9: UNDERTAKE EFFECTIVE ENGAGEMENT WITH OUR PARTNERS, STAKEHOLDERS, SERVICE USERS AND STAFF TO ENSURE EFFICIENT AND EFFECTIVE COLLABORATIVE WORKING AT ALL ORGANISATIONAL LEVELS

SERVICE OUTCOMES	MEASURES	LEAD	TIMETABLE
<p>1.The EPI Directorate/Services will continue and further develop its on - going communications and operational collaborations with Strategic Partners</p>	<p>Forum Meetings Minutes Collaborative Plans Collaborative Actions</p>	<p>EPI Services</p>	<p>All FY 2011-12</p>
<p>2.All EPI Services will be in receipt of service user feedback and be able to evidence service responses to that</p>	<p>Service Questionnaires Response Actions</p>	<p>EPI Services</p>	
<p>3.EPI Web presences (incl the ZONE) will be reviewed and updated as required to facilitate customer access and service awareness</p>	<p>Web profiles reviewed</p>	<p>DSU + Services</p>	
<p>4.Staff Communications will be further developed through electronic and 'face to face' communications</p>	<p>EPI E magazine circulated Team Meetings 1-1 Supervisory meetings incl. Appraisal</p>	<p>DSU + Services</p>	

10 HOW WE WILL MEASURE PERFORMANCE

Section 9 above details the high level Outcomes we aim to achieve in relation to our Strategic Priorities. Performance and analysis in terms of progress against achieving these Priorities will be reported to the Enterprise, Planning and Infrastructure Committee on a quarterly basis.

Within the Service we have a performance management framework in place ensuring managers are provided with detailed information and analysis on a monthly basis, allowing appropriate action to be taken at an early stage.

The Council has recently adopted a programme for self-evaluation using the “**How Good Is Our Council?**” model. This is on the back of Audit Scotland announcing their intention to place individual Councils’ own self evaluation at the centre of their approach to the scrutiny of local government.

As a Directorate we are aware that, unlike most other Council Directorates, we do not have a single regulatory body overseeing our performance. It is therefore imperative that, as a service, we adopt a robust approach to “**How Good Is Our Service?**” ensuring our assessment of our performance is consistent and fair. This will involve the development of a suite of criteria, ensuring the adoption of a consistent approach across the Directorate in arriving at our final assessment.

11 RISK MANAGEMENT

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

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

It is an important part of the Enterprise, Planning & Infrastructure Directorate, and consideration of risk management principles underpins all activities undertaken. Consideration of risk has the capacity to make a positive contribution to the success and effective management of Aberdeen City Council and our Services and it is essential that Managers convey the message of the importance of risk management as widely as possible.

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

As part of our regular management and reporting system, senior managers within the Enterprise, Planning and Infrastructure Directorate routinely manage and assess the key risks associated with successfully delivering our Business Plan for 2011 - 2014.

This page is intentionally left blank

Equality and Human Rights Impact Assessment



1. Name of function, policy or procedure

EP&I Directorate Business Plan 2011-14

2. Is this function, policy or procedure New x Reviewed

3. Officers completing this form

Name	Designation	Service	Directorate
Brian Morgan	Service Development Manager	Directorate Support	Enterprise Planning and Infrastructure

4. Date of Impact Assessment 14 August 2011

5. Lead council service(s) involved in the delivery of this function, policy, procedure

All Services in EP&I Directorate

6. Who else is involved in the delivery of this function, policy or procedure? (for example other Council services or partner agencies)
(if none go to question 8)

Partner Agencies as identified in Business Plan

7. How have they been involved in the equality and human rights impact assessment process?

Informal and formal communications with Partners listed are on-going as part of proposed collaborative actions identified in Business Plan

8. What are the main aims of the function, policy or procedure? Please list

The report sets out the Business Plan for the EPI Directorate for the period 2011-14. The Business Plan analyses the strategic environment and identifies key partners. It lays out the current staffing establishment and the current budgetary position. Most importantly it details the high level priorities and outcomes which are planned to be achieved by Directorate services and their partners while at the same time ensuring that these are linked to National and Corporate priorities

9. Who are the main beneficiaries of the function, policy or procedure? Please list

Residents, Partner organisations and businesses in Aberdeen, including stakeholders, many of whom are also involved in the preparation of the Aberdeen Local Development Plan – the development industry, key agencies, citizens and other Council services.

10. Is the function, policy or procedure intended to increase equality of opportunity by permitting positive action or action to redress disadvantage?

Yes

No

Give details

The business plan provides for engagement with all service users and stakeholders through a variety of mechanisms including city wide events, the use of focus groups and forums, service user questionnaires and publicity including web based information. In FY 2011-12 the EP&I Directorate will be involved in the Civic Voice process.

11. What impact will the function, policy or procedure have on promoting good relations and wider community cohesion?

The document invites people to participate by submitting representations, regardless of who they are, or where they live.

12. What evidence is there to identify any potential positive or negative impacts?

Evidence	Details
Consultation	As part of service delivery all services in the EP&I Directorate consult as a matter of course with stakeholders and service users. In certain specific cases this is a statutory requirement. In other cases government guidance and advice is carefully followed.
Research	Depending on the service context there may be specific research conducted by officers. For example, an SEA was carried out with the Aberdeen Local Development Plan – Proposed Plan and associated Supplementary Guidance which was approved by Council in August 2010. There will be a review of the SEA when we receive the Reporters recommendations from the current examination of the Plan.
Officer knowledge and experience (including feedback from frontline staff)	Members of staff are consulted on specific service planning issues both individually and through group meetings. Key Partners are also involved in relation to collaborative actions which are planned e.g. ACSEF in relation to the ‘Energetica’ project.
Equality monitoring data	<p>In the EP&I Directorate there will be specific operational contexts where detailed equalities monitoring will be conducted. For example in relation to the completion of the latest Local Development Plan, citizens submitting representation forms to the Main Issues Report were asked to fill in an equalities monitoring form (EMF) which was available online and with the paper representation forms. 56 respondents completed the EMF out of 990 submissions (5.7%) – this was a very low response rate probably reflecting the fact that this was a voluntary exercise. It was found that 5% had a disability, and there was a 40/60 split between females and males. In terms of ethnicity, we had 16% British, 14% English, 66% Scottish and 3.6% gypsy traveller</p> <p>During the actual Local Development Plan consultation people were asked to fill in an EMF. This was made available on the web and with the paper representation forms. 13 filled out the EMF out of 1550 submissions (0.8%) – again this was a very low rate probably reflecting again the voluntary circumstance. It was found that 7% had a disability,</p>

	and there was a 40/60 split between males and females. In terms of ethnicity, the return was 76.9% Scottish, 7.7% English. 7.7% British and 7.7% stating that they were another European ethnic group.
User feedback (including complaints)	Under the HGIOS self assessment framework all services will be required to incorporate this in their service delivery arrangements for this FY.
Other	N/A

13. Which, if any, equality target groups and others could be affected by this function policy or procedure? Place the symbol in the relevant box.

Equality Target Group	Positive Impact(+)	Neutral Impact (0)	Negative Impact(-)
Race*		√	
Disability		√	
Gender **		√	
LGB***		√	
Belief		√	
Younger		√	
Older		√	
Others		√	

* Race include Gypsies/Travellers

** Gender includes Transgender

*** LGB: Lesbian, Gay and Bisexual

14. From the groups you have highlighted above, what positive and negative impacts do you think the function, policy or procedure might have?

Detail the impacts and describe the groups affected.

Positive impacts (describe groups affected)	Negative Impacts (describe groups affected)
The service planning process provides for consultation and feedback with all stakeholder and service users. We expect as a consequence that both citizens and partners will have increased awareness of proposed actions and in some cases feel an increased sense of 'ownership'	We are operating in a climate of very severe budgetary constraint. This has entailed changes to service provision which may be interpreted as 'cuts' by sections of the population. This interpretation may be re-inforced by local media. Part of this perception will be alleviated as customers become accustomed to new ways of working. We recognise that changes to established delivery patterns – for example an increased use of ITC - may have an unsettling effect on service users in the short term

15. Does this policy/procedure have the potential to interfere with an individual's rights as set out in the Human Rights Act 1998? State which rights might be affected by ticking the appropriate box(es) and how. **If you answer "no", go to question 19.**

<input type="checkbox"/> Article 3 – Right not to be subjected to torture, inhumane or degrading treatment or punishment <input type="checkbox"/> Article 6 – Right to a fair and public hearing <input type="checkbox"/> Article 8 – Right to respect for private and family life, home and
--

correspondence

- Article 10 – freedom of expression
- Other article not listed above

How?

Legality

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

Legitimate aim

17. Is the aim of the policy a legitimate aim being served in terms of the relevant equality legislation or the Human Rights Act?

Proportionality

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

STEP 6: Monitor and review (To complete this section please use the notes on page 18 of the guide to the Equality and Human Rights Impact Assessment).

19. How will you monitor the implementation of the function, policy or procedure? (For example, customer satisfaction questionnaires)

The achievement of planned service outcomes will be monitored monthly through the use of identified KPIs and service performance will be reported quarterly to the EP&I Committee

20. How will the results be used to develop the function policy or procedure?

The HGIOS self assessment framework provides for periodic review of service delivery and encourages the adoption of immediate responses to user and other internal feedback

21. When is the function, policy or procedure due for review?

The EP&I Business Plan is subject to annual review and annual reporting.

22. Where will you publish the results of the Equality and Human Rights Impact Assessment?

Please indicate as follows by ticking the appropriate box(es).

Summary of EHRIA will be published in committee report under section "Equality Impact Assessment"

Full EHRIA will be attached to the committee report as an appendix


Summary of EHRIA to be published on council website within relevant service pages

Other, please state where:

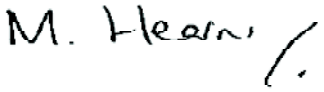
23. Please summarise the results of the Equality and Human Rights Impact Assessment and give an overview of whether the policy, procedure or function will meet the Council's responsibilities in relation to equality and human rights. This summary needs to include any practical actions you intend to take / have taken to reduce, justify or remove any adverse negative impacts.

As previously stated the planning process provides for full engagement with partner organisations, service users and stakeholders. We would expect that adverse comment, such as equalities related complaints, would bring an immediate response from service managers. Our arrangements for QA in the EP&I Directorate, notably the use of monthly performance e scorecards, provide another means whereby service performance in this respect will be monitored and trends requiring remedial action identified.

Person completing the impact assessment

Name	Date	Signature
Brian Morgan	14/08/2011	

Quality check: document has been checked by

Name	Date	Signature
Michael Hearn	15/08/11	

Head of Service (Sign-off)

Name	Date	Signature

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 th September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Planning and Sustainable Development Service Review and Service Plan 2011/12
REPORT NUMBER:	EPI/11/224

1. PURPOSE OF REPORT

The purpose of this report is to present a summary of the Planning and Sustainable Development (P&SD) Service Review and key findings along with the key outcomes / actions which are presented as the P&SD Service Plan 2011/12. A complete copy of the Service Review and subsequent Plan is available to view in the Member's Library.

2. RECOMMENDATION(S)

It is recommended that Members:

- 2.1 Approve the key findings from the P&SD Service Review 2011;
- 2.2 Approve the P&SD Service Plan which delivers the key actions and associated workstreams resulting from the Review;
- 2.2 Note that the key driver for the Service Review / Plan is to ensure that the P&SD Service contributes towards the required savings / income generation identified in Aberdeen City Council's 5-year business plan; and,
- 2.3 Note that the Service Plan is a dynamic document that will be updated and maintained as the review findings are enacted and Corporate objectives and budgets are reviewed.

3. FINANCIAL IMPLICATIONS

A key driver for the Service Review is to ensure that the Priority Based Budgeting (PBB) targets assigned to the P&SD Service are met.

P&SD is required to deliver £219,000 savings / income generation by the end of 2011/12 - this target having already been met due to the following efficiencies being implemented:

- The Public Transport Unit have implemented efficiencies to account for £209,000 worth of savings by:
 - removing subsidised bus services
 - removing the budget for publicity and admin
 - reducing the cost of bus shelter expenditure
 - more efficient fleet recharging
- The Environmental Policy Team has also met its required target of £10,000 income generation through European Union and other funded projects.

A further target that P&SD is required to contribute to is the EP&I Service Review year 1 savings of £559,000. Implementation of the new P&SD structure, detailed later in the report, realises £168,835 savings towards this objective.

4. OTHER IMPLICATIONS

All staff within P&SD are required to comply with Council policies and procedures relating to all areas detailed within the Service Review, including risk assessment.

Risks will be assessed for each key action identified within the review with findings captured within the Council's Corporate, Directorate, and Service risk registers as appropriate on a rolling annual basis.

5. BACKGROUND / MAIN ISSUES

5.1 Introduction

P&SD and the services it provides to citizens and businesses throughout the City have been in a period of transition over the last 2 years. Interim management arrangements and new teams have been in place since 2010, meaning the timing is appropriate for a review that is intended to plan for the future. The last Service Review and associated Service Plan was approved by Members in 2007.

This Review assessed the strengths and weaknesses of current services provided within P&SD and the steps necessary to alter these to be prepared for future operating environments. The Review is set in the context of the current financial and organisational challenges facing the Council.

The Service Review has ensured integration with national and corporate plans along with EP&I Directorate plans based on the service planning model, see Figure 1 (below):

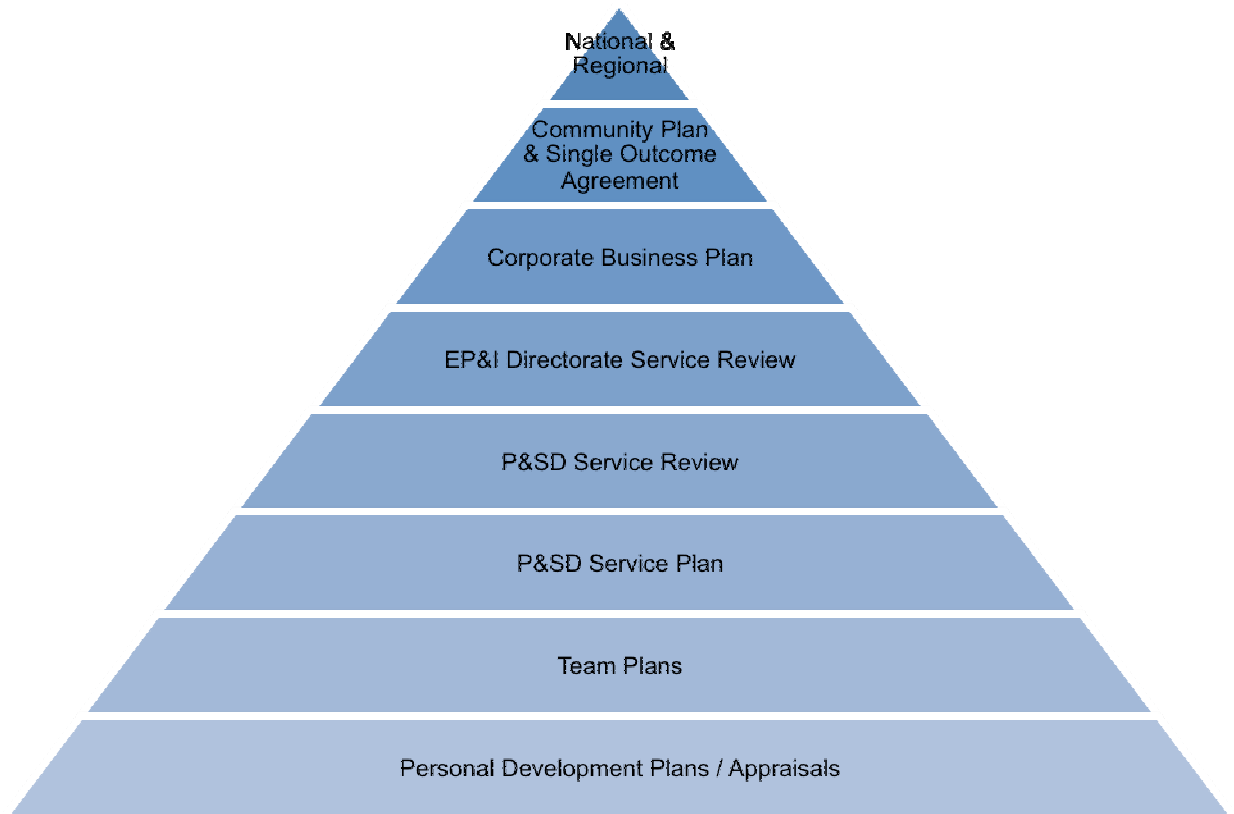


Figure 1 – Service Planning Model

Following the completion of the P&SD Service Review, the EP&I Directorate has initiated a Directorate-wide self assessment and review based on ‘How good is our service’ (HGIOS) model. Once completed the key outcomes / actions that arise from this will be incorporated into the P&SD Service Plan.

Reflecting a series of data collation, brainstorming and analysis, the P&SD Service Review is now complete and has moved into the service planning / implementation phase. Service improvement areas have been identified as key actions within the Service Plan along with high-level Service priorities. The next stage in the forward planning process is to finalise Team Plans, which map out the detailed delivery mechanisms for the Service Plan.

A primary deliverable of the Review has been the creation of **Position** (“where are we now?”), **Vision** (“where do we want to be in the future”) and **Mission** statements, (“how will we get there?”) for the Service. Developed through the staff workshops these have played an important role in staff engagement, ensuring that a two-way dialogue has been held and captured. The service now has a shared vision of the challenges it faces and the means to move forward successfully.

5.2 Strategic Assessment

The Service Review is based upon the following assumptions:

5.2.1 Financial Constraints

The challenge for the Council is to continue to provide excellent customer focused services with diminishing resources. This is directly illustrated by the Council's proposed 5-year business plan (2011/12 to 2015/16) which was noted by Full Council on the 15th December 2010. The business plan identified that the net cost of delivering the Council's services is £367m and is forecast to rise to £436m by 2015/16 due to a combination of existing net costs, additional costs pressures and forecast 5 year 'do nothing' options.

To address the funding challenge the Council has produced a 5-year costed Business Plan to ensure that funds are allocated to deliver agreed service outcomes. Within the plan the P&SD Service is required to generate £219,000 worth of savings / income by 2011/12 and contribute to the further savings within the Enterprise Planning & Infrastructure (EP&I) Directorate, of which it is part. The Service Review will ensure that P&SD put in place the necessary mechanisms to ensure that the financial targets are met.

5.2.2 Best Value

The Council has a statutory duty to deliver Best Value, as detailed in The Local Government (Scotland) Act 2003. This requires that ACC continually strive to deliver better, more responsive, modern public services. This report makes reference to Best Value by assessing how the current service is provided and investigates whether this could be done more cohesively and efficiently in the future.

5.3 Service Planning and Review Objectives

The objectives of the Service Review are as follows:

1. Ensure that the P&SD Service contributes towards the required savings / income generation targets identified in the Council's 5-year business and priority based budgeting plan
2. Develop means for PS&D to become more financially self sufficient
3. Ensure continued consistency between National, Corporate and P&SD Service priorities
4. Analyse the P&SD Service and its operations
5. Utilise staff brainstorming workshops to identify key areas of organisational change, identify efficiencies and income generation opportunities
6. Define a Position, Mission, Vision statement for the P&SD Service

7. Define the service priorities for P&SD and a structure that will deliver them
8. Where possible allow for the requirements of Best Value
9. Produce a dynamic Service Plan, able to adapt with the change process

5.4 Service Planning and Review Process and Report Structure

As illustrated in Figure 2, Service Review Process Map, the Review has been prepared through Quarter 1, 2 and 3 of 2011 and has been collated into four main parts;

- Section 1 – Executive Summary and Key Findings
- Section 2 – Service Plan
- Section 3 – Report, reflecting the main stages of the review
 - Desktop analysis
 - Workshop 1 – Brainstorming
 - Workshop 2 – Developing an Implementation Plan
 - Workshop 3 – Ranking Service Priorities
 - Workshop 4 – Building a new Service Structure
 - Recommendations & Conclusions
- Section 4 - Appendices

This structure ensures that the most salient findings and actions are presented first and foremost and can be maintained as dynamic documents - updated independently of the main report. This also facilitates easy action tracking and monitoring of progress.

The Service Review has transitioned through a number of key phases, commencing with a desktop analysis, moving onto staff workshops and brainstorming, followed by additional analysis and recommendations. Later stages have included management approval processes and the creation of a Service Plan to implement the key actions and priorities.

5.5 Desktop Analysis and Findings

In order to plan for a more responsive and flexible P&SD Service, able to deliver the assigned financial savings and/or income generation it was essential to conduct an analysis of how the Service originally operated. The following information was gathered to analyse the strengths and weaknesses of the Service:

- Existing P&SD Service portfolio & structure
- The Improving Service Efficiency Checklist
- Review of the savings / efficiency targets required by P&SD within ACC's 5-year Business Plan and PBB plan
- Review of the 2011/12 P&SD Budget

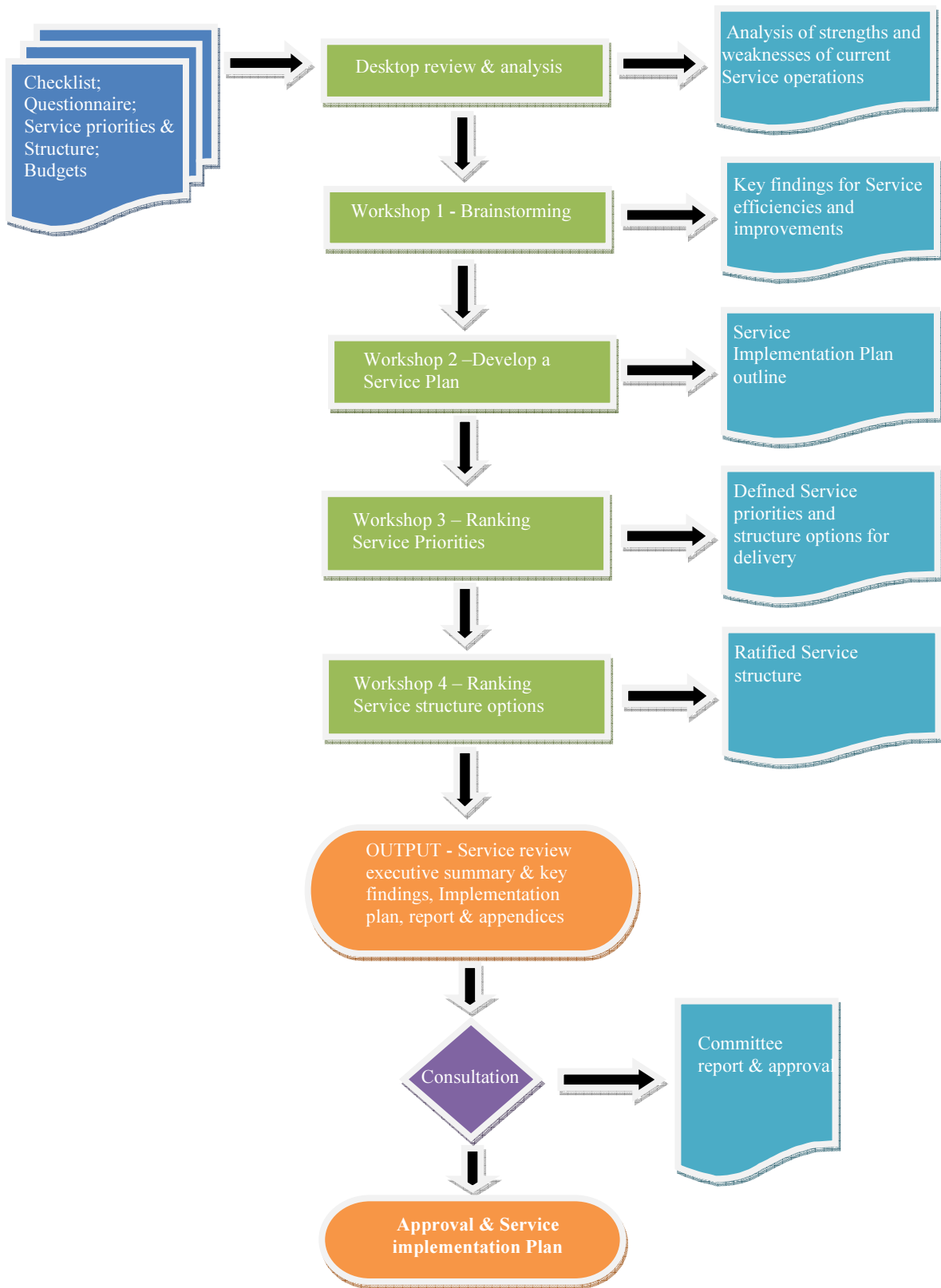


Figure 2 – Service review process map

5.6 P&SD Service Portfolio

P&SD deliver a wide range of inter-related functions, within a remit that covers land use, environment and transportation. These Services must be delivered within the context of wider social and economic objectives and city-wide regeneration:

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

5.7 P&SD Current Service Structure

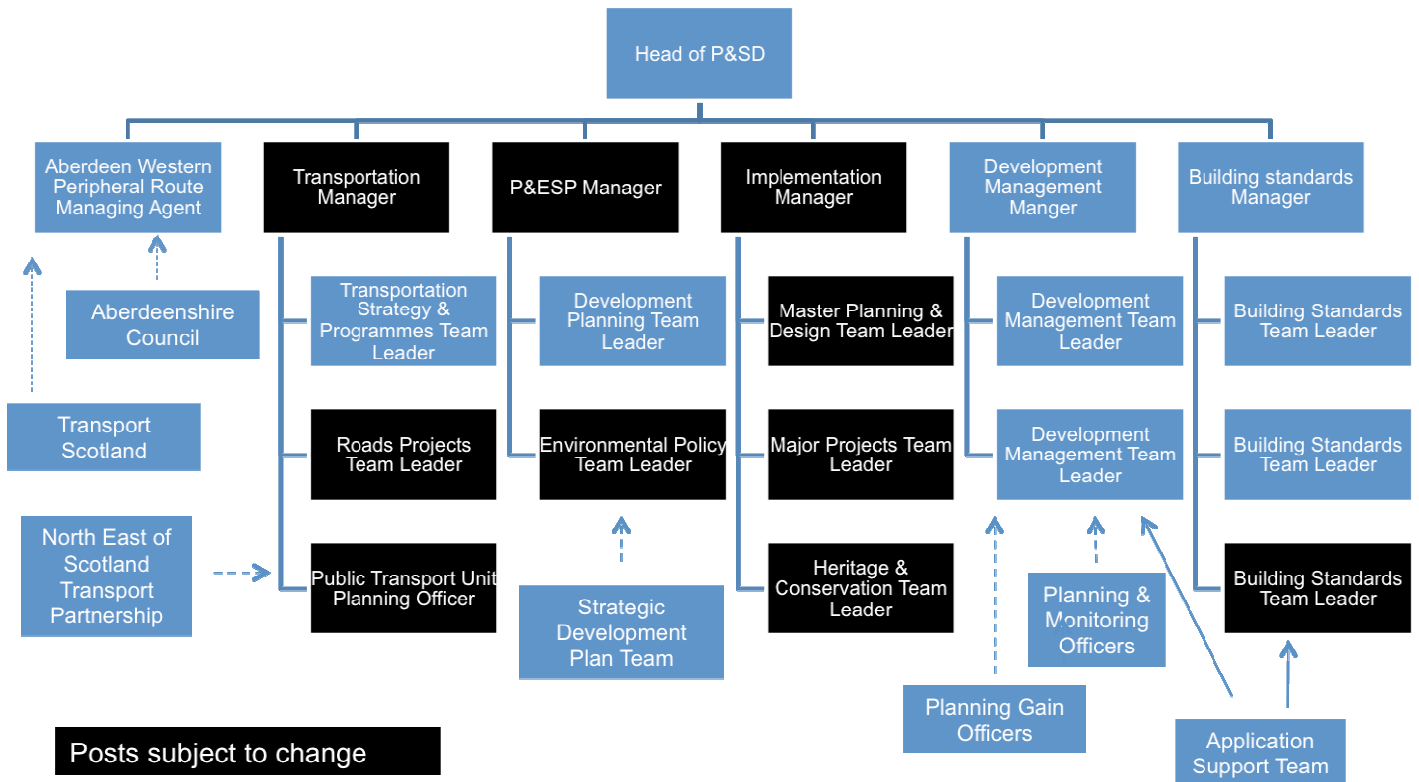
P&SD has a total of 167.4 Full Time Equivalent (FTE) posts.

The Service, at inception of the review, was divided into 6 teams, each managed by an officer reporting directly to the Head of Service, as constituted below;

- AWPR Team
- Transportation Team
- Planning & Environmental Sustainability Policy (P&ESP) Team
- Implementation Team
- Development Management Team
- Building Standards Team

An organisation chart, depicting the relevant structure within each of the aforementioned teams is illustrated in Figure 3, current structure for P&SD. It should be noted that the posts highlighted in black have been subject to some form of change / reorganisation detailed later in the report.

Figure 3 Current structure for P&SD



Key for the above structure:

- The Application Support Team which is part of P&SD splits its time evenly supporting Development Management and Building Standards
- The dotted arrows in the aforementioned structure charts illustrate Services or external bodies that P&SD have a close partnership working arrangement. They are as follows:
 - Aberdeenshire Council
 - Transport Scotland
 - North East of Scotland Transport Partnership (NESTRANS)
 - Strategic Development Plan Team = Aberdeen City and Shire Strategic Development Planning Authority (SDPA)
 - Planning Gain Officers = 3 x Officers based in Aberdeenshire Council with one officer specifically funded by Aberdeen City Council
 - Planning and Monitoring Officer = Based in Asset Management, EP&I - part of this role is devoted to fulfilling the duties of a Planning Gain Monitoring Officer

5.8 *The Improving Service Efficiency Checklist*

The Improving Service Efficiency Checklist was circulated to each Team Leader within P&SD to complete during 2010. The Checklist was developed jointly by Audit Scotland, the Northern Ireland Audit Office and the Wales Audit Office with the aim of creating a good practice checklist for public sector bodies within the Devolved Administrations of the United Kingdom. The checklist identifies what actions are needed to improve the efficiency and productivity within P&SD. The intention of this checklist is to promote improvement and facilitate detailed review, reflection and self-assessment.

The results provided a detailed self-assessment, indicating the strengths and weaknesses of the P&SD Service - mapping out efficiency and productivity improvements. Please refer to the full Service review for a detailed analysis of the service efficiency checklist.

5.9 *Review of the 2011/12 P&SD Budget*

The gross budget for the P&SD Service for 2011/12 is £9.075M, which is approximately 2.0% of ACC's total budget. P&SD is budgeted to generate £4.830M of income in the same period, which is 53% of expenditure, resulting in net expenditure of £4.244M.

This Review finds that although there is potential for increased income generation, as identified in the workshops and now being investigated further through various actions, in reality the Service is unlikely to become revenue neutral.

5.10 *Key findings from the desktop analysis*

- Ensure budgets are aligned and an appropriate financial monitoring system is in place for Team Leaders
- Develop system to measure activity
- Define Service priorities
- Define subsequent Service Review timescales
- Formalise workforce planning
- Develop performance monitoring
- Foster joint working
- Develop a culture of continuous improvement
- Encourage long term planning
- Enable the development and support of more effective, fit for purpose, IT systems
- Set financial targets for savings and for additional income generation

5.11 Brainstorming Workshops

Building on the findings of the desktop analysis, key improvement areas and weaknesses were then amalgamated and presented to staff through brainstorming workshops. These were intended to bring staff together to acknowledge the successes of the service, whilst at the same time discussing those areas in need of improvement. The workshops encouraged staff to be innovative and creative together, shaping a sustainable and efficient service for the future.

The key brainstorming themes were as follows:

- Mapping service interactions
- Create a vision for the P&SD Service
 - Mapping Service Priorities
- Income generation
- Performance monitoring
- Monitoring / reporting efficiencies
- Innovation / efficiencies / new ways of working

The workshops were hosted on Council premises and facilitated by the Review author. Entire teams were encouraged to attend and work as a unit through the workshop. For a detailed analysis of the results from the workshops please refer to the full service review report.

5.12 Key findings from the brainstorming workshops

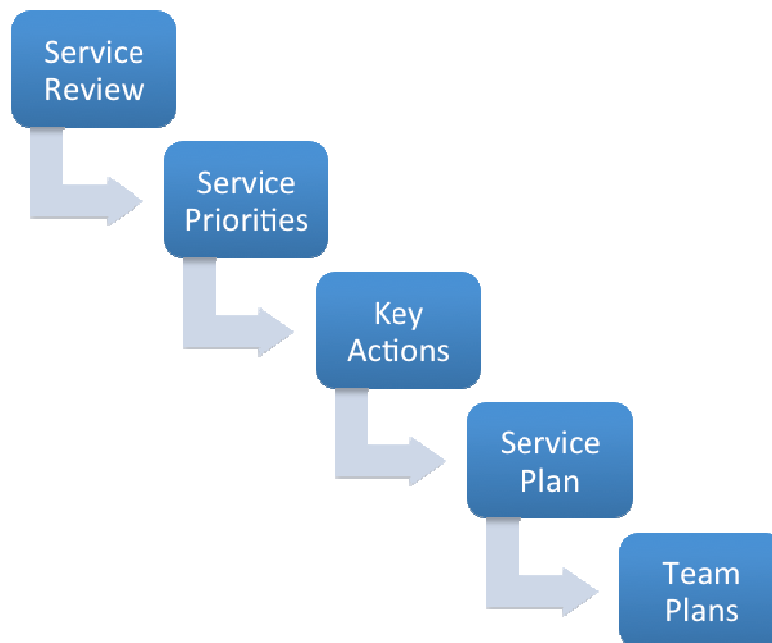
- Establish a multi disciplined team to enable the development and support of more effective, fit for purpose, IT systems
- Key contacts in internal and external bodies with more than one P&SD Team interaction
- Increase collaboration and joint working
- Explore concepts for income generation
- Ensure the right performance indicators are being utilised and reporting frequencies are standardised
- Establish an IT based system to monitor activity
- Establish a multi disciplined team to examine the planning system processes
- Define and ratify Service Priorities
- Service review linked to Team plan and then personal development plan
- Ensure budgets are aligned and an appropriate financial monitoring system is in place for Team Leaders
- Appropriate level of admin support
- Formalise workforce planning
- Foster joint working across Services and external bodies
- Support Continuing Professional Development
- Establish regular team sharing events

- Ensure effective change management processes
- Develop a culture of continuous improvement
- Encourage long term planning
- Examine efficiencies within the office environment

5.13 P&SD Service Plan 2011 - 12

The Service Review has provided an overview of the operations of P&SD, along with defining key actions to implement efficiencies and improve internal processes. The next phase in the forward planning process, see figure 4, is the development of a Service Plan and thereafter, Team Plans.

Figure 4 –Service Plan Development Process



The key outputs from the Service Review that have been completed as part of the Service Plan are as follows:

- Defining a Position, Vision and Mission statement for the Service
- Defining Service Priorities
- Developing a new structure for delivery
- Creating a plan of key actions to improve service delivery and internal processes

5.14.1 Position, Vision and Mission statement

One of the key outputs from the Review workshops was to jointly author Position, Vision and Mission statements for the Service, as part of the engagement process with staff. These statements are intended

to map out where the service is at present, agreeing where it needs to be in the future and what is needed in order to get it there.

The Position Statement

The Position Statement for P&SD gives an honest appraisal of where we are now.

- *A flexible and dynamic team, challenged by resource issues, financial reporting constraints and budget alignment targets, but with known priorities, goals and processes and a track record of delivery. Ultimately working to improve the quality of life in Aberdeen*

The Vision Statement

The Vision Statement for P&SD sets out our strategic goals for the future of the service.

- *A customer focused department, working in consultation with citizens, decision makers and other agencies in order to continuously improve the existing and future environment of Aberdeen*
- *Providing a model for others as a catalyst for positive change through excellent service*

The Mission Statement

The Mission Statement for P&SD sets out the direction of how we will meet the goals set out in the vision.

- *Working in dynamic, flexible and multi-disciplined teams we will adapt our processes, people and organisation to create a customer focused service that is accessible and accountable.*
- *In order to reach the desired vision we will be adaptable and responsive to change by anticipating trends, retaining skill sets and training for the future*

5.14 Service Priorities

Service priorities for P&SD have been mapped out and ratified, highlighting those that are deemed core and those that are not essential but still add value. The aim of the exercise was not to define each team's priorities but to analyse the Service as a whole and define priorities by function. This has enabled the priorities to be defined for the Service giving a portfolio of activities by which to develop an organisational structure and a high level list of priorities (See table 1) The Service priorities will ensure delivery of the Council's 5-year business plan and associated Corporate objectives.

The high level priorities for the Service are detailed in table 1. Each priority has a team responsible for the process and the detail is contained in individual Team Plans, which at the time of writing this report are currently being formulated.

Table 1 – P&SD high-level Service priorities

Operational Priority	Title
PSD1	To work in partnership at a local, regional and national level to enable development to come forward through a range of mechanisms and for a range of mechanisms and fora
PSD2	Adoption of the Aberdeen Local Development Plan
PSD3	Maintain and enhance quality of life for all, protect our heritage and provide an attractive and useful built environment
PSD4	An effective, integrated transport network connecting surface, air and sea transport
PSD5	Effective and efficient delivery of statutory responsibilities
PSD6	Identify and Implement Measures to Support ACSEF's strategic priorities
PSD7	Continuous service improvement, efficiency and effectiveness

Service priorities will deliver the targets that are relevant to EP&I, as set out in the EP&I Directorate Service Plan 2011/12:

- **Priority 1:** To encourage future economic and business development in the City;
- **Priority 2:** To deliver an up to date Development Plan for the City;
- **Priority 3:** To protect and enhance our high quality natural and built environment;
- **Priority 4:** To support the delivery of a fully integrated transport network; and,
- **Priority 6:** Deliver our statutory responsibilities effectively and efficiently.
- **Priority 8:** Service Improvement

The Service also has a key role in delivering the vision for the City and Shire as expressed through regional plans and strategies, including:

- the **Aberdeen City and Shire Structure Plan** vision to develop a robust and resilient economy and lead the way towards development being sustainable and our society being more inclusive.

- the vision of the **Regional Transport Strategy** which is for a transport system for the north east which enables a more economically competitive, sustainable and socially inclusive society.

The challenge facing the Service is to prioritise and maintain effective and timely delivery while meeting the corporate requirements for cost savings and income generation.

5.15 Developing a Structure for Delivery

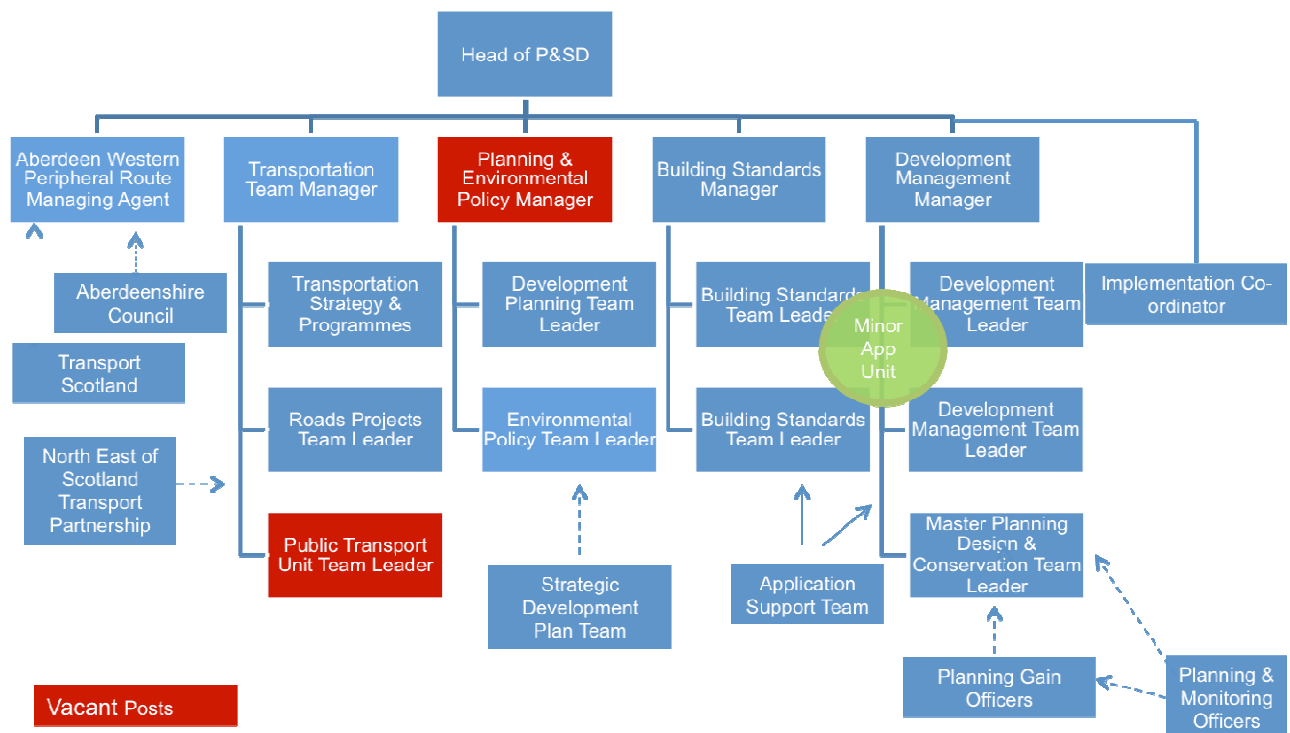
A revised organisational structure is being implemented, primarily designed to reduce cost (headcount), whilst maintaining service levels. It is hoped that these twin goals can be achieved by improving efficiency and making logical, forward-looking, changes to the structure within the service – see figure 5 which details the new structure.

However, it is important that the organisation focuses on the challenge of staff development and retention as the structure becomes flatter and the opportunities for promotion become harder to obtain. Staff motivation must also be considered further.

The reorganisation workshops created a list of assumptions for the restructuring model which are as follows:

- The new structure is based on a multi-disciplined team working approach
- The new structure is built around the concept of change – it has been built to be adaptable and forward facing
- Noted concern going forward in regards to employee development and retention
- Aberdeen Western Peripheral Route (AWPR) has remained unchanged within the new structure, in accordance with the Memorandum of Understanding (MOU) made among the Scottish Ministers, Aberdeen City Council and Aberdeenshire Council, Aberdeen City Council acts as the Appointed Agent in terms of an Agency Agreement.
- Noted that the Public Transport Unit (PTU) is currently undergoing a shared service review with Aberdeenshire Council. Investigations are on-going as to whether a more effective and efficient would be delivered if the two Councils were to share resources and deliver a combined service.

Figure 5 – P&SD New Structure



Key for the above structure:

- Application Support Team which is part of P&SD splits its time evenly supporting Development Management and Building Standards
- Minor App Unit = Minor Applications Unit – the aim is to develop a multi disciplined team between Development Management and Building Standards to deal with minor applications
- The dotted arrows in the aforementioned structure charts illustrate Services or external bodies that P&SD have a close partnership working arrangement. They are as follows:
 - Aberdeenshire Council
 - Transport Scotland
 - North East of Scotland Transport Partnership (NESTRANS)
 - Strategic Development Plan Team = Aberdeen City and Shire Strategic Development Planning Authority (SDPA)
 - Planning Gain Officers = 3 x Officers based in Aberdeenshire Council with one officer specifically funded by Aberdeen City Council
 - Planning and Monitoring Officer = Based in Asset Management, EP&I - part of this role is devoted to fulfilling the duties of a Planning Gain Monitoring Officer

Full details of the internal P&SD Service re-organisation are contained both within a Delegated Powers service report and within the P&SD Service Review document available in the Member’s Library.

5.16 Service Plan Key Actions

In support of the overall Review key actions have been captured and incorporated into the P&SD Service Action Plan which is the subject of a separate report to Members as part of a wider Directorate Service Action Plan.

Each action is designed to improve the way services are delivered, and ensure efficiency and effectiveness in all aspects of P&SD's service delivery with a clear measurement factor and accountability to designated P&SD management personnel.

5.17 Conclusions

Building upon the findings collated through the earlier phases, the P&SD review has moved successfully into implementation of the Service Plan phase.

The reorganisation is expected to be complete by August 2011, delivering £168,835 of financial savings and providing a significant contribution to the EP&I Directorate budget target.

All other 5 Year Business Plan targets aligned to P&SD for year 1 have been accounted for within the review and planning for future targets require the key actions / findings from the review to be implemented. On this basis the review can be considered to be on course to achieving its primary objectives of realising overall Year 5 targets.

The Service Plan is intended to be a dynamic document, with the Review providing a historical record whilst reflecting changes in the service as actions are completed. It provides a process for action tracking, monitoring success and identifying blockages.

It also provides a mechanism for measuring the effectiveness of change by providing a baseline from which to measure service change. Behind this a number of processes are on-going in an effort to uphold good change management process. For example, the Service has regular staff workshops to update all personnel on the progress made with the review and the likely impact, both positive and negative.

In summary the following points reflect the current conclusions at the time of publication:

- Like all public sector bodies, the Council faces a period of substantial change, both financial and organisational. P&SD is subject to this in the same manner as any other service. The benefits of conducting a Review is ensuring that all options are investigated and mapped out and allow the Service to be proactive when implementing change.

- A number of constraints and change factors were already in effect, prior to the commencement of this Review, these were: budgetary cuts for forward periods and reduced headcount through a freeze in recruitment.
- This Review resulted in a series of staff workshops, used to communicate to and hear back from staff and consultation with Trade Union colleagues. This process ensures that personnel are aware of and party to decision making going forward.
- The Service now has shared statements reflecting current status, (Position Statement), a perspective of where it wishes to be in the future, (Vision Statement) and a description of how it will achieve this vision, in the form of a Mission Statement
- P&SD has mapped out and defined Service Priorities
- Service deliverables have been assessed and prioritised. Key actions that have the greatest potential impact have been brought to the fore wherever possible.
- A new organisational structure, based on the identified Service priorities has been proposed, approved and implementation has commenced.
- Detailed financial analysis has been completed to ensure that PBB targets aligned to P&SD will be met for year 1.
- This document continues to be maintained as a record of the change process going forward.

6. IMPACT

Aberdeen's City Vision, is to be "a city which is vibrant, dynamic, forward looking - an even better place to live and work, where people can expect high-quality services that meet their needs"

The Vibrant, Dynamic & Forward Looking policy statement, Single Outcome Agreement and Community Plan (SOA) and Aberdeen City Council's 5-year business plan all contribute to the aforementioned vision.

7. Equality and Human Rights Impact Assessment

No Equality & Human rights impact assessment has been carried out as part of the Service Review at this stage.


8. BACKGROUND PAPERS

P&SD Service Review 2011/12 – available in the Member's Library.

9. REPORT AUTHOR DETAILS

Kathleen Fraser
Service Plan Facilitator

 KatFraser@aberdeencity.gov.uk

 01224 522011

DRAFT

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	2011/12 Revenue Budget Monitoring
REPORT NUMBER:	EPI/11/202

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 along with forecast outturns for the services which relate to this Committee;
- 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 performance to date and the forecast outturn and the information on risks and management action that is contained herein;
- 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 outturn compared to budget following completion of the 2011/12 financial statements.

3. FINANCIAL IMPLICATIONS

3.1. The total Enterprise, Planning and Infrastructure budget currently amounts to £31.8 million net expenditure.

3.2. Based upon present forecasts it is anticipated that the outturn for the Service will be close to budget. 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 5 and in the appendix to this report.

4. OTHER IMPLICATIONS

4.1 None.

5. BACKGROUND/MAIN ISSUES

5.1 This report informs Members of the current year revenue budget performance for the Service to Period 3 (end of June 2011) 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.

5.2 The Service report and associated notes are attached at Appendix A

Financial Position and Risks Assessment

The overall position for the Directorate at Period 3 is a net underspend of £550K. The forecast outturn for the full year is a net underspend of £10K.

At this time the following items are highlighted together with the management action being taken.

- Fee income for the Non-Housing Design Team is £260k below budget to date and is expected to be £900K below budget for the full year, based on the reductions in the capital programme.
- The 3Rs project is expected to incur legal and consultancy costs totaling £170K which are not covered by budget provision. Managers have met with their counterparts within EC&S to investigate how the overall 3Rs budget can be managed within available expenditure limits.
- The service has identified a budgeted saving of £90K in relation to increased parking charges which is at risk of not being achieved due to delayed notification from the Transport Minister of when price increases will take effect.

To mitigate the effect of these risks, the management of vacant posts is being actively pursued and additional savings of £900K are forecast for the full year.

6. IMPACT

4.1. Corporate - 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.

Public – this report is likely to be of public interest due to the size of the budgets involved and the nature of the services provided by Enterprise, Planning and Infrastructure, a number of which are front line services delivered directly to citizens and the business community within the city.

7. BACKGROUND PAPERS

Financial ledger data extracted for the period.

8. REPORT AUTHOR DETAILS

Brian Downie
Finance Manager
bdownie@aberdeencity.gov.uk
01224 814541

This page is intentionally left blank

ABERDEEN CITY COUNCIL
REVENUE MONITORING 2011 / 2012

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	30 June 2011	ANNUAL BUDGET	YEAR TO DATE			OUTTURN	
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE
ACCOUNTING PERIOD 3		£'000	£'000	£'000	£'000	£'000	%
HEAD OF ASSET MANAGEMENT AND OPERATIONS		22,593	4,330	4,558	228	22,683	90 .4%
HEAD OF PLANNING AND SUSTAINABLE DEVELOPMENT		4,244	1,003	261	(741)	4,144	(100) (2.4%)
OPERATIONAL SUPPORT MANAGER		232	56	63	8	232	0 .0%
ECONOMIC DEVELOPMENT PROJECT DIRECTOR		4,772	1,199	1,153	(46)	4,772	0 .0%
TOTAL BUDGET		31,841	6,588	6,036	(552)	31,831	(10) 0.0%

ABERDEEN CITY COUNCIL
REVENUE MONITORING 2011 / 2012

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	30 June 2011	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 3									
STAFF COSTS		25,310	6,338	5,563	(775)	24,410	(900)	(3.6)%	0
PROPERTY COSTS		7,259	3,697	3,551	(146)	7,259	0	0.0%	0
ADMINISTRATION COSTS		1,177	241	1,069	827	1,247	70	5.9%	0
TRANSPORT COSTS		4,281	1,072	916	(155)	4,281	0	0.0%	0
SUPPLIES & SERVICES		14,250	2,672	2,206	(466)	14,170	(80)	(0.6)%	0
TRANSFER PAYMENTS		2,595	649	798	149	2,595	0	0.0%	0
CAPITAL FINANCING COSTS		11,700	0	0	0	11,700	0	0.0%	0
GROSS EXPENDITURE		66,571	14,668	14,103	(564)	65,661	(910)	(1.4)%	0
LESS: INCOME									
GOVERNMENT GRANTS		(536)	(119)	(627)	(508)	(536)	0	0.0%	0
OTHER GRANTS		(190)	(35)	(366)	(331)	(190)	0	0.0%	0
FEES & CHARGES		(17)	(4)	(0)	4	(17)	0	0.0%	0
RECHARGES		(11,391)	(2,621)	(1,470)	1,150	(10,491)	900	(7.9)%	0
OTHER INCOME		(22,596)	(5,300)	(5,604)	(304)	(22,596)	0	0.0%	0
TOTAL INCOME		(34,730)	(8,080)	(8,067)	13	(33,830)	900	(2.6)%	0
NET EXPENDITURE		31,841	6,588	6,036	(552)	31,831	(10)	(0.0)%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been identified and are being managed across all services.

FORECAST VARIANCE £'000

CHANGE £'000

(900) 0

Administration Costs

An estimated £70K variance is forecast for legal expenses relating to the 3Rs project.

70 0

Supplies & Services

An estimated £100K adverse variance is forecast for consultancy fees relating to the 3Rs project. A saving of £180K is expected in costs relating to the Council's participation in the Carbon Reduction Commitment scheme.

(80) 0

Recharges

Fee income for the Non-Housing Design Team is forecast to be £900K below budget.

900 0

(10) 0

**ABERDEEN CITY COUNCIL
REVENUE MONITORING 2011 / 2012**

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

AS AT 30 June 2011	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
		PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
	£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 3								
STAFF COSTS	16,700	4,186	3,755	(431)	15,900	(800)	(4.8)%	0
PROPERTY COSTS	7,204	3,660	3,490	(170)	7,204	0	0.0%	0
ADMINISTRATION COSTS	684	123	821	698	754	70	10.2%	0
TRANSPORT COSTS	3,710	930	848	(82)	3,710	0	0.0%	0
SUPPLIES & SERVICES	11,109	1,945	1,691	(254)	11,029	(80)	(0.7)%	0
TRANSFER PAYMENTS	0	0	0	0	0	0	0.0%	0
CAPITAL FINANCING COSTS	11,104	0	0	0	11,104	0	0.0%	0
GROSS EXPENDITURE	50,511	10,845	10,606	(239)	49,701	(810)	(1.6)%	0
LESS: INCOME								
GOVERNMENT GRANTS	0	0	(371)	(371)	0	0	0.0%	0
OTHER GRANTS & CONTRIBUTIONS	(140)	(23)	(136)	(112)	(140)	0	0.0%	0
INTEREST	0	0	0	0	0	0	0.0%	0
RECHARGES	(10,233)	(2,364)	(1,207)	1,156	(9,333)	900	(8.8)%	0
OTHER INCOME	(17,545)	(4,127)	(4,334)	(207)	(17,545)	0	0.0%	0
TOTAL INCOME	(27,918)	(6,515)	(6,048)	467	(27,018)	900	(3.2)%	0
NET EXPENDITURE	22,593	4,330	4,558	228	22,683	90	0.4%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been identified and are being managed across the service. Based on variances to date, the majority of the savings in staff costs for the full year are forecast in Construction Consultancy and Facilities Management.

(800)

0

Administration Costs

An estimated cost of £70K is forecast for legal expenses relating to the 3Rs project. This cost was not included in the EP&I budget but as the actual cost in 2010/11 was borne by this service, the expectation is that charges in the current year will need to be covered.

70

0

Supplies and Services

A provision of £100K is included for consultancy fees relating to 3Rs on the same basis as described above for legal costs. A saving of £180K is expected in Energy Management in respect of costs relating to the Carbon Reduction Commitment scheme.

(80)

0

Income

Fee income accruing to the Non-Housing Design Team has fallen significantly over the past year, in line with the reduction in capital expenditure on which the team's income depends. On the basis of this trend, income for the current year is forecast to be £900K below budget.

900

0

90

0

**ABERDEEN CITY COUNCIL
REVENUE MONITORING 2011 / 2012**

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

AS AT 30 June 2011	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
		PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
	£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 3								
STAFF COSTS	5,890	1,472	1,211	(261)	5,790	(100)	(1.7)%	0
PROPERTY COSTS	47	29	48	19	47	0	0.0%	0
ADMINISTRATION COSTS	133	31	179	148	133	0	0.0%	0
TRANSPORT COSTS	528	131	60	(70)	528	0	0.0%	0
SUPPLIES & SERVICES	1,557	330	227	(103)	1,557	0	0.0%	0
TRANSFER PAYMENTS	336	84	251	167	336	0	0.0%	0
CAPITAL FINANCING COSTS	584	0	0	0	584	0	0.0%	0
GROSS EXPENDITURE	9,075	2,077	1,977	(100)	8,975	(100)	(1.1)%	0
LESS: INCOME								
GOVERNMENT GRANTS	(397)	(89)	(322)	(234)	(397)	0	0.0%	0
OTHER GRANTS & CONTRIBUTIONS	(29)	(7)	(113)	(106)	(29)	0	0.0%	0
INTEREST	0	0	0	0	0	0	0.0%	0
RECHARGES	(206)	(19)	(79)	(60)	(206)	0	0.0%	0
OTHER INCOME	(4,198)	(959)	(1,202)	(242)	(4,198)	0	0.0%	0
TOTAL INCOME	(4,830)	(1,074)	(1,715)	(641)	(4,830)	0	0.0%	0
NET EXPENDITURE	4,244	1,003	261	(741)	4,144	(100)	(2.4)%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been identified and are being managed across the service. Based on variances to date, the majority of the savings in staff costs for the full year are forecast in Building Standards and Strategic Planning.

FORECAST VARIANCE £'000	CHANGE £'000
(100)	0
(100)	0

ABERDEEN CITY COUNCIL
REVENUE MONITORING 2011 / 2012

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
ECONOMIC DEVELOPMENT PROJECT DIRECTOR

AS AT	30 June 2011	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
		£'000	£'000	£'000	£'000	£'000	%	£'000	
ACCOUNTING PERIOD 3									
STAFF COSTS		2,097	524	410	(114)	2,097	0	0.0%	0
PROPERTY COSTS		9	7	13	6	9	0	0.0%	0
ADMINISTRATION COSTS		293	73	41	(33)	293	0	0.0%	0
TRANSPORT COSTS		36	9	7	(2)	36	0	0.0%	0
SUPPLIES & SERVICES		1,317	329	274	(56)	1,317	0	0.0%	0
TRANSFER PAYMENTS		2,259	565	547	(18)	2,259	0	0.0%	0
CAPITAL FINANCING COSTS		12	0	0	0	12	0	0.0%	0
GROSS EXPENDITURE		6,022	1,508	1,292	(216)	6,022	0	0.0%	0
LESS: INCOME									
GOVERNMENT GRANTS		(15)	0	81	81	(15)	0	0.0%	0
OTHER GRANTS & CONTRIBUTIONS		(20)	(5)	(117)	(112)	(20)	0	0.0%	0
INTEREST		(17)	(4)	(0)	4	(17)	0	0.0%	0
RECHARGES		(344)	(86)	(33)	53	(344)	0	0.0%	0
OTHER INCOME		(854)	(213)	(69)	145	(854)	0	0.0%	0
TOTAL INCOME		(1,251)	(309)	(138)	171	(1,251)	0	0.0%	0
NET EXPENDITURE		4,772	1,199	1,153	(46)	4,772	0	0.0%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

No significant variances from budget are forecast at this stage.

FORECAST VARIANCE £'000	CHANGE £'000
0	0
0	0

ABERDEEN CITY COUNCIL
REVENUE MONITORING 2011 / 2012

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
OPERATIONAL SUPPORT MANAGER

AS AT 30 June 2011	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
		PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
	£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 3								
STAFF COSTS	623	156	187	31	623	0	0.0%	0
PROPERTY COSTS	0	0	0	0	0	0	0.0%	0
ADMINISTRATION COSTS	68	14	28	14	68	0	0.0%	0
TRANSPORT COSTS	6	2	1	(1)	6	0	0.0%	0
SUPPLIES & SERVICES	266	67	14	(53)	266	0	0.0%	0
TRANSFER PAYMENTS	0	0	0	0	0	0	0.0%	0
CAPITAL FINANCING COSTS	0	0	0	0	0	0	0.0%	0
GROSS EXPENDITURE	963	238	229	(9)	963	0	0.0%	0
LESS: INCOME								
GOVERNMENT GRANTS	(124)	(31)	(15)	16	(124)	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	(607)	(152)	(151)	1	(607)	0	0.0%	0
OTHER INCOME	0	0	0	0	0	0	0.0%	0
TOTAL INCOME	(731)	(183)	(166)	17	(731)	0	0.0%	0
NET EXPENDITURE	232	56	63	8	232	0	0.0%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

No significant variances from budget are forecast at this stage.

FORECAST VARIANCE £'000	CHANGE £'000
0	0

0	0
---	---

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Capital Monitoring – EP&I Projects
REPORT NUMBER:	EPI/11/230

1. PURPOSE OF REPORT

To advise the Committee of the capital spend to date for the Enterprise Planning & Infrastructure projects included within the Non-Housing Capital Programme.

2. RECOMMENDATION

The Committee note the current position.

3. FINANCIAL IMPLICATIONS

The monies required to fund these projects are achieved through external borrowing, capital receipts and grant income. These projects are all accommodated within the Non-Housing Capital Programme. Any underspend, carry forward or overspend will have implications for the programme. There are no issues at present that would result in such implications.

4. OTHER IMPLICATIONS

There are no other implications at this time but as projects progress or indeed fail to progress then other implications may arise and will be reported at an appropriate Committee.

5. BACKGROUND/MAIN ISSUES

As reported at the Finance & Resources Committee in June 2011 the overall responsibility for the monitoring/management of the Capital Programme lies with the Head of Asset Management & Operations. The Planning & Monitoring Officer within Asset Management & Operations is in regular contact with the Service Representative and the Capital Accountant, reporting in the first instance to the Corporate Asset Group. This ensures that the spend figures are always up to date and accurate.

Enterprise Planning & Infrastructure has a total of £27,838 million allocated to it from the Non-Housing Capital Programme. The projects included in the programme are:-

- 1) Corp Property Condition & Suitability Programme
- 2) Cycling Walking Safer Streets Grant
- 3) Access From the North
- 4) Western Peripheral Route
- 5) Corporate Office Accommodation
- 6) Regional Sports Centre - 50m Pool
- 7) Nestrans - Capital Grant
- 8) 3R's Furniture, Fittings & Equipment and Other Works
- 9) Biomass Heating - Duthie Park Winter Gardens
- 10) Vehicle Replacement
- 11) AECC Pavilion for Offshore Europe Conference
- 12) Planned Renewal & Replacement of Road Infrastructure
- 13) Land Acquisition - Contingency

The total expenditure at the end of period 4 is £10.948 million which is a spend so far of 39.32%. Appendix A provides a detailed breakdown of this spend.

Discussions so far have not identified any over spend predictions. Indications are the Corporate Office Accommodation project is currently on target to be under spent by £2,188,000. Variances in monthly spend compared to predicted spend have been identified in some cases, which has resulted in spend profiles being amended.

An update on the Capital position will be reported to this Committee in November.

6. IMPACT

Corporate - The capital programme encompasses projects which link to the Community Plan, Single Outcome Agreement, Corporate and Individual Service Plans and Vibrant, Dynamic & Forward Looking.

Public - This report will be of interest to the public as it outlines the Council's capital spending to date on Enterprise Planning & Infrastructure Projects.

7. BACKGROUND PAPERS

Non-Housing Capital Programme 2011/12 – Monitoring Report approved at Finance & Resources Committee on 17 June 2011.

8. REPORT AUTHOR DETAILS

David Marshall
Planning & Monitoring Officer
 damarshall@aberdeencity.gov.uk
 01224 523191

Appendix A - Non Housing Capital: Enterprise, Planning & Infrastructure spend to Period 4 (July)

Project I.D.	Project Description	Total Budget 11/12 £'000	Projected Spend Full Year £'000	Actual Spend to July 31 £'000	Legal Commitments to July 31 £'000	Percentage of budget spent to July 31
294	Corp Property Condition & Suitability Programme	6,245	6,245	807	2,870	12.92
<p>Notes Refurbishments at several schools ongoing over the summer. Payments to contractor will follow August / September. Work continuing on a number of other projects.</p>						
551	Cycling Walking Safer Streets Grant	307	307	7	0	2.28
<p>Notes Initial spend has been on investigative works. Work is being carried out in – house so spend will increase at the end of the year once works has been carried out and works contractor has been paid.</p>						
587	Access From the North	150	150	0	0	0
<p>Notes All current project expenditure will be recharged to NESTRANS to their total agreed contribution of £250k. Thereafter the £150k in the NHC budget will be spent. A decision on whether the £150,000 in the NHC budget will be required will be made in the fourth quarter of the year.</p>						

Appendix A continued - Non Housing Capital: Enterprise, Planning & Infrastructure spend to Period 4 (July)

Project I.D.	Project Description	Total Budget 11/12 £'000	Projected Spend Full Year £'000	Actual Spend to July 31 £'000	Legal Commitments to July 31 £'000	Percentage of budget spent to July 31
627	Western Peripheral Route	1,050	1,050	141	979	13.42
<p>Notes The estimated expenditure for this financial year includes the purchase and relocation of properties which are large expenditure items. Transport Scotland is the lead with regard as to whether these monies will be spent.</p>						
663	Corporate Office Accommodation	12,067	9,879	8,602	4,811	71.28
<p>Notes A saving of £2,188,000 is currently projected on this project through Marischal College underspend.</p>						
717	Regional Sports Centre - 50m Pool	1,000	1,000	323	1,000	32.30
<p>Notes Discussions are ongoing between Finance and Aberdeen University as to how the contribution from the University (£645,558) will be recharged to this project.</p>						

Appendix A continued - Non Housing Capital: Enterprise, Planning & Infrastructure spend to Period 4 (July)

Project I.D.	Project Description	Total Budget 11/12 £'000	Projected Spend Full Year £'000	Actual Spend to July 31 £'000	Legal Commitments to July 31 £'000	Percentage of budget spent to July 31
765	Nestrans - Capital Grant	1,411	1,411	0	0	0
<p>Notes There will be no actual spend on this project until the profiled months of August and February, when NESTRANS invoice the Roads Team. It is understood that £56.000 has been incurred in relation to issues relating to Access From the North</p>						
778	3R's Furniture, Fittings & Equipment and Other Works	150	150	16	60	10.66
<p>Notes Budget to cover additional items of furniture and minor works to 3R's schools.</p>						
782	Biomass Heating - Duthie Park Winter Gardens	0	0	0	0	0
<p>Notes Project funded entirely through CEEF funding, therefore no Capital spend this year.</p>						

Appendix A continued - Non Housing Capital: Enterprise, Planning & Infrastructure spend to Period 4 (July)

Project I.D.	Project Description	Total Budget 11/12 £'000	Projected Spend Full Year £'000	Actual Spend to July 31 £'000	Legal Commitments to July 31 £'000	Percentage of budget spent to July 31
784	Vehicle Replacement	0	25	25	0	100
<p>Notes The sale of vehicles this financial year is expected to cover the additional costs involved with the purchase of energy efficient vehicles.</p>						
788	AECC Pavilion for Offshore Europe Conference	1,065	1,065	225	1,059	21.12
<p>Notes Project reaching completion in time for Offshore Europe Conference. Payments to contractor expected to be completed by end of September.</p>						
789	Planned Renewal & Replacement of Road Infrastructure	3,693	3,693	716	421	19.38
<p>Notes Work progressing on a number of projects. Majority of spend has been £290,000 of resurfacing works.</p>						

Appendix A continued - Non Housing Capital: Enterprise, Planning & Infrastructure spend to Period 4 (July)

Project I.D.	Project Description	Total Budget 11/12 £'000	Projected Spend Full Year £'000	Actual Spend to July 31 £'000	Legal Commitments to July 31 £'000	Percentage of budget spent to July 31
791	Land Acquisition - Contingency	700	700	0	0	0
<p>Notes Negotiations ongoing regarding sale of land at Mill of Dyce.</p>						

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 th September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Proposed Programme of Works for Additional £1.00M Revenue Budget
REPORT NUMBER:	EPI/11/254

1 PURPOSE OF THE REPORT

This report is presented as a proposed programme for investment of an additional £1.00M Revenue budget allocated by Finance & Resources Committee of the 17th June 2011. This is.

2 RECOMMENDATIONS

1. The Committee approves the schemes listed in the Appendix as the detailed proposals for expenditure within budget headings.
2. Instruct appropriate officials to implement the detailed programme.
3. Agree for officers to amend the programme in consultation with local members should priorities change during the year.
4. Grant approval to appropriate officers to award contracts on receipt of a valid tender submission subject to necessary funding in the approved revenue budget.

3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's approved Revenue budgets for 2011 - 2012.

4. SERVICE & COMMUNITY IMPACT

This report has no direct implications in relation to Equalities & Human Rights Impact Assessment.

The implementation of the programme will assist roads and footways within the City being maintained to an acceptable standard thus reducing the risk of injury to members of the public.

Aberdeen is an even more attractive place in which to do business (VD&FL).

Continue to invest in proper maintenance of roads, pavements and street lights (VD&FL);

Single Outcome Agreement, National Outcomes 5, 6, 10, 12, & 14

5. OTHER IMPLICATIONS

None

6. REPORT

In deciding on the work that can be carried out with the additional monies several categories of work have been considered.

- Spending of monies now to reduce future pressure on the revenue budget.
- Tackle areas of roads that are subject to repeated visits of patching teams
- Repairs to areas that constitute a Health and Safety risk

Footways: £65,000

Proposal would be to spend any extra funding on removal of trees causing upheaval of footways, replacement of the tree where required and repair of the footway.

It is estimated that each repair site would cost £ 1250.

There are currently estimated to be 400 trees urgently requiring this treatment. During safety inspections there are estimated to be 2,500 defects per year associated with tree root damage.

It would be reasonable to make inroads into this by putting forward a programme valued at £50,000 which would allow 40 (10%) trees to be replaced and the footways repaired.

In order to increase public safety on the footways it is proposed to carry out some crown lifting and epicormics on street trees. A sum of £15,000 is proposed for this operation

Lantern Replacement: £50,000

This project would be for exchanging existing poor lanterns with limited or expired life expectancy for new low energy lanterns.

Housing scheme areas – replace existing 125W with 55W lanterns.

This would cost £225 per lantern with an energy saving of £25 (0.165 tonnes of carbon) per year. Payback would be 9 years on energy however if lamp changes are taken into account (4 down to 2) at a saving of £60 this brings the payback to 7 years

Main Routes – replace existing 250W with 150W lanterns.

This would cost £350 per lantern with an energy saving of £ 32.50 (0.215 tonnes of carbon) per year. Payback would be 9 years on energy however if lamp changes are taken into account (4 down to 2) at a saving of £80 this brings the payback to 8 years

An allocation of £50,000 would allow between 140 and 220 units to be replaced with potential savings between £6,000 and £7,500 after the payback period

Lining: £20,000

Existing junction markings throughout the city are poor in many areas. There is major concern over the condition of Give Way, Stop and Roundabout markings which all have safety implications.

To re-line a major junction would cost £1,000 whereas a small junction (basic stop or give way) would be in the order of £200.

An allocation of £20,000 would allow between 25 major junctions to 100 smaller junctions to be re-lined.

Gully Clearing: £100,000

Gully Emptying

Routine gully emptying currently takes place on a 2½ year cycle. This means that many gullies build up materials in the pot for a considerable period of time before they next receive a clean, during this time the gully lids become jammed increasing the time taken to empty a gully, consequentially the cycle time between cleaning gets longer and longer. To break this cycle would require a concerted effort to have as many gullies as possible cleaned out in a year. This would then allow the existing resource a better chance to return to the expected yearly cycle of cleaning out gullies.

From recent experience it is estimated that approx £375,000 extra would be required to make sure we clean all our gullies this year.

Clearing Blocked Gully Pipes

There are currently in the order of 300 gullies which we know about having blocked pipes leading from them which require jetting and a further 400 which require attention to gain access. A recent exercise has shown that by using a large commercial jetting machine 75% of blocked pipework can be cleared. The cost of this operation is £2,750 per week and approx 50 per week can be worked on.

£16,500 would allow all the blocked pipework we currently know about to be checked leaving 100 to be dug up. Each dig up costs £1250 on average. A further £125,000 would be required to complete this work.

This information is based on the current situation. As more gullies are cleaned then this list expands.

A total of £500,000 would be required to start bringing the gully inventory back into a fully operational condition. It is however felt that £100,000 should be allocated given other priorities.

Patching: £25,000

Jetpatcher

The Jetpatcher is currently operating up to 50 hrs per week. This is the maximum affordable within the current budget.

Option 1 - Operate jetpatcher extra days at weekends. Cost per day would be £1,250 and it is estimated that 20 extra days could be worked this year. The most effective timing of this would be to end of October and March This would require an extra allocation of £25,000.

Permanent Patching: £60,000

Patching

It would be possible to employ contractors to carry out permanent patching where required. This would include resetting gully covers and patching due to water lying in full gullies. Current cost of this is estimated at £45 per sqm

Nuphalt or other proprietary method:

This method could be brought in to carry out permanent patching. This is carried out in multiples of 1 square metre. A minimum square meterage of 125 is guaranteed on a weekly basis. Costs are £5,000 per week. With an allowance for special TM and slightly longer day if required it is estimated that £6,000 per week would be required to support this operation.

Joint Sealing: £20,000

A major factor in the failure of some main roads is the joint failure. There is now a HAPPAS approved method of treating these joints which should postpone full resurfacing for at least 5 years. £20,000

Central reserve chipping: £60,000

The removal of grass and roses from central reserves provides a cost effective solution. It reduces the need to provide traffic management frequently, to cut grass and litter pick, along with saving the cost of the actual operation.

The cost of carrying out this solution is £ 15 per square metre.

Future annual cost of maintenance of chipped reserve £1,500

Current annual cost of litter picking per site is £5,000

Current annual cost of landscape working is between £ 7,000 and £13,000

Proposed sites would be

Stoneywood Road	1800sqm	Cost	£28,000	Annual Saving	£9,600
Gt Northern Road	2000sqm	Cost	£32,000	Annual Saving	£16,500

An allocation of £60,000 would complete these two schemes.

City Centre: £50,000

It is proposed to allocate towards carrying out works to the City Centre area that would not be normally carried out within the current budget. These will be items of work that are picked up during city centre walkabouts. Examples are maintain/ repair trees and tree-pits in St. Nicholas Street, paint railings and

sign poles Union Street area, repair/replace defective slabs that does not currently fall within the safety defect criteria.

Surfacing: £550,000

Many of our main strategic routes are receiving attention due to their condition from the annual Capital Budget allocations. Due to their strategic position and condition it is likely that this will be the case for a number of years to come. This effectively means that roads of a less strategic importance do not justify expenditure and are consequentially falling into a state of complete disrepair. Due to this they are generating a disproportionate number of complaints and requiring regular emergency action.

I would therefore suggest that these roads or at least parts of them are resurfaced using a thin overlay.

An allocation of £550,000 should be made against Surfacing. The first part of this list will be carried out with the balance allocated to any underspend of the proposed works.

Road	Location	Complaints Received	Potholes Repaired	Cost (£)
C92C	Clinterty College Northwards from Auchmill Road to Cairnfield	20	132	75000
Cairnfield Place	Terr	56	63	20000
Summerhill Drive	from Summerhill Road to Lang Stracht (behind shops)	14	14	50000
Barron Street		21	59	20000
Western Road / Grandholm Street	From Clifton Road to Great Northern Road	41	66	15000
Auchinleck Road		17	35	40000
Portal Crescent		3	44	25000
Harlaw Road		24	70	80000
St Swithin Street	Queen's Road to Gladstone Place Utility Track Patching	51	28	10000
Friarsfield Road (Jacobs Ladder)	Between Abbotshall Road and Craigton Road	133	143	30000
Viewfield Road		18	75	20000
Hilltop Avenue / Kirk Terrace		29	51	20000
Smithfield Drive	from jcn Provost Rust Drive to Fairlie St	7	332	120000
Crimon Place	Junction Summer Street/ Skene Terr	38	72	25000
				£550000

Possible Additional Schemes if spend is less than budgeted

Road	Location	Complaints Received	Potholes Repaired	Cost
Beaconsfield Place	Fountainhall Road Junction for 50m	14	24	15000
Rubislaw Den South	Forest Road Junction for 150m	6	8	30000
Oldcroft Place	Foresterhill roundabout for 160m	31	27	25000
Bon Accord Crescent	Entire Length	6	12	35000
Cairnwell Drive	from Long Walk westwards to the Avenue	22	111	65000
King's Cross Road	from North Anderson Drive to Ord Street	32	186	50000
Crimond Place	Completion of full length of road	38	72	30000
Coronation Road				105000
Bressay Brae				33000
				£358000

Unless otherwise stated it would be advantageous to have most of this work carried out by November to make best use of the weather.

Summary

Footpaths	£ 65,000
Lantern Replacement	£ 50,000
Lining	£ 20,000
Gully Clearing	£100,000
Jetpatching	£ 25,000
Permanent Patching	£ 60,000
Joint Sealing	£ 20,000
Central Reserves	£ 60,000
City Centre	£ 50,000
Resurfacing	<u>£550,000</u>
	<u>£1,000,000</u>

7. REPORT AUTHOR DETAILS

Mike Cheyne
 General Manager Operations
 01224 522984
 mcheyne@aberdeencity.gov.uk

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	13 th September 2011
CORPORATE DIRECTOR	Gordon McIntosh
TITLE OF REPORT	South Aberdeen Coastal Regeneration Project (SACRP) – programme developments
REPORT NUMBER	EPI11/101

1. PURPOSE OF REPORT

To update Members of the developments of projects following the completion of the SACRP feasibility studies in February 2010 that were undertaken by the University of Aberdeen for the development of the South Aberdeen Coastal Regeneration Projects. SACRP-related projects give a focus to existing city-wide initiatives to assist in promoting sustainable economic development, green tourism and regeneration initiatives in Aberdeen, and assist in the understanding of Climate Change Adaptation locally and globally.

2. RECOMMENDATIONS

Members are recommended to

- 1 Re-nominate an Elected Member to lead the inter-agency Project Steering Group (PSG)
- 2 Endorse the recently completed three case studies as led by the University of Aberdeen for consultations by the PSG with partner, community organisations and the wider community for the development of programmes for implementation linked to available funding
- 3 Agree to the continuing development of funding bids in this and future years for European and other external funding streams for the creation of the Torry Community Wetland Project
- 4 Agree to receive a report back to this Committee in the April/May 2012 cycle linking coastal regeneration initiatives into the mainstream development of Climate Change adaptation strategies and Flood Risk Management
- 5 Agree to refer this report for information to the next meeting of the Housing and Environment Committee

3. FINANCIAL IMPLICATIONS

Costs for the development of the current phases of the SACRP-related projects are contained within the budgets agreed by full Council for the current financial year. Funding for the implementation of any future projects/sub-projects will be reported back to Members and each report will assess all capital and revenue implications for the City Council.

As set out in section 6.2.1, the proposed bid for external funding for the Torry Battery from Historic Scotland will seek to secure funding for the financial year 2012-2013 at the earliest. In summary, the estimated costs for the conservation works at the Torry Battery are in the order of £304,657.50, and require a matched fund of some £40,000.00 as a foundation for the required external funding.

4. OTHER IMPLICATIONS

The development of the SACRP projects and sub-projects is regarded as one cornerstone linked to the promotion of climate change adaptation strategies and the emergence of green tourism that will help uplift the perception and amenity of the South of the City. This can complement other economic development, social, environmental, and physical initiatives being undertaken; e.g. the environmental regeneration of Tullos Hill and the Torry Battery are two examples. Community involvement will continue through the work of the Project Steering Group, schools and local organisations.

5 REPORT

5.1 Context of the study

At the meeting of this Committee on 23rd February 2010 – article 4 refers, Members adopted a series of recommendations that included the creation of a formal Project Steering Group (PSG) that was originally chaired by then Vice-Convenor, Councillor Callum McCaig. This Group comprises of a range of organisations from all the sectors that share a community of interest in coastal zone and environmental issues in the City. At the meeting of this Committee held on 9th November 2010 – article 11 refers, Members received an update on the developments to date of previously identified projects. There is now a need for an Elected Member to be re-nominated to lead the PSG.

Note:

For reference, a copy of the full original SACRP scoping report of some 200 pages as prepared by the University of Aberdeen has been placed in the Members Library. A 20 page Executive Summary of the full study (this is part of the full scoping report) is regularly used to a working reference to the main feasibility study.

A short Executive Summary has been prepared by the University of Aberdeen and is attached to this report as appendix 1, and the three recently completed case studies are also available to be viewed in the Members Library.

Two maps of the coastal zone areas are shown as appendix 2a (north) and 2b (south) identifying existing and aspirational features.

5.2 Wider Aims of the study

The identified regeneration proposals in the original feasibility study can be regarded as directly or indirectly related to sustainable development, through economic opportunities, environmental and amenity improvements. There will be future economic development benefits but they will assist in engendering more positive attitudes in the local community and further afield to the natural quality of the coastal area which is substantially under-utilised and, to some extent, is perceived by some as unattractive, polluted and neglected. Many aspects can be corrected over time through investment (financial and social) and complimented by localised management initiatives.

The formal development of a City Coastal Park remains as a key outcome that can encapsulate most of the other sub-projects, and to a degree, it can be argued that the location of the “Park” as such exists e.g., the earlier designation of the Loirston Country Park. (Note: However. this area was planned but most of the implementation has not happened even though it is marked on OS maps as such) The aspirational intent of the City Coastal Park is one where the environment needs to be enhanced to higher levels of landscape, educational use and amenity provision within a universally accepted boundary.

Whilst the recommendations in this report identify specific projects that will contribute to enhancing the area as a whole, measures will need to be taken to ensure that these works do not have a negative impact on natural heritage and archaeological interests within the coastal zone, and should also comply with the Nature Conservation Scotland Act 2004 and the Council’s Nature Conservation Strategy 2010 - 2015.

To date, attention has been given developing or supporting project work that has focused on six projects/linked themes: -

- The Torry Battery
- Torry Community Wetlands Project
- The SSSI at Nigg Bay
- Coastal Paths, and interpretation points from the mouth of the Harbour to Cove
- Marine and Coastal Resource Centre
- Climate Change Challenges, Flood Risk Management and the development Marine Spatial Planning legislation

5.2.1 The Torry Battery

The Torry Battery, suitably tidied up and actively managed, could be considered to be the Jewel in the Crown of the proposed City Coastal Park with significance not just in Torry and Aberdeen but in the wider North East, and clearly warrants attention to address visible dilapidations in the remaining fortifications of this Scheduled Ancient Monument. The main scheduled monument legislation is The Ancient Monuments and Archaeological Areas Act 1979. <http://www.legislation.gov.uk/ukpga/1979/46>. The City Council is the Owner of the Torry Battery and as such has a duty of care to ensure that the Battery remains a safe and sound structure.

Broadly, the aims of the dedicated conservation project for the Torry Battery remain un-changed

- To ensure the preservation of the Torry Battery in an attractive amenity setting, and to raise its profile by making it more attractive and accessible for visitors and tourists, both local and global
- To create a safe and accessible environment for school groups and those with disabilities to be able to access the site.
- To seek out and assemble peoples' memories of the Battery in the period immediately prior to, during and after the Second World War, up to the present based on reminiscences and oral histories.
- To develop capacity for volunteer opportunities within Torry and the wider community

The following spend profile for repairs work to the structure was prepared for the City Council as the basis of a budget estimate by Mantell Ritchie (Architects) who work as conservation specialists for the purposes of securing grant funding. Historic Scotland have indicated that they are willing to offer a grant of £80,000 over two financial years from their Ancient Monument Grants programme, namely 12/13 and 13/14 at the earliest. Mantell Ritchie has provided a schedule of works split over two years that conforms to Historic Scotland's bid requirements. Note: A formal bid will take up to a year for approval.

Budget Estimate	£300,000.00
Corporate Charges (@15%)	£ 45,000.00
Archeological Costs	£ 6,750.00

Officers are continuing their work to source support and potential funding partners however, the total cost of any conservation works will require up to a 10% matched funding local contribution (£40,000) towards the estimated costs of the conservation works

Estimated Total Development Cost (excluding VAT) £351,750.00

To promote the profile of the Torry Battery in the development of funding bids, a popular information leaflet about the Torry Battery has been re-printed to commemorate the 150th Year since the construction of the Torry Battery. This will be linked to walks and talks around the Torry headlands that will be led by the officers from Aberdeen Art Gallery and Museums over the coming months. A talk on the latest research into the Torry Battery will be given at the Maritime Museum on 28th September.

The enhancement of the amenity spaces around the Torry Battery is also been a long standing aspiration which would include the creation of one or more an interpretation platforms overlooking the mouth of the Harbour that would enhance the site as a place to enjoy marine wildlife and the North East coastline

5.2.2 Torry Community Wetlands Project (TCWP)

It is anticipated that the Torry Community Wetlands Project will remain a cornerstone for the bigger environmental developments in the south of the City that will form part of a wider initiative to attract European and private sector sponsorship.

More specifically, the wetland will help to improve water quality issues in the East Tullos Burn (ETB) as well as help to meet the wider objectives of a number of strategies including the Council's Nature Conservation Strategy 2010-2015 and future Open Space Strategy. Encouragingly, the early work promoted by the PSG, and led by SEPA and Scottish Water to pro-actively monitor and enforce standards for water qualities in the ETB have shown modest improvements over the last eighteen months, and are a distinct improvement on much earlier surveys which registered very poor water quality results.

5.2.3 Site of Special Scientific Interest (SSSI) at Nigg Bay

The upkeep and interpretation of the SSSI at Nigg is regarded to be of considerable importance locally and nationally. There is scope and need for improvement, albeit with due attention to conserving biodiversity and habitat/species attributes in line with the Nature Conservation (Scotland) Act 2004. In general. However, this area appears to most visitors to be a nondescript, unattractive and untidy area between the beach and the existing road from Torry to Cove.

Nigg Bay is a geological SSSI for the deposits it contains (not fossils, habitats or species). It is a key site for interpreting the glacial history and patterns of ice movement in north-east Scotland. During a site visit last year the geological deposits appeared to be in favourable condition.

This area could benefit from some interpretation that would help develop a wider understanding for the public, especially if it focussed on the important role of early geologists such as Thomas Jamieson who was born in Aberdeen. Any interpretation should be regarded as integral to the development and promotion of the wider area.

The University of Aberdeen has led and developed three in-depth case studies that compliment the original SACRP feasibility study. Copies of these studies have been placed in the Members Library as a reference documents alongside the original report presented to Members. Acknowledgement is also given to Scottish Natural Heritage (SNH) for their 1992 site report that was crucial in helping to understand how and when the high platform was built in the 1960s/1970s.

Each study sets out the basis for projects that can be developed within the original context of the regeneration of the coastal zone areas, ultimately leading to the formal designation of the City Coastal Park, with analysis and examination of data and trends, as enhanced by illustrations that are actual and computer-generated visualisations.

- The first study focuses on the development of footpaths and interpretations needed in the Nigg Bay area.
- The second study focuses on the interpretation and creation of discrete planting that can be created for the historic setting of the St. Fitticks Well.
- The third study gives particular attention to the issues of continuing and accelerating erosion of the platform facing the southern end of the Bay that includes the inland fossil cliff is a geological SSSI site.

For the area south of the East Tullos Burn and seawards of the SSSI "fossil" cliff, the most recently completed study encapsulates the "Footpath" and St. Fittick's Well proposals, and brings forward several suggestions to improve the area in the context of the earlier coastal park concept, for which a Masterplan is now emerging more clearly. The primary function of this area since the 1960s and 70s is coastal protection and this must remain of paramount importance, however, substantial landscaping, educational and amenity benefits can also be achieved.

The basic design concept as presented in the case studies is to landscape most of the area by creating a more attractive and diverse topography and vegetation. These include recommendations for substantial plantings of shrubs and trees (also useful for screening), adding (mainly by recycling suitable materials) two new types of topographic features and surface materials, specifically low mounds/ridges on the higher platform area and sand/gravel "sea" gardens on the lower surfaces closer to the ETB. Consideration is also given to the polluted stream discharging through a gully in the south corner of the Bay. The full Report is extensive and detailed with numerous computer - generated visualisations.

5.2.4 Coastal Paths and interpretation points from the mouth of the Harbour to Cove

Most sites identified to date are owned by the City Council, however some are within the land ownership of the Guildry and Mortifications Board; a report to the Board will be required to be prepared at a future date for their consideration on possible changes of use. An update on these developments of a series of discrete sub-projects is as follows: -

- Tullos Hill

A major restoration project is underway on the former Ness Farm and Tullos Hill Landfill Sites. The £17 million project is two-thirds complete, on budget and on schedule. Included in the works are access and safety improvements for the Tullos Hill part of the site. These improvements to date include the creation of a new linking path in the northern part of Tullos Hill, near Tullos cairn and path diversions around the Ness Farm landfill enabling access from St Fitticks Park and the Coast Road at Doonies Farm. Works have been undertaken at access points to prevent motorcycle riders from entering the site.

Further access and amenity improvements are planned for 2011/12 that will tie in with the forthcoming major tree-planting programme. Additional footpaths will be established to increase options for round walks within the site and create a variety of paths types. A range of interpretation boards will be installed to provide information on the historic uses of the site (from pre-history to the recent landfilling activities) and the ecology of the area.

A leaflet, available for download or in paper form will be produced which will suggest round routes and provide more information on the area and links to other paths and sites of interest in south Aberdeen.

- The Local Information System (GIS) Database.

The L.I.S. continues to be a core element in further educational and research developments within the general scope of the SACRP project through three dimensional visualisation (and fly-throughs) that are linked to climate change scenarios. This is an important element in the “Expert Couplet” (ECN) agreement between the City Council and the University of Aberdeen in the IMCORE (Innovative Management for Europe’s Changing Coastal Resource), a European-funded research programme on climate change adaptation linked to best practices in Coastal Zone Management. Organisational arrangements are in place to ensure that access to all these web-based developments can be easily accessed and guaranteed, i.e. the Coastal Atlas and the visualisation models

- Landscaping East of Road from Torry to Cove.

This area is included within the scope of the City Council's Nature Conservation Strategy (2010 – 2015) that was adopted by the Corporate, Policy and Performance Committee on 21st January 2010 - appendix C, Balnagask to Cove has three designations

- ◆ District Wildlife Site (Local Nature Conservation Sites)
- ◆ Site of Special Scientific Interest (SSSI)
- ◆ Site of Interest to Natural Science (SINS)

As reported above, the recently completed third study concentrates on this area in detail and will be given full consideration by the City Council and partner organisations prior to undertaken any works in the area.

- Educational links.

In Torry Academy, teaching seamanship skills with a view to careers in the maritime industry has been implemented since 2006. In 2008 Kincorth Academy also had a group of pupils undertaking this subject and in 2010 Old Machar Academy had a group of participants. The size of groups has grown from an initial pilot group of 3 to groups of 8 pupils. At the moment this is the maximum size of a group due to restrictions on the number allowed in the boats for practical training and transport limitations. Increases in group sizes are being looked at by working in conjunction with Banff and Buchan College.

In 2008 the Scottish Qualification Authority (SQA) initiated a consultation process with the aim of writing a 'Skills for Work' course for the maritime sector. ACC participated in this process and the course was ready for delivery in 2010. Torry/Kincorth Academies presented pupils for the new course in May 2011. Torry Academy is now an approved centre to deliver 'Skills for the Maritime Centre'. Staff training to provide staff with the skills and qualifications necessary to deliver this course has taken place and all practical session follow ACC safety guidelines.

Discussions have taken place with the private sector to investigate partnership working in the practical elements of the course and give the pupils an insight into the working environment of the maritime sector e.g. Merchant navy, ports and harbours, fishing, maritime rescue, offshore oil and gas and renewables. Although at an early stage, these discussions indicate that the private sector is willing to participate in this venture and help to make it sustainable in the future.

The 2011 academy session will have groups from Torry, Kincorth and Old Machar undertaking courses and this development work will continue to embed this subject into the curriculum in order to equip pupils for a career in this important sector of Aberdeen's economy.

Reference must also be given to the work of the Ranger Service with the local schools both in terms of reducing willful fire raising and promoting responsible access to the outdoors but also in terms of other curriculum based studies which the Rangers have been involved with including work around the planting of trees etc. Education in its widest definition is not just school based and also includes the successful public events such as rock pooling at Cove.

There have also been small projects with local companies, for example staff litter picks on Tullos Hill and around the East Tullos Industrial Estate and through to the back of Tullos School.

5.2.5 Developing the Marine and Coastal Resource Centre (MCRC)

As reported to Members at the meeting of the then South Area Committee on 19th February 2009, this long-standing aspiration is being progressed and is regarded as a distinct sub-project within the proposed formation of a City Coastal Park.

Design work on the MCRC will be progressed once funding streams have been sourced and will be subject to a separate report back to Members

5.2.6 Climate Change Adaptation and Coastal Zone Management

The Pan-European project IMCORE <http://imcore.eu> has provided overarching themes linked to identified coastal regeneration projects that aim to develop and transfer sustainability, educational and environmental practices in integrated coastal zone management between European Nation states. There is also a full set of references that links the issue of climate change on a dedicated website www.aberdeencimatechange.net

Work to date has developed these dedicated websites, with supporting literature and workshop scenarios that help give practical demonstration of the affects and impact of climatic change, globally and locally, and to developing a Coastal Adaptation Strategy via the ECN. One locally themed part of the programme week was to help to give a higher profile to the issues of climate change overall, and to support the continuation of the development of educational materials on Climate Change that will be used in conjunction with other curriculum material linked to the recent Scottish Government publication - Learning for Change (www.scotland.gov.uk/Publications/2010/05/20152453)

The IMCORE project completes at the end of October 2011 and the work undertaken to date will be launched at the final programme meeting that will take place in mid September.

5.3 Summary.

The localised projects as envisaged would accumulate benefits that will be cumulative over a ten - twenty year timescale, enabling a turnaround in the degraded environmental conditions that have built up over a long period of time. Early financial commitment to projects and sub-projects could help bring forward these anticipated benefits, and will provide a rich backdrop to the heritage and changing climate conditions affecting the North East. Although the original feasibility scoping report produced by the University of Aberdeen focused on Nigg Bay and its surroundings, any developments will also respect proposals in adjacent areas, e.g. recording and promoting the heritage interests in Old Cove, wider Torry and Footdee.

Multi-sector support will also be essential preparation with the introduction to some of the key provisions of the Marine (Scotland) Act 2010. This includes the preparation of a Regional Marine Plan within the National Marine Plan. Although approval by Marine Scotland is necessary, significant local stakeholder input to each Regional Marine Plan will be expected and required by a new body, to be called a Regional Marine Planning Partnership. Continuing consultation from the Scottish Government is expected on the formation of such Partnerships and will be reported to Committee in due course.

It is important that proposals find suitable expression in the Aberdeen Local Development Plan and that the coastal path network to the South of Cove is shown to connect with the Aberdeenshire Coastal Paths in the respective Core Path Plans. In addition, there are links to the development and implementation of the Flood Risk Management (Scotland) Act 2009 and the Climate Change (Scotland) Act 2009, and these will be the subject to future reports to this Committee.

The principle focus for the work of the PSG is now to promote the development of projects that can contribute to the twin goals of climate change adaptation and sustainability, and such projects should be well-placed to attract external investment.

6 IMPACT

Corporate

Vibrant, Dynamic, Forward Looking Aberdeen (VDFL)

SACRP actively develops the delivery of VDFL under the aspects of Economic Development, Education, Culture, Arts and Sports, as it will bring together key organisational and support staff from the partner and community organisations.

The development of the initiatives outlined in this report will be in accord with the Five Year Business Plan.

Single Outcome Agreement (SOA)

SACRP also assists in delivering on the SOA related to National Outcomes 4, 7, 8, 9, 10, 11, 12, 13, 14 and 15.

Public

The development of the SACRP project and sub-projects as envisaged will help address a number of economic development, environmental and land management issues, and will assist in seeking to secure external funding for the implementation for any projects that will greatly enhance the environment and heritage of the south of the City. Support for the PSG will be provided by the Projects, Partnerships and Funding team within Economic and Business Development, and by partner organisations

A full equality and human rights impact was not required, as this proposal will have a positive impact for all the equality target groups.

7 BACKGROUND PAPERS

Report to South Area Committee on 29th November 2007 –article 16 refers
Report to EP&I Committee – 23rd February 2010 – article 4 refers
Report to EP&I Committee – 9th November 2010 – article 11 refers

8 REPORT AUTHOR

David Fryer, Projects Manager, E&BD
Dfryer@aberdeencity.gov.uk
01224 230286

This page is intentionally left blank

This page is intentionally left blank



South Aberdeen Coastal Regeneration Area South

This page is intentionally left blank

PROPOSAL FOR LANDSCAPING AND PROTECTING THE COASTLINE NEAR NIGG BAY S.S.S.I.

(Extension of South Aberdeen Coastal Regeneration Project)

EXECUTIVE SUMMARY



South side of Nigg Bay before protection of the eroding coastline by tipping and dumping. It is thought that this photograph was taken in the 1920's

EXECUTIVE SUMMARY

Based on the submission of a research project entitled South Aberdeen Coastal Regeneration Project (SACRP) (Aberdeen University, 2009), Aberdeen City Council accepted, in principle, the general proposition that it was feasible to improve the appearance, amenity value and regeneration of a number of areas surrounding Nigg Bay. The overarching conceptual framework was described as a 'City Coastal Park'. An important element in this proposed development was the recommendation to landscape the coastal area south of the East Tullos Burn outlet. Three closely related studies were undertaken. The first project was a recommendation to form an improved low level footpath to promote the scientific and educational interest in the cliff escarpment which lies inland from the Coastal platform and is a Site of Special Scientific Interest. The second proposal was to identify and promote historical and cultural interest in an old spring-fed well, St. Fittick's well which could still be identified as a small spring in the inner part of the lower platform area south of the East Tullos Burn and near the road from Balnagask to Cove. This report, the third in the series, is entitled 'Proposal for Landscaping the coastline near Nigg Bay SSSI'.

In summary, historical evidence indicates that until the 1960s/1970s coastal erosion had caused the SSSI cliff escarpment to retreat substantially to an extent that the Balnagask to Cove Road might be at risk. A massive dumping of various 'tip' materials was undertaken for, probably 10 to 15 years, and, in places the resultant platform was raised to 5 to 7m above mean sea level and extended, in places more than 50 to 60m seawards. Later this 'platform' was surfaced with bitumen and the hard surface used for the storage of road building materials, at least to 1992. Since the 1960s coastal erosion has resumed but the rate of retreat has fallen and not reached a position where the cliff escarpment is under threat. Indeed the escarpment is mostly stable and covered in vegetation to an extent where the Quaternary stratigraphy is only visible in a few places. This relatively recent erosion, however, has produced a mixed cobble and boulder beach that is mainly derived from the cut-back of the dumped materials. It is also likely that most of the sand beaches at low tide and more fully developed to the north of the bay are also a product of this erosion.

This platform although now partly vegetated appears to offer the possibility for imaginative landscaping to improve its appearance, amenity value and general benefit to the local community. In essence, whilst retaining (and enhancing) the coastal protection function, the area could be transformed by creating a more diversified whale-back, vegetated, topography in the central area. To the south the extension of the platform could be improved by mixing existing vegetation with 'sea garden' features. (A sea garden is essentially a level sandy/gravel surface with a scatter of small attractive features such as rock walls, plantings, including shrubs, low shelter fences and other 'amenity' features, including a meandering footpath. A similar 'sea garden' approach is recommended for the low platform lying south of the East Tullos Burn outlet which also continues inland as far as the Balnagask to Cove Road. Tree and shrub planting would improve the shelter, screening and appearance of many parts of this area, including the margin of the aforementioned road.

More are provided in this report, including a solution and general improvement of a polluted stream which runs down the escarpment and has carried mud/clay/rubble down on to the beach in the south angle of the bay. (This is presently fenced-off for safety reasons).

Many consultations both within and outwith the City Council, professional advice and permissions will be needed, but the proposals appear to be relatively low cost, feasible and, although all the projects need not be completed at the same time, could transform an area into a more attractive public space that would contrast with its relatively unused and to most eyes unattractive, semi derelict appearance, for the benefit of the local community and visitors.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	VisitScotland Funding 2011-12 & Proposed Aberdeen Destination Marketing Organisation (DMO)
REPORT	EPI/11/194

1. PURPOSE OF REPORT

This report outlines the proposed funding for services to be provided by VisitScotland (VS) Aberdeen City and Shire from 1 April 2011 – 31 March 2012 and 1 April -30 September 2012.

The report also outlines the funding requirements for the establishment of an Aberdeen Destination Marketing Organisation (DMO) to build on past investment in joint activities with VisitScotland and to further drive the promotion of Aberdeen as a destination for business and leisure tourism.

2. RECOMMENDATION(S)

It is recommended that Committee authorise:

1. The allocation of £385,000 towards joint tourism marketing activities, in partnership with VS, from 1 April 2011 to 31 March 2012 and £115,000 from 1 April -30 September 2012. This is the current level provided to VS for business and leisure tourism promotion.
2. Aberdeen City Council officers to work with our partners at VisitScotland, ACSEF, Aberdeen & Grampian Chamber of Commerce and private sector tourism sector businesses to establish a DMO Steering Group that will at no additional cost to Aberdeen City Council;
 - a. establish a private sector led DMO and appoint the DMO's Board of Directors, by 30 November 2011, with the initial aim of:
 - i. producing an action plan for the period 30 November 2011 to 30 September 2012
 - ii. implementing the DMO's initial action plan.
 - iii. appointing a Chief Executive, to start before 1 April 2012.

← - - - - **Formatted:** Bullets and Numbering

- iv. supervising the production of a detailed, long-term DMO business plan, by the new DMO Chief Executive, before 30 September 2012.
- 3. The DMO Board of Directors and Chief Executive to secure £40-50,000 of private sector cash contributions to pay for the actions i-iii in recommendation 2 above.
- 4. The allocation of £297,500 to the DMO during their establishment phase (1 April to 30 September 2012) and the transfer of management responsibility for effective utilisation of Council visitor attraction funding, as set out in Table 3, Section 3 of this report.
- 5. The submission of a further report to Enterprise, Planning & Infrastructure Committee in September 2012, requesting ongoing council support for the Aberdeen DMO for the next 3-5 years, based on the transfer of existing resources (i.e. no new resources), and subject to the DMO Chief Executive and Board;
 - a. producing an appropriate, detailed and financially sustainable 3-5 year Business Plan.
 - b. securing significant private sector cash contributions or other non-council income streams, equivalent to at least 20% of the DMO's total annual operating costs over the 3-5 year business plan period.

Formatted: Bullets and Numbering

Formatted: Bullets and Numbering

3. FINANCIAL IMPLICATIONS

Within its 2011-12 budget, the Council has currently allocated £385,000 for activities designed to promote Aberdeen as a destination for business and leisure tourism, as follows;

Table 1 - Current Budget Allocation - 1st April 2011- 31st March 2012

Activity	Budget (£)
Manage Aberdeen Convention Bureau (ACB)	213,750
Visitor Information Centre (VIC)	100,000
Local Destination Marketing (UK & Ireland market)	41,250
International Marketing (Online/Direct Norway & Germany)*	30,000
Total Budget	385,000

* UK & I marketing is in conjunction with Aberdeenshire Council, although not a 50:50 match across all campaigns.

*Aberdeenshire Council match agreed activity to create regional campaigns. Projects may also be undertaken directly by Aberdeen City Council.

Based on the Council's current five year business plan, the council anticipate allocating the same level of funding to marketing activities relating to the promotion of Aberdeen as a business and leisure tourist destination.

However, as VS has identified Aberdeen as a Category 1 location, they have confirmed it is their intention to establish and run a VIC without any financial contribution from the local authority going forward.

Were this funding to be allocated to support the establishment of a DMO, as recommended in this paper, the same total 2012/2013 budget of £385,000, would be allocated as follows;

Table 2 - Proposed Budget Allocation (no additional resources) - 1st April 2011- 31st March 2012

Activity	Budget (£)
Manage Aberdeen Convention Bureau (ACB)	213,750
Local Destination Marketing (UK & Ireland market)	41,250
International Marketing (Online/Direct Norway & Germany)*	30,000
DMO Establishment	100,000
Total Budget	385,000

* Aberdeenshire Council match agreed activity to create regional campaigns. Projects may also be undertaken directly by the Aberdeen City Council.

Assuming this budget allocation is acceptable, 50% of the marketing budget allocated to specific campaigns identified during the 6 month period and 100% of the DMO establishment budget would be made available during the 6 months 1st April-30th Sept 2012 to VS, during which the DMO is being established.

Additionally, it is proposed that some recent budget savings, made by not replacing the previous ACB Manager upon her retirement in May 2011, be made available to the DMO during their establishment period. VS have advised that they would not be in a position to confirm the level of savings until year end but it is estimated at approx £25,000.

Finally, the recent review of the ACB identified the fact that they were retaining a larger than necessary budget reserve – some of which could be also be re-directed the DMO during their establishment phase, without jeopardising future ACB operations.

It is therefore proposed that the Phase One costs of establishing an Aberdeen DMO be met as follows:

Table 3 - Proposed DMO Funding (Establishment Phase) - 1st April 2012- 30th September 2012

Source of Funding	Budget (£)
Manage Aberdeen Convention Bureau (ACB)	106,875
Local Destination Marketing (UK & Ireland market)	20,625
International Marketing (Online/Direct Norway & Germany)	15,000
Funding released from Visitor Information Centre	100,000
Savings from ACB Manager post after retirement in May (TBC)*	25,000
Savings from the ACB existing contingency budget (TBC)*	30,000
Total ACC funding	297,500
Private sector cash funding confirmed from Aberdeen BID (£12k), Aberdeen City and Shire Hotels Association (£4k) and Aberdeen and Grampian Chamber of Commerce (£4k)	20,000
Total Funding Budget	317,500

* Should these savings fail to materialise, ACC will revise their VS budget in financial year 2012-13, to retain £55k for redirection to the DMO, and renegotiate their Minute of Agreement with VS accordingly.

**The private sector will also likely provide additional “in-kind” support in the form of consultancy time and event/meeting facilities.

Realignment of the City Promotion service budget, in parallel with the service’s recent re-organisation and the transfer of resources previously used to purchase VS’s services, will ensure that the above resources can safely be allocated to the DMO establishment without any detriment to existing services.

Costs associated with the realisation of the Aberdeen DMO will be met from within the existing City Promotion and City Events budgets within Economic & Business Development and it is fully anticipated that the use of these funds will leverage significant additional resources from partner agencies and stakeholders during Phase Two of the project.

Additionally, the Council’s decision to champion the realisation of an Aberdeen DMO has already generated a significant amount of interest and support from other public sector partners and private sector businesses operating in the tourism sector across the city. This support has already resulted in a commitment to provide a £40-50,000 cash contribution to establishment costs.

4. SERVICE & COMMUNITY IMPACT

Corporate

Vibrant Dynamic & Forward Looking

- Continue to support the best city festivals.
- Recognise the contribution of Sport, Culture and Arts to promoting the area as a tourist destination.
- Promote the City as a tourist destination.
- Economic promotion of Aberdeen locally, nationally and internationally, promoting all aspects of city life, wherever the City is represented.

Single Outcome Agreement

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

Community Plan

- 10 % increase in the numbers of recreational and business tourists by 2011.
- Work with other agencies, including Visit Scotland, to encourage tourism and the provision of facilities for tourists

5. REPORT

Background

As detailed in previous reports, VS has restructured and now take a different approach to working with local authorities. VS now clearly identifies the leisure tourism opportunities available, giving local authorities the opportunity to influence where funds are spent to best effect, with relevance to identified target markets.

Leisure Tourism

The costs associated with the operation of the VIC continue to rise due to increased rates and rent. The centre runs at a deficit, which VS covers. The lease of the current location runs until July 2012. Aberdeen City Council's funding towards the VIC would cease on the 31st March 2012.

VS has identified the Aberdeen Visitor Information Centre as a Category 1 location for information provision purposes meaning it is a priority facility in a major Scottish city. As a result they have agreed to provide this facility at no cost to the local authority in the future. The current Visitor Information Centre location continues to be reviewed by VS, in conjunction with Aberdeen City Council, to ensure the most effective site is secured for the service going forward.

In relation to the UK and International campaigns, both Aberdeen City and Aberdeenshire Councils continue to fund participation in a number of seasonal direct marketing activities including seasonal promotions which generated significant interest in the area and requests for further information. It is considered that regular activity such as this will continue to generate and maintain interest in the area, year round. This activity is also regularly measured, providing some degree of information on the success of such campaigns. See VS activity report attached in Appendix 1.

Business Tourism

The Aberdeen Convention Bureau continues to promote the area as a business conference destination. They have been successful in securing a significant number of conferences for the region and continue to secure monies from the private sector through membership fees and individual activity contributions. See Aberdeen Convention Bureau activity report attached in Appendix 2.

Following receipt of the independent report commissioned to review the work of the Aberdeen Convention Bureau, in December 2010, and in response to the reports recommendation, the January meeting of E P & I Committee agreed that a small, focused steering group, led by the Convener of the EP & I Committee, be established to support the work of Aberdeen Convention Bureau, determine the role for ACB going forward and strengthen the working relationship of the organisation with key stakeholders in Aberdeen.

In parallel with this review process, following the retirement of the Convention Bureau's Manager in May 2011, the Regional Director of VS Aberdeen City and Shire agreed to manage the strategic direction of the Bureau with support from existing staff.

It was further agreed that a new manager would not be recruited for the Bureau until this report was submitted to committee for consideration in relation to ongoing VS support and also the establishment of an Aberdeen DMO - where it is proposed that the Aberdeen Convention Bureau form the nucleus of the proposed Destination Marketing Organisation after 1 April 2011.

The steering group consisting of representatives from the Hotels Association, AECC, Aberdeen Convention Bureau, VS Aberdeen City and Shire, ACSEF and Aberdeen City Council met twice, in March and May this year, to discuss the current role of the Bureau and the future direction of the Convention Bureau in relation to the proposed Aberdeen Destination Marketing Organisation (DMO).

At the initial meeting of the Steering Group, discussions regarding the establishment of an Aberdeen DMO gathered significant support from all the participating partners and resulted in Aberdeen & Grampian Chamber of Commerce being commissioned to undertake initial research into a proposed DMO for Aberdeen. The results of this research were subsequently presented to the next meeting of the steering group, and wider key stakeholders, to establish appropriate next steps.

Members of the steering group agreed that a collective public/private partnership approach, reflecting new ways of working by the public and private sector, was fundamental to the establishment of an Aberdeen DMO.

The Aberdeen Convention Bureau Steering Group will continue to meet until the outcome of discussions regarding the establishment of an Aberdeen DMO are concluded.

The Future of Destination Promotion

In recent years, there has been a significant increase in the number of destinations that have created new organisations to focus on promoting and marketing their city.

Glasgow was the first to do so in Scotland and recently Edinburgh has also created a similar destination marketing organisation. The organisations bring together the promotion of the destination at a strategic and operational level. In Glasgow and Edinburgh these organisations promote the destination for leisure and business tourism, as well as a place to live, work and study and to attract inward investment.

Comparative Funding:

Although the budget for an Aberdeen DMO will be determined as part of the proposed business plan, to be produced by their new Chief Executive, The Chamber of Commerce's initial research indicates that this could be in the order of £1.181 million.

This level of funding, in comparison to other cities (see table below), will be towards the lower end of the scale. However, this will still be sufficient to make a real difference, if deployed in an effective manner:

Comparison between Aberdeen DMO's likely budget and that of other Cities:

City	Annual budget £k
<i>Birmingham</i>	8,900
<i>Manchester</i>	6,200
<i>Leeds</i>	4,800
<i>Glasgow</i>	4,900
<i>Newcastle</i>	3,470
<i>Edinburgh</i>	2,005
Aberdeen	1,181
<i>Cardiff</i>	920

Comparative Funding – selected UK cities (Source: Edinburgh Marketing and ACC)

Aberdeen City and Shire has a number of organisations currently engaged in the promotion of the region and a number of different mechanisms for doing so.

These includes but are not limited to the City and Shire Councils, Visit Scotland Aberdeen City and Shire, Aberdeen Convention Bureau, Area Tourism Partnership, the AECC, the Aberdeen City and Shire Hotels Association, Scottish Enterprise (SE), Destination Management Organisations for Royal Deeside & Cairngorms National Park and Banffshire Coast Tourism Partnership, Universities and Colleges, and a whole host of other smaller organisations.

All parties in attendance at the ACSEF Management Team agreed that an Aberdeen City and Shire DMO was not viable as Aberdeenshire Council and Scottish Enterprise already provide financial and in-kind support to two existing DMO's in the region; the Deeside & Cairngorm DMO and the Banffshire Coast DMO. This view was also confirmed by the ACSEF Board, which includes senior representatives from SE and Aberdeenshire Council.

ACSEF Board also supported efforts by Aberdeen Council officers to investigate the possibility of establishing a DMO for Aberdeen City – as a means of enhancing the future promotion and marketing of the city for the benefit of all ACSEF partners.

It was further agreed that a DMO for Aberdeen would:

- provide leadership, clarity and direction;
- develop an overall marketing strategy for the city;
- have dedicated financial and human resources for the delivery of the strategy;
- maximise opportunities for joint working across all city and shire partners whilst minimising duplication.

Justification for an Aberdeen DMO

Aberdeen & Grampian Chamber of Commerce was commissioned in May 2011 to undertake phase one of business planning for a potential Aberdeen DMO. Their report was completed in July 2011.

- City Stakeholder Views

The current under-performance of Aberdeen in the eyes of the stakeholders is widespread across all of the parameters measured. This assessment tends to be supported by external evidence, as outlined in the following table.

Stakeholder perceptions of the performance of Aberdeen (0-10 scale)				
	Sub-Optimal <5	Average 5-7	Good >7	
	PRICE	VALUE	IMAGE	AWARENESS
Aberdeen	4.77	4.69	4.15	3.23
Average	5.13	6.17	6.00	6.10
Best	6.33 Dundee	8.18 Paris	9.33 Paris	9.67 Paris
	PRODUCT OFFERING	DMO PERFORMANCE	CONNECTIVITY	PARTNERSHIP WORKING
Aberdeen	3.54	3.00	4.38	4.42
Average	5.92	6.08	5.75	6.09
Best	9.27 Paris	8.30 Glasgow	8.17 Paris	8.33 Stavanger
	LOCAL AUTHORITY LEADERSHIP	PRIVATE SECTOR ENGAGEMENT	MOMENTUM	IS THE DESTINATION A ROLE MODEL
Aberdeen	3.50	4.00	4.62	2.70
Average	5.82	5.52	6.35	5.41
Best	8.5 Stavanger	7.5 Stavanger	7.85 Glasgow	7.67 Glasgow

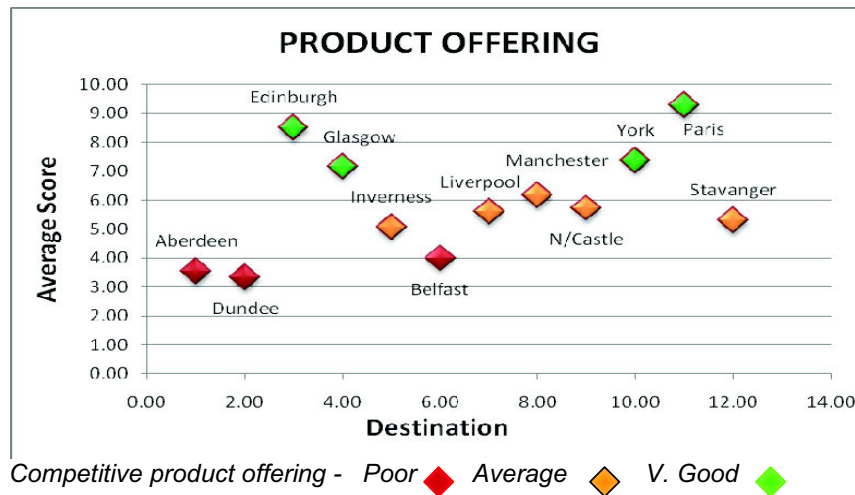
Stakeholder Perceptions of the performance of Aberdeen. Source-Aberdeen DMO Realising the Potential Stage One, July 2011 Draft Business Plan

- Consumer & Visitor Perspective

Aberdeen City Council has provided financial support towards the first Aberdeen Visitor survey which across a 12 month period should provide us with visitor views about the city's product offering, what is lacking and why people are visiting Aberdeen. The results of this survey will be available in early 2012.

- Current Aberdeen Product Offering

The research revealed that there is no central database of supply side tourism interests which can be regarded as reliable and complete. This will therefore be an early priority under any circumstances. Stakeholders regard the product offering as weak in comparison to other cities, as shown in the following diagram



Following consultation with over 40 individual stakeholders from the public and private sector in the city, the phase one report clearly identified:

- the need for a clear vision through the development of a destination promotion strategy
- concern about the fragmented approach to city promotion
- need for strong leadership in the co-ordination and alignment of promotional activity across all key stakeholders
- the need for a one-stop shop
- the need for the city to raise its promotional profile to match that of its competitors
- Funding Availability

Also taken into consideration were the existing Aberdeen City Council financial resources allocated to destination promotion by Aberdeen City Council (see below), which could possibly be made available to the DMO:

Manage Aberdeen Convention Bureau	£213,750
UK & International Campaigns through VisitScotland	£ 71,250
Aberdeen City and Shire Regional Identity	£100,000
Event & Convention Subvention Fund	£ 50,000
Exhibitions (All Energy, VisitExpo etc)	£ 55,000
City Events Programme	£183,000

City Promotion	£100,000
Staff costs for 5 FTE	£200,000
Total	£973,000

The above resources would only be made available to a future DMO subject to negotiation around the content of any business plan and the extent of any private sector funding and/or commercial income streams.

It should be noted that these resources also include money currently allocated to the Regional Identity - so the DMO could ensure that expenditure on future regional promotional activity supports and compliments expenditure on city promotion.

Additional resources would be available by utilising current funding allocated to the Visitor Information Centre. However, it should be noted that the £107,000 funding currently obtained from the Common Good Fund to support events could not be regarded as a guaranteed source of funding for any future DMO.

Also, Aberdeen City Council do not maximise current opportunities in relation to national and international event programmes supported by EventScotland. Again this is not guaranteed funding as this is a highly competitive arena and the events with the largest economic impact and potential for growth and sustainability are those most likely to succeed for funding support.

It would be the intention to transfer all destination promotion activities to the Aberdeen DMO, leaving the responsibility for inward investment and skills attraction within the Economic & Business Development function. This has been reflected in the 5 FTE staff numbers that could potentially be available to the DMO in the future.

- Stakeholder Support

Discussions to date clearly confirm that key stakeholders support the establishment of a DMO, to be called **Visit Aberdeen**, where Aberdeen Convention Bureau becomes the nucleus of this DMO and continues to promote Aberdeen as a destination for business tourism under the management of the **Visit Aberdeen** Chief Executive.

Stakeholders also agree that the organisation be focussed firmly on the city of Aberdeen, with varying degrees of emphasis on joint working with Aberdeenshire Council, as and when appropriate.

Visit Aberdeen would report to an independent board of a 'not-for-profit' company for operations and to Aberdeen City Council for any core funding provided by the Council.

According to key stakeholders, the key objectives and activities of **Visit Aberdeen** should be

- Marketing Aberdeen to the visitor markets
- Working in partnership
- Improve the product offering of Aberdeen
- Industry engagement

Maximising the Opportunity

The key stakeholder research showed that a number of beneficial opportunities have presented themselves at this time to assist with the desire for change in relation to Aberdeen's destination promotion.

The £100,000 of current spend on VIC will be freed on 1 April 2012 when VS take responsibility for the provision and delivery of the VIC, so there is an opportunity for the redeployment of this budget. It is unlikely that these monies will remain in the tourism budget without an Aberdeen DMO as a strong argument for retention as departmental savings are now required to be identified for the new financial year.

The Aberdeen Convention Bureau Manager post is currently vacant, so future direction of the Bureau can be considered as part of a larger destination marketing proposition.

£300,000+ per annum could be available for city centre promotion following the successful ballot for the Aberdeen BID. This presents many opportunities for joined-up working across the key stakeholders.

The strong working relationship with VS, ACSEF and Aberdeenshire Council will ensure the continued joint marketing of the city, within a city-region context, under the leadership of the proposed Aberdeen DMO that makes the maximises the impact of both public and private sector resources.

There is an expectation amongst all stakeholders that Aberdeen City Council will continue to invest in the promotion of Aberdeen as a business and leisure destination, by providing secure core funding for an Aberdeen DMO.

However there is an equal realisation that current pressure on ACC's budget and the poor economic climate mean that the private sector needs to help fund future tourism marketing and management activities. The desired aim is to preserve existing ACC funding levels and use these funds to leverage significant additional funding from other external sources.

Other key stakeholders, therefore, currently have a significant willingness to contribute cash and in kind in support of an Aberdeen DMO – with the aim of aligning the major strands of Aberdeen City's destination promotion more effectively, under one powerful brand.

Next Steps

Following on from the initial private sector engagement, as part of the research undertaken over the past few months, key business sector representatives have agreed to continue to contribute time and money to enable the establishment of a DMO.

Phase one of this process (the establishment phase) will involve setting up a small task group to incorporate the DMO company, produce a job description, person specification and remit for the Chief Executive, oversee the recruitment process and finalise funding arrangements for the DMO's establishment period.

This process will be facilitated by Aberdeen and Grampian Chamber of Commerce, with support from the Aberdeen City and Shire Hotels Association and Aberdeen Airport to ensure a strong private sector influence on the shaping of the **Visit Aberdeen** DMO project.

This piece of work will seek to establish clear leadership for the project through the establishment of a Board for the DMO and also the appointment of a Chief Executive.

The Board, lead by the private sector in Aberdeen, will include:

- An Independent Chair
- Chief Executive
- 3 Aberdeen City Council Representatives
- 3 Privately elected representatives identified through public advertisement
- 2 BID representatives
- 1 Aberdeen City and Shire Hotels Association Representative

The Board will seek to determine the most appropriate structure for delivering the city promotion agenda across business leisure and tourism using existing resources deployed through a common purpose going forward, in conjunction with the Chief Executive.

The Board will also be responsible for the establishment of **Visit Aberdeen** as a company, Memorandum and Articles of Association, identifying suitable property where the DMO could/would be located and business planning and the migration of existing destination promotion functions in the future.

Phase two, subject to committee approval, will involve the production of a business plan to articulate the key objective of the project and set out a route map to advance the realisation of the Aberdeen DMO. During this period, the Chief executive will also assume responsibility for managing the ACB, in anticipation of merging it into the DMO, as one of its initial core activities.

The appointed Chief Executive will commence work on or before the 1 April 2011, with a remit to:

- Prepare a detailed business plan for a sustainable, financial viable Aberdeen DMO, with clearly identified funding/income streams, appropriate sensitivity analysis and clear proposals for transferring existing council funded activities into the DMO.
- Secure private sector support in the form of written equity pledges of at least 20% of the DMO's core funding requirement beyond 20 September 2012.
- Convince the Council to continue current funding in return for enhanced leverage, greater efficiencies and more efficient marketing of the city as a visitor destination.

If the Chief Executive is unable to achieve the actions detailed above then there is the potential for the monies to be retained in-house to support ongoing destination promotion activity or to consider budget savings in the future.

At this stage It should to be highlighted that there still a number of issues to be confirmed including the:

- Continuity of funding from ACC at current levels, beyond 1 April 2012. The benefit of any future financial commitment for Aberdeen City Council means a more efficient use of existing resources in relation to destination promotion and a better return on investment.
- Exact nature and extent of staffing resource and core funding support that ACC might make available to the DMO, beyond 30 September 2012.
- Nature of any relationship with the Aberdeen BID and any possible funding that this may make available for City promotion in partnership with the DMO.
- Level of cash and in-kind support to be committed by other stakeholders
- Ongoing relationship with VS in support of Aberdeen Convention Bureau and UK/International marketing.

The proposed two stage process described above enables these issues to be dealt with in Phase two and, subsequently, incorporated within the DMO's business plan for the period beyond September 2012.

Regular updates will be provided to the E P & I Committee during the establishment phase of **Visit Aberdeen**, until the Chief Executive and Board have produced a formal business case detailing the DMO's future activities and justifying future ACC funding for their destination promotion activity beyond 30 September 2012.

6. AUTHORISED SIGNATURE

Gordon McIntosh
Director
Enterprise, Planning & Infrastructure

7. REPORT AUTHOR DETAILS

Gerry Brough
Project Director
Tel: 01224 523197
Email: gbrough@aberdeencity.gov.uk

Dawn Schultz
Senior Investment Visitor and Skills Attraction Officer
Tel: 01224 522757
Email: dschultz@aberdeencity.gov.uk

8. BACKGROUND PAPERS

Appendix 1 VisitScotland Aberdeen City Year End Report 2010-2011

Appendix 2 Aberdeen Convention Bureau July 2011 Report

Appendix 3 A copy of the Phase One Visit Aberdeen-Realising the Potential, Aberdeen DMO, Draft Business Plan Executive Summary is attached to this report.

A complete copy of Phase One Visit Aberdeen-Realising the potential, Aberdeen DMO, Draft Business Plan report by Mr Robert Collier, Chief Executive, Aberdeen & Grampian Chamber of Commerce has been placed in the members library for reference.

ABERDEEN DMO

Draft Business Plan – Stage One

Executive Summary

VISIT ABERDEEN

Realising the potential.

1

Aberdeen & Grampian Chamber of Commerce

Greenhole Place

Bridge of Don

Aberdeen

AB23 8EU

(01224) 343900

www.agcc.co.uk

June 2011

"They (*DMOs*) are private sector-led and are driven by the way a customer sees an area. It is the next step on from a heavily public-sector managed industry. It's an evolution."

Alan Rankin, Chief Executive of Aviemore and the Cairngorms DMO.

Sunday Herald, July 20th 2008.

"You must have the backing of your Council Leader and CEO or it won't happen".

Scott Taylor, CEO Glasgow City Marketing Bureau (GCMB).

"If you want to leverage money from the private sector you have to have a vehicle which the private sector trusts".

Ian Taylor, Commercial Director, Marketing Birmingham.

2

"We have a city-wide promotional plan to 2016. All the key stakeholders were involved in putting it together. We all know the roles we each play in its delivery and we all get together monthly to review our progress. It's not rocket science – it just requires coordination. And that's our job".

Scott Taylor, CEO, GCMB

"Back in 2005, there was deep mistrust in Marketing Birmingham amongst stakeholders because it wasn't doing much. A new CEO was appointed and he brought in the right people to run the organisation properly and deliver the things that stakeholders wanted. Within 18 months we had turned the organisation from a failing talking shop to a successful commercial organisation changing the world's perception of Birmingham. It can be done".

ABERDEEN DMO - Draft Business Plan – Stage One

VISIT ABERDEEN

Realising the Potential

CONTENTS

Acknowledgements

A. Executive Summary¹

B. Draft Business Plan - Stage One

B.1 Scope of work

B.2 What is a DMO?

B.3 Analysis of Current Situation

B.4 City Stakeholder Analysis

B.5 Critical Success factors

B.6 The current Aberdeen ‘product offering’

B.7 Marketing Issues

B.8 Sources of Additional Funding

B.9 Implementation Issues – DMO Structure and Timetable for Change

C. Model DMO

D. Appendices

¹ Note: Text in blue throughout the Executive Summary indicates the views of stakeholders quoted directly.

Acknowledgements

This report was prepared for Aberdeen City Council by the Aberdeen & Grampian Chamber of Commerce during June 2011.

The author is Robert Collier, Chief Executive, Aberdeen & Grampian Chamber of Commerce

The Chamber would like to thank the following for their help in the preparation of this report:

Gerry Brough, Aberdeen City Council

Dawn Shultz, Aberdeen City Council

All of the stakeholders who consented to interview and provided their insight and advice, as well as a substantial body of evidence and information, some of which is referred to in this report and appendices. The stakeholders are listed on page 58.

Aberdeen & Grampian Chamber of Commerce

Greenhole Place

Bridge of Don

Aberdeen

AB23 8EU

(01224) 343900

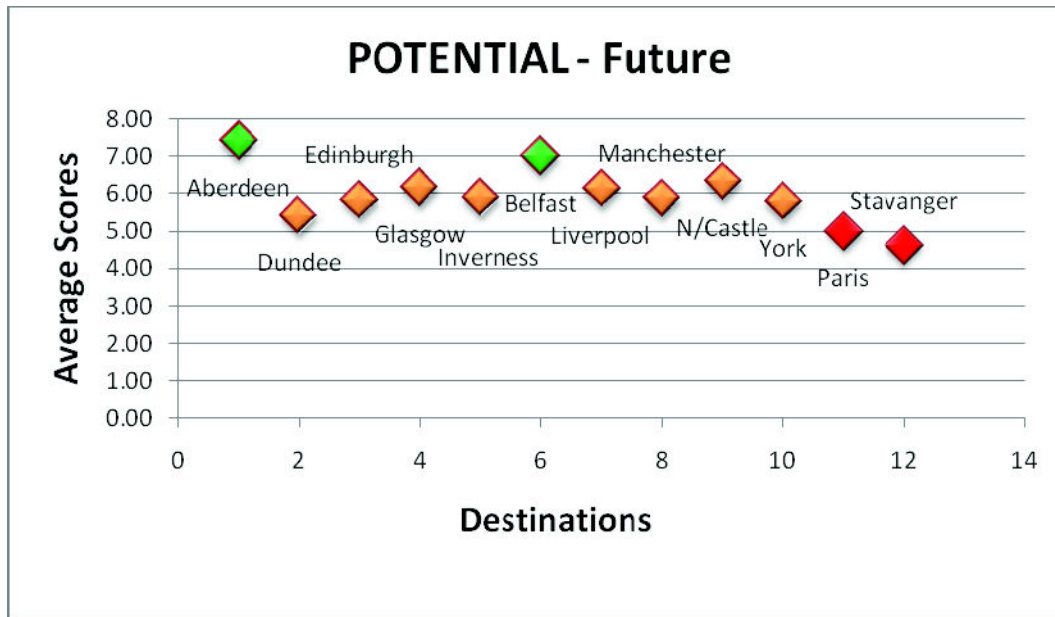
www.agcc.co.uk

June 2011

A. Executive Summary

A.1 Potential

The results of the stakeholder interviews conducted for this report show that local tourism interests believe that Aberdeen has **great potential** as a tourism destination:



6

Chart A.1. Stakeholder perceptions of the potential of Aberdeen as a tourism destination.

The results of the stakeholder interviews conducted for this report also show that local tourism interests believe that **Aberdeen is under-performing** in achieving this potential:

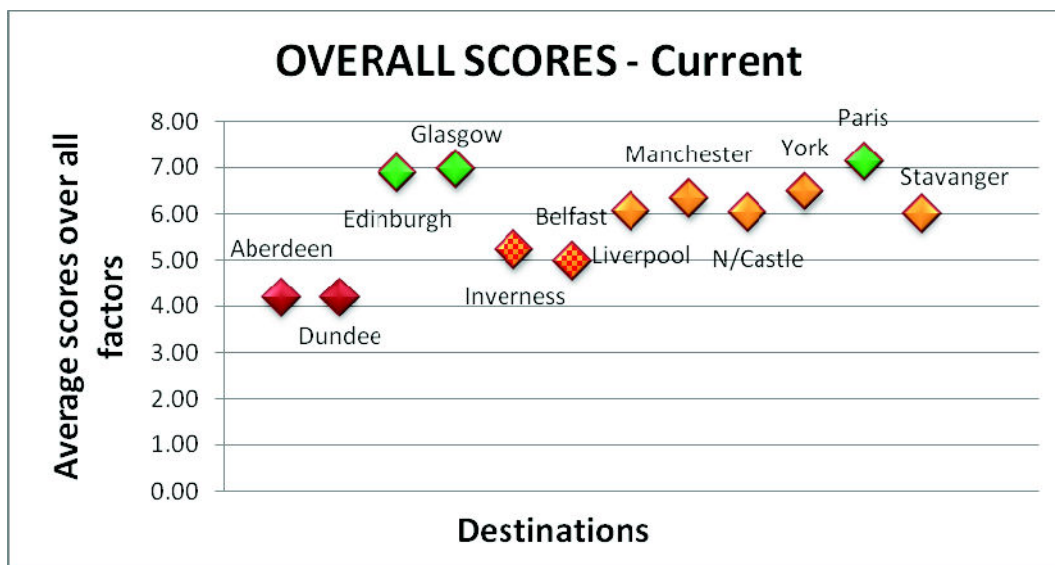


Chart A.2. Stakeholder perceptions of the current comparative performance of Aberdeen as a visitor destination

The difference between actual and potential performance, which measures the latent potential of Aberdeen as a tourism destination, is the main source of frustration to all stakeholders, and the main opportunity for the city:

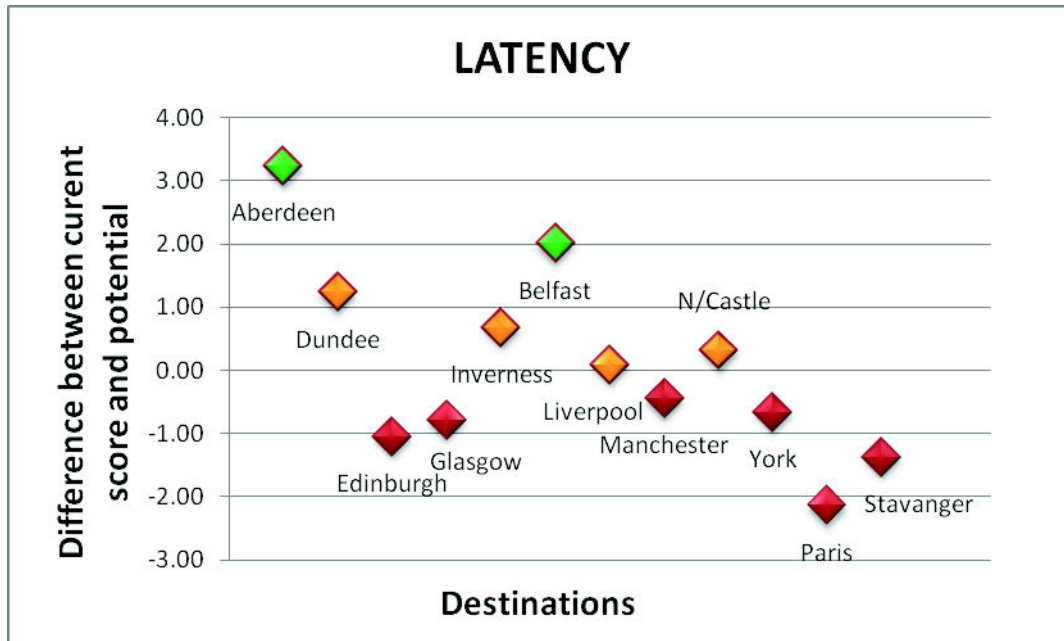


Chart A.3. The latent potential of Aberdeen as a tourism destination

The central question is “can the potential of Aberdeen as a visitor destination be released by the private and public sectors working together more effectively in the context of a DMO”?

A.2 Scope of Work

AGCC was commissioned by Aberdeen City Council to undertake Stage One of Business Planning for a potential Aberdeen DMO.

A.3 What is a DMO?

There is a clear recognition amongst all parties that the term ‘DMO’ can mean either Destination Marketing Organisation, or Destination Management Organisation.

In reality, what most stakeholders mean when they say ‘marketing’ is a strong focus on destination *promotion*, whereas what they mean by ‘management’ is a strong focus on all *visitor-facing* aspects of the destination. It would be safe to assume that the definition of destination ‘management’ is in fact the traditional four “P”s of marketing – product, price, place (distribution) and promotion. It is

sensible, therefore, to avoid this debate as a potential ‘thief’ of valuable time, when the real priorities for all parties lie elsewhere.

Stakeholders would certainly support a strong focus on promotion in the early stages, and this approach would be most likely to generate private sector support, but there is a ready and willing understanding, that to succeed, the city of Aberdeen will need to adopt and implement in a joined-up way, the far more sophisticated marketing techniques utilised by VisitScotland (VS) than has been the case to date.

The strong recommendation of this report is to avoid using the words ‘destination’, ‘marketing’, ‘management’ and ‘organisation’, as they imply an inward focus on structure and would merely extend a potentially sterile discussion, whereas it could be regarded as a principal ‘critical success factor’ that the city take a visitor-facing approach, and defines itself by its customer. Only on this basis will the city change from partially successful ‘promotion’ to a more successful ‘marketing’ approach.

The most important first task for any initiative which is sanctioned by stakeholders will be to agree a name for the organisation which focuses the agenda in the right place – firmly with the visitor. Visit Aberdeen is recommended as a suitable name as a working draft.

A.4 Analysis of the Current Situation

Resources:

The budget available to ACC in 2011/12 for destination promotion totals £1,180,000. Analysis of this funding reveals:

- £107,000 (9%) has been secured for the current year from the Common Good Fund, and is not core funding which can be relied upon for each year of operation. The total budget available excluding this funding is £1,068,000 in the 2011/12 year. Of this:
 - £200,000 (17%) is the total staffing cost for 5.5 FTEs related to city events and promotion.
 - The £171,250 (14.5%) allocated as VS contribution, is largely expended on the Visitor Information Centre (£100,000) and the remainder for buying in to national campaigns.
 - £100,000 (8.5%) is a subvention to ACSEF for the joint Regional Awareness campaign
 - Operational expenditure for the identified macro segments is:
 - A total of £318,750 (27%) expended on Business and Conference tourism. £105,000 of allocated support for the AECC and specified events (OE, All Energy and VisitExpo 2011) together with £213,750 via and with VS for the Aberdeen Convention Bureau.
 - £183,000 (15.5%) for the events programme
 - £100,000 (8.5%) on general city promotion
 - General office and support costs are not shown in the budget. (Note: Any independent DMO would have to negotiate with ACC as to the level of continuing administrative/legal/HR/IT support.)

All other resources available at the current time are ad hoc or are expenditures by individual tourism businesses.

Comparative Funding:

This level of funding in comparison to other cities is towards the lower end of the scale, but is sufficient to make a difference if deployed on a more effective basis:

<i>City</i>	<i>Annual budget £k</i>
<i>Birmingham</i>	<i>8,900</i>
<i>Manchester</i>	<i>6,200</i>
<i>Leeds</i>	<i>4,800</i>
<i>Glasgow</i>	<i>4,900</i>
<i>Newcastle</i>	<i>3,470</i>
<i>Edinburgh</i>	<i>2,005</i>
<i>Aberdeen</i>	<i>1,181</i>
<i>Cardiff</i>	<i>920</i>

Table A.1. *Comparative Funding – selected UK cities (Source: Edinburgh Marketing and ACC)*

Good timing:

- There is an expectation amongst stakeholders that Aberdeen City Council will provide the core funding for an Aberdeen City DMO.
- There is also a realisation that, with current pressures on the ACC budget, the private sector will need to contribute more funding to tourism marketing and management in the future. It should be acknowledged that the best way to defend the current levels of funding to the visitor economy from ACC is to leverage significant additional funding from other sources (including the private sector).
- There is strong goodwill from ACC stakeholders to contribute in cash and in kind support for an Aberdeen City DMO.
- Existing resources can be more effectively marshalled behind a common purpose. Current marketing activity is disjointed and ad hoc.

There is room for manoeuvre in the current funding profile which will allow the flexibility to form a DMO. This set of circumstances is peculiar to the current date and will not be available in the future. The main factors at play are:

- £100,000 of resources currently spent on the Visitor Information Centre (VIC) will come free from April 2012 when VS take responsibility for funding and operating the VIC, allowing for redeployment within the budget. This is effectively new money, and is unlikely to remain allocated to the ACC tourism budget without a DMO to provide strong leverage arguments for retention.
- The senior post at the Aberdeen Convention Bureau is vacant.
- A new budget in excess of £300,000 p.a. may be available for city centre promotion should the Aberdeen BID achieve a 'yes' vote in August. Joined-up activity is feasible.
- VS have expressed a willingness to continue the joint marketing of Aberdeen City with the ACC or via a DMO funded by ACC, and discuss the flexible use of funds available.

The current combination of circumstances makes this a propitious time to consider beneficial change, providing that change is based on significant additional stakeholder support and on real partnership rather than funding reduction.

SWOT Analysis:

The result of the SWOT Analysis, which was conducted with stakeholders is as follows. The primary issues are identified in bold (based on frequency):

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> • The mix of attractions and events available and the character of the city (14) • The combination of the products of the City and Shire (14) • Access to the city – especially related to the airport (8) • Strong Economy and Business engagement (8) • People (5) • Food and Drink (4) • University city (5) • Awareness of Aberdeen (4) • Unknown quantity (4) • Accommodation base (4) • Quality of life (3) 	<ul style="list-style-type: none"> • Travel and Infrastructure (13) • Lack of top-quality accommodation (11) • Disjointed approach to tourism. No clear vision (9) • City Centre (11) • Lack of attractions / product (15) • Ineffective promotion (9) • Lack of funding/resources/leadership (7) • Customer Service (6) • Attitude (5) • Weather (3) • Food and drink (2)
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Aberdeen Product Offering (18) • Business tourism (15) • Infrastructure/Transport (14) • Weekend Breaks/Extended Stays (12) • Improved promotion/packaging/marketing (11) • Niche Leisure Marketing (e.g. golf and activities) (10) • Formation of a DMO/ATP (8) • Funding (4) 	<ul style="list-style-type: none"> • Failure to organise/Change/Improve (22) • Competition (10) • Travel – cost and infrastructure (8) • Funding (9) • Planning / Red Tape / Taxes (7)

Table A.2. Stakeholder SWOT Analysis

This is a realistic analysis which starts to identify a real plan for performance improvement, based on progressive change and a market focus.

PEST Analysis:

The results of the stakeholder PEST Analysis are as follows. The primary issues are identified in bold:

<p>POLITICAL</p>	<p>ECONOMIC</p>
<ul style="list-style-type: none"> • Uncertainty of the local elections in May 2012 • Funding cuts at ACC • Funding for tourism from the Scottish Government and its agencies • The local tourism agenda in Aberdeen City and Aberdeenshire, especially decision-making related to the proposed DMO • Frustration with the local authority (both business and resident) • Central belt bias (perceived or real) • Clarity of roles/funding with ACC/AC and ACSEF 	<ul style="list-style-type: none"> • The length and severity of the current downturn • Airline Passenger Tax (APD) • VAT at 20% • Rising operating costs for the tourism sector • The performance of the Energy sector • Tourism taxes • The outcome of the Aberdeen BID
<p>SOCIAL</p>	<p>TECHNOLOGICAL</p>
<ul style="list-style-type: none"> • 'Stay-cations' • Trends to outdoor and healthy activities • Demographic changes to host population and source markets • Local attitudes to tourism and the city/region • Reputation of the city centre – alcohol / nights • Future of the City Gardens/UTG • Poor language skills in the host population 	<ul style="list-style-type: none"> • The application of mobile ICT to tourism – 4G mobile phone technology and applications • Use of IT to segment the market effectively • The availability of Broadband in the City and Shire

Table A.3. Stakeholder PEST Analysis

A.5 City Stakeholder Consultation

The current under-performance of Aberdeen in the eyes of the stakeholders is widespread across all of the parameters measured. This assessment tends to be supported by external evidence.

Stakeholder perceptions of the performance of Aberdeen				
	PRICE	VALUE	IMAGE	AWARENESS
Aberdeen	4.77	4.69	4.15	3.23
Average	5.13	6.17	6.00	6.10
Best	6.33 Dundee	8.18 Paris	9.33 Paris	9.67 Paris
	PRODUCT OFFERING	DMO PERFORMANCE	CONNECTIVITY	PARTNERSHIP WORKING
Aberdeen	3.54	3.00	4.38	4.42
Average	5.92	6.08	5.75	6.09
Best	9.27 Paris	8.30 Glasgow	8.17 Paris	8.33 Stavanger
	LOCAL AUTHORITY LEADERSHIP	PRIVATE SECTOR ENGAGEMENT	MOMENTUM	IS THE DESTINATION A ROLE MODEL
Aberdeen	3.50	4.00	4.62	2.70
Average	5.82	5.52	6.35	5.41
Best	8.5 Stavanger	7.5 Stavanger	7.85 Glasgow	7.67 Glasgow

Table A.4. Stakeholder Perceptions of the performance of Aberdeen

A.6 Critical Success Factors

The main ‘critical success factors’ for an Aberdeen City DMO as identified through the Stakeholder interview process, are as follows. The ‘most critical’ success factors are highlighted in bold:

- **Continuity of core funding from ACC**
- **A clear vision, mission and objectives with associated strategy and Business Plan**
- **Leadership/Management – finding the right CEO**
- **Professional and effective marketing and product development**
- **Ability to leverage other sources of funding support (for ACC)**
- Improved co-ordination of the combined public and private sector effort
- A focus on performance measured by KPIs for both outputs and outcomes
- Genuine buy-in from all stakeholders to joint work, including private sector buy-in and commitment

- Trust & transparency – good governance
- Staff and Teamwork
- Good communications

In addition, the following additional factors can be identified from the research activity undertaken:

- **Embracing web-based technology, in order to achieve 24/7 service to visitors, open income-streams, reduce marketing costs, facilitate personalisation of consumer marketing, and provide monitoring data**
- Evidence-based decision-making
- A commitment to market effectively using up-to-date marketing techniques

A.7 The current Aberdeen Product Offering

The research revealed that there is no central database of supply side tourism interests which can be regarded as reliable and complete.

This will be an early priority under any circumstances.

Stakeholders regard the product offering as weak in comparison to other cities:

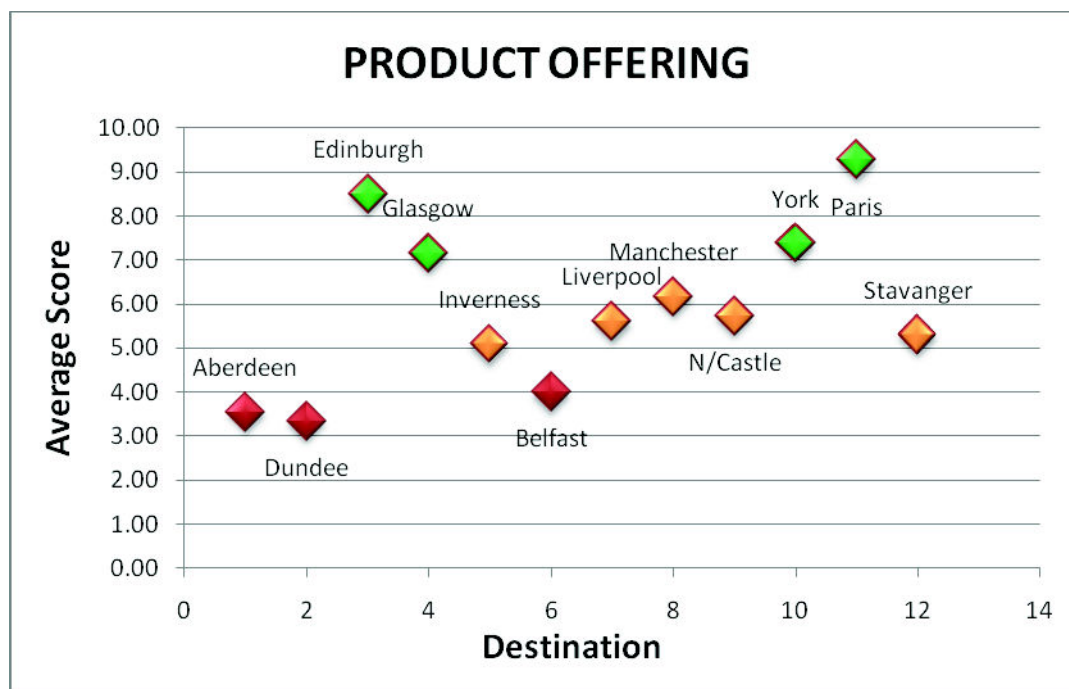


Chart A.4. The current Aberdeen product offering

This is confirmed by a variety of external sources of evidence, including the recent research commissioned by ACC on the perceptions of external audiences.²

“Perceptions of the area that do exist amongst students tend to be negative and relate to oil, fishing, bad weather, remoteness, ruggedness, dull and expensive. Respondents felt that student perceptions of the area came from existing media sources, in particular the propagation of traditional images of the area e.g. news stories on oil, fishing, golf, farming.”

“...people who had moved to the area to work and live had limited perceptions of the area and those that did exist (as with potential students) tended to conform to more negative images. These perceptions seemed to be formed in the absence of more up-to-date images of Aberdeen and the surrounding area and came from existing media.”

“Many (business) respondents were aware of Aberdeen city’s nickname as the Granite City and as a result many described the city as grey and dull. Nearly all respondents had negative perceptions about the weather in Aberdeen and the surrounding area and they also perceived that the area was remote and cut-off.”

A.8 Marketing Issues

Aberdeen scores low for ‘marketing’ indicators in absolute terms and in comparison to competitors for all marketing related factors, according to the views of stakeholders consulted in this exercise:

CITY	PRICE	VALUE	IMAGE	AWARENESS	PRODUCT OFFERING
Aberdeen	4.77	4.69	4.15	3.23	3.54
Dundee	6.33	5.08	3.17	2.54	3.33
Edinburgh	4.17	6.85	8.46	9.15	8.50
Glasgow	5.42	6.46	7.00	7.31	7.17
Inverness	5.00	5.30	5.75	6.42	5.08
Belfast	5.71	6.13	3.82	5.33	4.00
Liverpool	5.90	6.40	5.08	5.75	5.60
Manchester	5.17	6.92	5.38	6.08	6.17
Newcastle	6.18	6.91	5.46	6.00	5.73
York	5.11	7.50	8.30	7.09	7.38
Paris	4.00	8.18	9.33	9.67	9.27
Stavanger	3.82	3.63	6.09	4.58	5.30

² ABERDEEN CITY AND SHIRE REGIONAL IDENTITY RESEARCH WITH EXTERNAL AUDIENCES, FINAL REPORT January 2010. Scotinform Ltd.

Table A.5. Stakeholder perceptions of the marketing effectiveness of Aberdeen

It is clear to all stakeholders that more effective marketing activity should form the basis of a successful DMO, and would be critical to achieving industry buy-in.

When price and value are presented in contrast, it is clear that stakeholders feel that Aberdeen does not offer clear value for money as a destination for visitors (the gap between price and value), and does not have a compelling visitor offer in a competitive marketplace:



Chart A.5. The Aberdeen value proposition

This analysis makes the case that the city must develop a better value proposition to the potential visitor if it expects to compete effectively. This can either be achieved by reducing price, which would be difficult to achieve, or by improving value, which would require joined-up investment in the Aberdeen product offer, in the form of additional reasons to visit, packages, events, added-value enhancements, and better marketing.

A.9 Sources of Additional Funding

The main identified sources of additional funding are:

- £100,000 of resources currently spent on the Visitor Information Centre (VIC) which will come free from April 2012 when VS take responsibility for funding and operating the VIC,

allowing for redeployment within the budget. This is effectively new money, which the council may make available to a DMO.

- A new budget in excess of £300,000 p.a. is available for city centre promotion should the Aberdeen BID achieve a 'yes' vote in August. Joined-up activity is feasible, given that the BID Steering Group have indicated a willingness (subject to certain caveats) to consider allocating a part of the Theme One (City Centre Promotion) budget in support of the formation of a DMO. This could amount to in excess of £150,000 p.a.
- VS have expressed a willingness to continue the joint marketing of Aberdeen City with the ACC or via a DMO funded by ACC, and discuss the flexible use of funds available.
- There are a variety of sources of funding which can be accessed in support of a new DMO for Aberdeen, including the EU, SE, VS and Event Scotland. A realistic target for funding from successful competitive bidding might be £100,000 p.a.
- It is recommended that a realistic target for general private sector support is set in the first instance at the level of £25,000 in year one; £50,000 in year two; and, £75,000 in year three in support of the legacy activities of the existing arrangements. This could be matched by similar levels of in-kind support (rooms for visiting journalists, manning of exhibition stands, etc.). A stretch target for further project based support will depend entirely on the quality of the services offered by the DMO, and it is unreasonable to expect these to be developed until year two.

This additional, redeployed or freed-up funding amounts to nearly £500,000 of 'new' resources available to improve the tourism performance. This is a powerful incentive to proceed with a public/private sector DMO, as this level of resource increase would be impossible for ACC to achieve alone in the current funding climate.

A.10 DMO Structure

Stakeholders would support the name of 'Visit Aberdeen'.

The DMO should have a clear focus on the City, but with the intention of working with neighbouring DMOs and interests as appropriate.

The DMO should be based on an independent Board, working as a not-for-profit organisation, run by the private sector with continued core support from ACC.

The objectives of the DMO should focus on:

- Marketing Aberdeen to visitor markets
- Working in Partnership
- Improving the product offering of Aberdeen
- Industry engagement

The successful introduction of a jointly owned DMO will depend on: goodwill; continuity of funding from ACC at current levels with retention of Staff contracts with ACC for the early stages to avoid the detailed work on HR which would distract the management and Board of a DMO at the critical formation stage; confirmation of funding levels from a successful Aberdeen BID.

If successful, a DMO could boost available funding for promoting Aberdeen by 50% and generate significantly improved performance.

A.11 Timetable for change

There is impatience amongst stakeholders for crisp and constructive change, with April 2012 being the earliest likely start date.

The outline stages of the formation of a DMO for Aberdeen are as follows:

Stage 1: This report: Aberdeen DMO – Draft Business Plan – Stage One

Stage 2: Discussion and agreement amongst stakeholders to proceed

Stage 3: Aberdeen DMO – Draft Business Plan – Stage Two

Stage 4: Discussion and agreement amongst stakeholders to proceed

Stage 5: Implement: form Shadow Board; form Company Ltd by Guarantee; recruit CEO

Stage 6: Migrate component functions to the DMO

The carefully project-managed planning and phasing of the formation, introduction and implementation of the DMO is likely to give better results. The suggested outline process is as follows:

	2011						2012					
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Consultation	ACC			All					CEO	CEO	CEO	
Budget & Bus. Plan		Outline		Final					Revise			
ACC Decision			Agree outline Plan		Agree final plan		Confirm funding					
Form Shadow Board					First meet	I/V		Meet		Meet		Meet
Recruit CEO					Advert	I/V			Start			
Start DMO												
Absorb business units									ACB			ACC Tourism
Review progress	Stage One			Stage Two								

Table A.6. Outline flow-chart

A.12 Model DMO

Name: ‘Visit Aberdeen’ is recommended unless a USP-based alternative can be identified (e.g. Glasgow – Scotland with Style).

Focus on the City: Stakeholders expressed a desire for the DMO to be firmly focused on the city of Aberdeen, with varying degrees of emphasis on joint work/cross-over with the Shire.

Reporting: Should be to an independent Board of a ‘not-for-profit’ company for operations, and to ACC for core funding.

Representation: It is essential that Aberdeen City Council has sufficient representation to defend the current level of core funding for the first 5 years of operation, and to represent the interests of the DMO to the elected members and to the Common Good Fund.

Any other stakeholder group should qualify for representation, either through funding provision, say of more than £100k (e.g. BID) or through organised sector interest (e.g. AC&SHA).

The suggested representation structure is as follows:

Organisation	Number of ‘seats’	Notes
Aberdeen City Council	2	Cross party
Aberdeen BID	2	Subject to funding (otherwise 1)
AS&CHA	1	
Elected or nominated private sector representatives	4	
TOTAL	9	Consider adding one co-opted place at the discretion of the Board
Independent Chair & CEO	2	

Table C.2. Representation

Objectives and activities: The short-listed elements for consideration as the objectives and activities of a DMO for Aberdeen, on the basis of stakeholder comments, are as follows:

- **Marketing Aberdeen to visitor markets**
- **Work in Partnership**
- **Improve the product offering of Aberdeen**
- **Industry engagement**

Budget planning: The following income issues need to be resolved to all stakeholders' satisfaction before it is agreed to form a DMO for Aberdeen and set an expenditure budget:

- Continuity of funding from ACC at current levels
- Retention of Staff contracts with ACC to avoid the detailed work on HR which would distract the management and Board of a DMO at the critical formation stage
- Confirmation of continuing professional support (HR/IT/Legal) from ACC
- Confirmation of funding levels from a successful Aberdeen BID
- The level of in kind and in cash support from stakeholders
- VS willingness to continue the joint marketing of Aberdeen City with the ACC or via a DMO funded by ACC, enabling the flexible use of funds available

Three scenarios have been modelled in outline form to inform this process. They are: 'Retrenchment', 'Progress', and 'Step-Change':

Budget Scenarios:

Scenarios			
	Retrenchment	Progress	Step-change
Scenario description:	ACC recoups the £100,000 of funding freed up from the VIC; Common Good funding lapses; ACC pursues further savings; DMO not formed.	Core funding retained at current levels; Common Good funding maintained at current levels; general marketing support secured from the stakeholders; DMO formed.	Core funding retained at current levels; Common Good funding maintained at current levels; general marketing support, in-kind support and project support secured from the stakeholders; DMO formed.
Indicative income profile by 2014/15			
ACC Core funding change (estimated).	-478,250	0	0
Revised Core funding	701,750	1,180,000	1,180,000
Stakeholder Support & Income Growth	0	330,000	455,000
Total Income for DMO	701,750	1,510,000	1,635,000

Table C.3. Budget Scenarios: Retrenchment, Progress and Step-Change

It is clear that, without a committed engagement from stakeholders to the formation of an Aberdeen DMO, the likely resources available to promote the city risk being halved from the potential level of c. £1.5m to a reduced level of c. £0.7m.

Outline budget income projections for the 'Step Change' option are given below, and this option contains all of the components which make up the other options.

Step-Change Income: The targeted budgeted income for the 'step-change' DMO should be confirmed as:

ITEM	2011/12 BASE £	2012/13 £	2013/14 £	2014/15 £	2015/16 £	2016/17 £
EXISTING						
ACC Core funding	1,073,000	1,073,000	1,073,000	1,073,000	1,073,000	1,073,000
Common Good Fund	107,000	107,000	107,000	107,000	107,000	107,000
TOTAL ACC	1,180,000	1,180,000	1,180,000	1,180,000	1,180,000	1,180,000
NEW						
BID (tbc)	-	165,000	175,000	180,000	183,000	185,000
Funding bids	-	25,000	50,000	75,000	100,000	100,000
General marketing support	-	25,000	50,000	75,000	75,000	75,000
Marketing Project support	-	0	25,000	50,000	75,000	75,000
Membership (net income zero?)	-	0	0	0	0	0
Supplementary taxes (non-starter?)	-	0	0	0	0	0
In kind support	n/k	25,000	50,000	75,000	75,000	75,000
TOTAL NEW	0	240,000	350,000	455,000	508,000	510,000
TOTAL						
TARGET TOTAL INCOME FOR DMO	-	1,420,000	1,530,000	1,635,000	1,688,000	1,690,000
GROWTH ON 2011/12 BASE		20%	30%	39%	43%	43%

Table C.5. DMO Income projections

A further stage of budget preparation by key stakeholders working in tandem and completed by September 2011, is recommended.

Stage Two

Work to produce an agreed implementation budget and plan would need to be completed by November 2011. This work will need to clarify how stakeholder support for a DMO will be realised, and how other income sources can be captured, so that a DMO can be put on a sustainable footing.


Aberdeen City Council

Report on VisitScotland Activity for the period 1 April 2010 to 31 March 2011

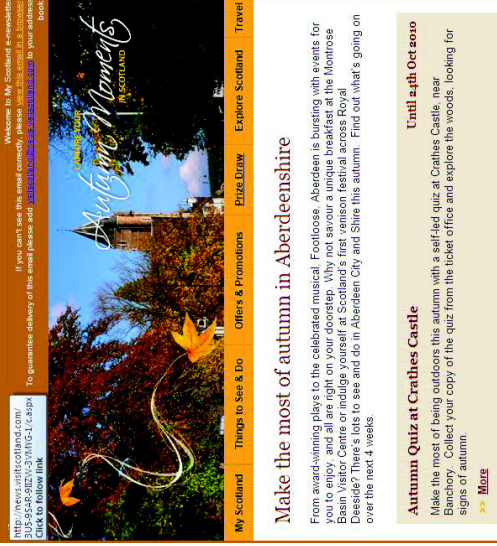
1. Information Provision

Type of Activity	Details	Cost	Update
On-arrival	<p>As part of a national network of information provision, operate and promote Information Centres in Aberdeen City as follows:</p> <ul style="list-style-type: none"> • Aberdeen City Centre 	£100,000	<p>Total footfall for the period 1 April 2010 to 31 March 2011 is 85,678 against 49,021 for the same period 2009/10 a 57% increase.</p> <p>Accommodation bookings for the period 1 April to 31 March 2011 total 574 as compared with 781 for the same period in 2009/10, a decrease of 27%.</p> <p><i>**A month by month breakdown of the above figures for each centre, with comparisons with last year, is attached to this document.</i></p>
	Total	£100,000	

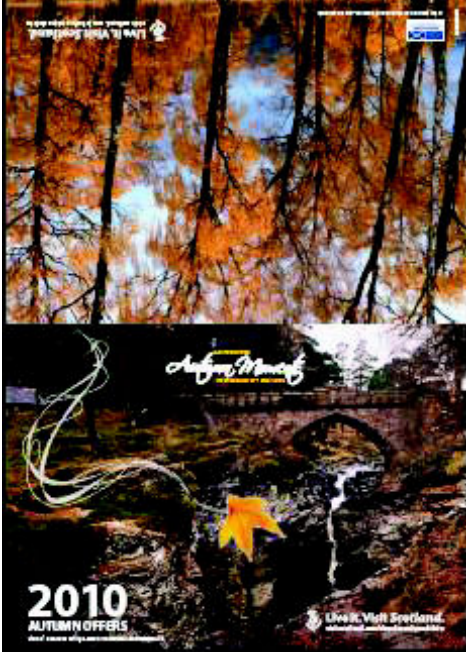
2. Print


Type of Activity	Details	Cost	Update
Pre-arrival	<ul style="list-style-type: none"> ▪ Publish and distribute the regional Aberdeen City & Shire Where to Stay Guide 2011, with a print run of ca. 70,000 ▪ Produce and distribute the Aberdeen City & Shire What to See and Do Guide 2011 focusing on what to see and do in the area all year round including details on local attractions, restaurants and events, with a print run of ca. 36,000 	£10,000	<p>Brochure ready for distribution from December 2010.</p> <p>Brochure ready for distribution from February 2011.</p> <p>Requests for both guides are generated via</p> <ul style="list-style-type: none"> • VisitScotland.com • Aberdeen-grampian.com • Seasonal campaign websites and media activity - Surprise Yourself website/Surprise Yourself stand alone email & media activity; Surprise Yourself Direct Mail. <p>They are also available in local and national VisitScotland Information Centres.</p> <p><i>In 2010 - 40,834 Where to Stay 2010 guides and 33,967 What to See and Do 2010 guides have been distributed.</i></p>
	Total	£10,000	

3. Website

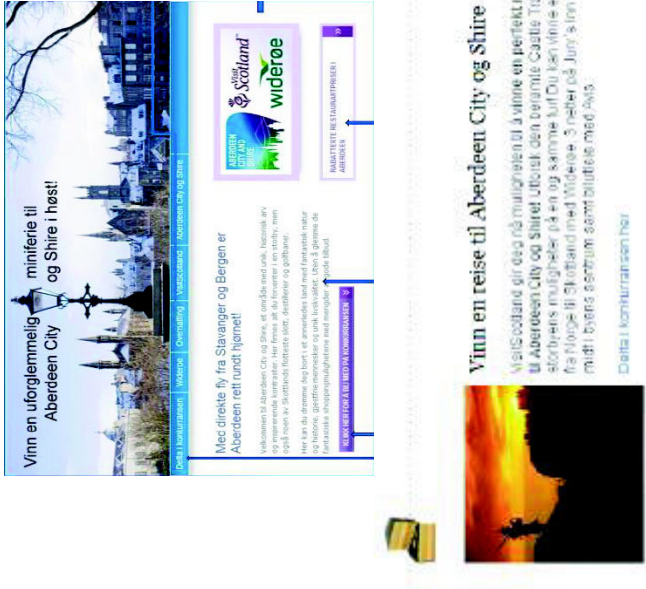
Type of Activity	Details	Cost	Update
Pre-arrival	<ul style="list-style-type: none"> ▪ Provide regular updates to content on http://www.aberdeen-grampian.com ▪ Ensure there is an up-to-date listing of events on http://www.aberdeen-grampian.com (regular updates to be provided by Aberdeenshire Council to enable this section to be populated) ▪ Search Engine Optimisation activity 	£5,000	<p>For the period 1 April 2010 to 31 March 2011 the number of unique visits to the regional website totalled 131,304 with 674,348 page views. This compares favourably with the previous year, which had 112,427 unique visits and 635,093 page views, and represents an almost 17% increase in website traffic.</p> <p>The site is currently themed to reflect the new VisitScotland Surprise Yourself campaign. Both the national and campaign websites contain direct links to the Aberdeen City and Shire website, giving additional exposure to the region through increased media activity.</p> <p>In addition, VS national/seasonal campaign websites give additional exposure to the region through media activity that drives visits to regional features on these websites.</p> <p>**A breakdown/graph of the Website Visitors is attached with this report.</p>
Total		£5,000	


4. UK & Ireland Marketing

Type of Activity	Details	Cost	Update
Pre-arrival	<ul style="list-style-type: none"> ▪ Autumn regional Direct Mail Pack in collaboration with Aberdeen City Council to raise awareness of the range and wealth of things to see and do during an autumn break in Aberdeen City and Shire. The Direct Mail Pack targeted 44,000 contacts and includes regional evaluation ▪ Autumn Regional Media & Sales Promotion in collaboration with Aberdeen City Council within the National Autumn Moments campaign to inspire and inform to generate bookings and to boost seasonal occupancy in the region in autumn. 	<p>£8,500</p> <p>£7,500</p>	<p>Mailers were posted out in August 2010 to W3 and W4 segments (mature devotees and affluent active devotees). Main themes included food and drink; City indulgence and attractions; entertainment and eating out; Royal Deeside; Scotland's Castle Trail. The Competition prize was a 2 night stay for 2 people with champagne on arrival at Meldrum House Hotel.</p> <p>Sales Promotion:- Online banner and eDM 75,000 OTS with Merrell (outdoor retailer) went live 1 October 2010 on www.merrell.com/uk A partnership prize draw was offered comprising of, a 2 night stay at Norwood Hall Hotel, a guided walk on Muir of Dinnet National Nature Reserve, a pair of Merrell walking boots, a PDG helicopter tour of the region and £400 towards travel and spending money.</p> <p>Media:- Partnership with The Guardian microsite which was live for 2 months www.guardian.co.uk/aberdeen This consisted of a regional homepage, competition to win a luxury break to the region, photo gallery and external links back to the regional website, plus brochure request as part of the entry mechanism. The Guardian guaranteed a minimum of 5,000 competition entrants - generated by continuously promoting the microsite via online banners throughout the Guardian website and also through press adverts. The prize draw was offered in partnership with Mal Maison Aberdeen for a 2 night stay, spa treatment and whisky/wine tasting.</p> <p>Evaluation of the Autumn Moments campaign generated additional income of £414,691 to Aberdeen City and Shire.</p>

Pre-arrival	<ul style="list-style-type: none"> 2011 Spring/Summer (Surprise Yourself) Regional Direct Mail in collaboration with Aberdeen City Council. 	£10,000	<p>48, 000 Mailers sent out 4 April 2011 to W3 and W4 segments (mature devotees and affluent active devotees). Main themes were Aberdeen City, Festivals, Castles, wildlife and fishing. Competition prize offered 2 nights for 2 people B&B at the 4-star Country House of Meldrum House Hotel.</p> <p>Evaluation of the 2010 Spring/Summer (Perfect Day) - £727,424 additional revenue for the region</p>
	<ul style="list-style-type: none"> 2011 Spring/Summer (Surprise Yourself) Regional Media and Sales Promotion 	£5,250	<p>Sales and Media planning stage is complete, activity to take place May - mid August 2011.</p>
	Total	£31,250	

5. International Marketing


Type of Activity	Details	Cost	Update
Pre-arrival	<p>Online campaign to raise the profile and build understanding of Aberdeen City & Shire's competitive strengths on the Norwegian market: City+, culture, heritage, castles and whisky. 100% media campaign which will drive consumers to an information-rich micro-site (splash page) featuring Aberdeen information to encourage short breaks to Aberdeen City & Shire</p> 	£10,000	<p>Ongoing activity from 14 October until 1 December 2010. Building on the previous campaign, the splash page has been amended to introduce an accommodation search and bookability feature (price results to be in Norwegian Kroners); content was refreshed with new inspirational and educational destination copy and images; characters from the Meet the Scots campaign lend authenticity and a human aspect.</p> <p>Bespoke competition with 4 partners - Wideroe Airlines, Jury's Inn, National Trust for Scotland and Avis Car Hire.</p> <p>Campaign advertorials went live on Thursday 14 October 2010 - daily advertorials in online edition of Aftenbladet.no and BT.no (Stavanger and Bergen main newspapers) until 15 November. Traffic to the advertorials will be generated through plugs on the homepage of the newspaper. The campaign site was also live on www.visitscotland.com/no/aberdeen</p> <p>The Aberdeen City and Shire competition was also included in the VisitBritain Norwegian December newsletter which went to a database of 71,234 contacts.</p> <p>Four weeks online display banner network campaign to geo-targeted IP addresses in Stavanger and Bergen.</p> <p>Summary of headline results:</p> <ul style="list-style-type: none"> - Over 6,500 visits to the campaign page - 1,233 referrals to Aberdeen City and Shire accommodation businesses - Wideroe reported and uplift of 10% on their two routes to Aberdeen on the same period previous year

<p>Pre-arrival</p>	<ul style="list-style-type: none"> Targeted programme of media pitching to Germany and securing/facilitation of press visits. Focus on broadcast, online and print media both regional and national. Reinforcement of key product messages: Aberdeen is the home of The Castle Trail, Golf & Outdoor activities, wildlife watching, walking and escapism; City messaging - architecture and heritage, coastal city walks, winter gardens, art galleries, theatre, museums as well as music and night life. 	<p>£10,000</p>	<p>This activity is in progress and building on the hugely successful 2009/10 campaign (results below). So far the Consumer PR team have hosted 7 press trips since April 2010.</p> <p>One of which was at the end of September when we hosted Martin Müller who writes for several well-known German publications i.e. Abenteuer und Reisen, DB Mobil, WAZ and even some Swiss and Austrian publications. He also compiles the German version of the Marco Polo travel guide www.marcopolo.de that will be translated and published in several other European countries afterwards. He was at the Adventure Travel World Show last winter to produce freelance articles and then travelled to Aberdeenshire to update his travel guide and also produce coverage on Wildlife in Aberdeenshire and a documentary about Aberdeen City.</p> <p><u>Phase 1 results of German Campaign are:- £1.2million achieved in PR Value</u></p> <p><u>This equates to an ROI of 75:1 based on the initial investment from the local authorities. The media coverage has reached a total of 14.3 million people</u></p> <p><u>Phase 2 (to date) results are :- Over 1,000 Aberdeen City and Shire mentions in more than 200 German media titles between May and November 2010 reaching over 25 million consumers in Germany. This represents a PR value achieved of over £5m</u></p> <p>Full evaluation of this campaign is due September 2011</p> <p>Coverage recently generated, included an 11 page fashion feature in Cosmopolitan (left) with Aberdeenshire as the backdrop featuring both Crathes Castle and Dunnottar Castle.</p> <p>They also produced two “behind the scenes” documentaries online http://www.cosmopolitan.de/schottland http://www.cosmopolitan.de/mode/trends/a-26747/im-stil-von-emma-peel.html</p>
	<p>Total</p>	<p>£20,000</p>	



6. Business Tourism


Type of Activity	Details	Cost	Update
	<ul style="list-style-type: none"> Manage Aberdeen Convention Bureau 	£213,750	Reports submitted monthly directly to Council
	Total	£213,750	

7. Project Activity

Type of Activity	Details	Cost	Update
Pre-Arrival	<ul style="list-style-type: none"> Media activity campaign to support City Winter Festival Programme and Aberdeen City and Shire Hotel Association "special rates" which targeted W3s W4s in Central Scotland and North of England. 		<ul style="list-style-type: none"> 2 Aberdeen City solus emails sent w/c Dec 13th One solus email to reach W4s on the Scotsman database tailored to the Winter Festival message One solus email to reach W4s based in Scotland to the Independent The overall estimated impressions would be in excess of 100,000. <p>Both emails offered visitors the chance to win a luxury break in Aberdeen City. The competition entries totalled 3,338.</p>
	Total	£5,000	

8. Other Activity

Growth Fund	<p>VisitScotland's Growth Fund has awarded a total of £51,000 to tourism groups within Aberdeen City and Shire in 2010.</p> <p>The North East Scotland Golf Alliance was awarded £12,000 in 2010. This group aims to primarily position and promote the North East of Scotland as a high quality golf tourism destination through increased golfer spend and length of time in the area. The project will focus on the promotion and development of two golf trails - Aberdeen Links and The Royal Deeside. The focus of the project is to attract inbound visitors from all over the United Kingdom, as well as from European destinations served by Aberdeen (and Inverness) airports along with all other transport links. The group will focus on selling itineraries for the two new golf trails, when tee-off times are available, and promoting the area throughout the golf season of April-October. Wintertime in the area is also promoted through activities listed on the Aberdeen-Grampian website.</p> <p>The Royal Deeside DMO were awarded £39,000 from VisitScotland's Growth Fund to deliver a series of consumer campaigns, PR activity and brand advertising to target specific markets to visit and stay longer in Deeside. The project will reach new market segments, with Germany as a key priority, as well as promoting the area as a centre for a range of outdoor activities and with a focus on food and drink.</p>
EventScotland	<p>Event Scotland have supported to date:</p> <ul style="list-style-type: none"> • The Scottish Traditional Boat Festival (26- 27 June 2010), Portsoy • The North Atlantic Fiddle Convention (14- 18 July 2010), Aberdeen. • Northern Edge Jazz Festival (8- 12 September 2010), Aberdeen • Fraserburgh Surf Festival (25 - 26 September 2010), Aberdeenshire • DanceLive (1 October - 9 November 2010), Aberdeen • St Andrew's Day Celebrations (26 November - 30 November 2010) Aberdeen
UK & Ireland	<p>My Scotland - 'My Scotland' is a campaign-within-a-campaign that promotes Scotland to the Scots. Recent activity included a full-page travel feature within the Daily Record on 24 July with a feature on the Castle Trail, on 28 August with a feature on Royal Deeside and on 2 October with a feature on Aberdeen City</p> <div style="display: flex; justify-content: space-around; align-items: center;">    </div>

<p>Press and PR</p>	<p>Additional PR activity received covering Aberdeen City and Shire highlights:</p> <p>Coverage in VisitScotland's International eNewsletters included: VisitScotland's Clans & Castles Touring themed eNewsletter, distributed to our international e-database (totalling 755,308 people) at the beginning of May. In this, we promoted clan gatherings and Highland Games, which highlighted the Braemar Highland Games.</p> <p>Aberdeenshire in UK & Ireland e-zines Consumer 'e-zines', with content tailored to the interests of each customer group, are one of the tools used in each of the seasonal marketing campaigns to drive traffic to the campaign site. As part of the 2010 Perfect Day campaign, over 3,000 targeted customer groups received an e-zine containing a highlight feature on the coastal town of Stonehaven and Dunnottar Castle in Aberdeenshire.</p>  <p>Press Trip - highlights</p> <p>EXPO 2010 2 German and 1 Swiss/Austrian fam trip took place after Expo with a total of 35 tour operators, visiting diverse regions including Edinburgh, Perthshire, Angus & Dundee, Aberdeenshire, ALLST and the Highlands.</p> <p>EXPO 2010 There were 29 operators in total for the Nordic markets at Expo 2010, with 2 group fam trips. The Norwegian contingent visited Perthshire and Aberdeen City and Shire, whilst the Danes concentrated on Glasgow.</p> <p>Press trip: Auto Verte Magazine Monthly lifestyle motoring magazine, circ 57,000 VisitScotland is working with Vacances Transat to promote their Autotour "Fantômes, Châteaux et Lochs". Auto Verte magazine contains a detailed touring and travel section each month and the journalist will write a 7 page article on Scotland. Auto Verte will travel between East</p>
---------------------	---

Lothian, **Aberdeenshire**, Loch Ness area, Fort William and Stirling, as per the touring itinerary from Vacances Transat. To be published in July.

Press trip: Le Figaro

Leading national daily newspaper, circ 331,022
VisitScotland is working with VisitBritain on a pan-Britain golf trip for Le Figaro. Together we have pitched golf in St Andrews, **Aberdeenshire** and Arran, for a press trip that is scheduled for the end of June.

UIT Magazine (circ 350,000) visited Aberdeen for the 50th Aberdeen Highland Games. The journalist also toured **Aberdeenshire**. Feature published in August 2010

Norsk Golf attended group press trip to **Aberdeenshire** 15 - 17 June



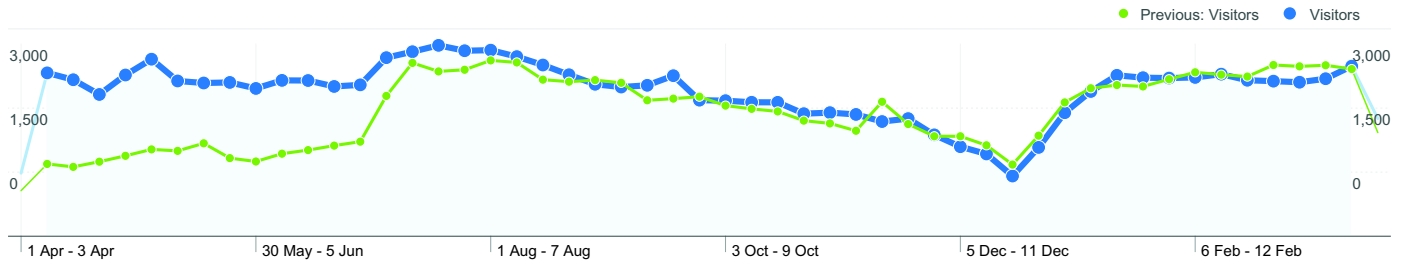
9. Non Commercial Activity

Type of Activity	Update
Strategic Relations	<p>Within the period 1 April to 31 March 2011, the previous Regional Director, Ken Massie, worked hard to keep tourism high on the local agenda and to spread the message that 'Tourism is Everyone's Business'. Effective from the end of July, Shona Anderson - newly appointed Regional Director for Aberdeen City and Shire, has continued this partnership work to ensure tourism is kept high on the local agenda. Activity has included:</p> <ul style="list-style-type: none"> • Regular meetings and discussions with Royal Deeside and Cairngorms DMO • Attendance at Turriff and District AGM; Huntly Development Trust meeting; Enterprise, Planning and Infrastructure Committee ACC • Presentations at the Chamber tourism chapter meeting. • Presentations to ACSEF board. • Presentations to other groups, including potential Common Purpose Ambassadors • Attendance at meetings of ACSEF Management Team, Aberdeen City Centre Association, Aberdeen City and Shire Hotels Association, Aberdeen and Grampian Chamber of Commerce Council, Inverurie Business Association, Aberdeen Airport Business Development Forum and NESTRANS meetings amongst others • Attendance and participation on LAG (LEADER) • Various interviews with local media including; The Deeside Piper, Radio Scotland NE, Radio Scotland main. • Chamber lunch with Dr Mike Cantlay - who presented at this event. • Attendance at the Scottish Food and Drink Excellence Awards • Judge for Northern Star Business Awards • Attendance at BP's Big Screen reception • Attendance at Aberdeen Champions Awards where VisitScotland sponsors the Tourism award • Submitted paper on proposals for the revitalisation of NESTOUR • Co-ordinated a facilitated NESTOUR workshop in partnership with Scottish Enterprise. • Attendance at SCDI Committee Meeting and seminars. • MSP meetings • Aberdeen City and Shire Councillor Meetings • Attendance at Grampian Food Forum Innovation Awards • Host top table at Convention Bureau Ambassadors Dinner • Banffshire Coast Tourism Partnership Workshop

Category 1**1 VIC****Aberdeen**

	Footfall	Bookings	Efficiencies
January	3920	6	
February	4368	11	
March	5485	12	
April	4283	22	
May	6163	46	
June	8310	73	
July	13333	113	
August	15978	152	
September	10788	88	
October	5992	30	
November	3516	15	
December	3551	6	
TOTAL	85,687	568	
Peak	75.7%	92.3%	
Off-Peak	24.3%	8.8%	


This page is intentionally left blank



112,188 people visited this site

 **131,304 Visits**

Previous: 112,428 (16.79%)

 **112,188 Absolute Unique Visitors**


Previous: 96,023 (16.83%)

 **674,348 Pageviews**

Previous: 635,093 (6.18%)

 **5.14 Average Pageviews**


Previous: 5.65 (-9.08%)

 **00:03:02 Time on Site**

Previous: 00:03:13 (-5.96%)

 **32.62% Bounce Rate**

Previous: 30.39% (7.32%)

 **84.13% New Visits**

Previous: 84.67% (-0.64%)

Technical Profile

Browser	Visits	% visits	Connection Speed	Visits	% visits
Internet Explorer			DSL		
1 Apr 2010 - 31 Mar 2011	76,945	58.60%	1 Apr 2010 - 31 Mar 2011	50,197	38.23%
1 Apr 2009 - 31 Mar 2010	76,103	67.69%	1 Apr 2009 - 31 Mar 2010	46,773	41.60%
% Change	1.11%	-13.43%	% Change	7.32%	-8.11%
Firefox			Unknown		
1 Apr 2010 - 31 Mar 2011	28,632	21.81%	1 Apr 2010 - 31 Mar 2011	48,434	36.89%
1 Apr 2009 - 31 Mar 2010	23,569	20.96%	1 Apr 2009 - 31 Mar 2010	33,698	29.97%
% Change	21.48%	4.02%	% Change	43.73%	23.07%
Safari			Cable		
1 Apr 2010 - 31 Mar 2011	12,748	9.71%	1 Apr 2010 - 31 Mar 2011	16,867	12.85%
1 Apr 2009 - 31 Mar 2010	7,255	6.45%	1 Apr 2009 - 31 Mar 2010	15,891	14.13%

% Change	75.71%	50.45%
Chrome		
1 Apr 2010 - 31 Mar 2011	10,837	8.25%
1 Apr 2009 - 31 Mar 2010	3,800	3.38%
% Change	185.18%	144.19%
Opera		
1 Apr 2010 - 31 Mar 2011	1,104	0.84%
1 Apr 2009 - 31 Mar 2010	943	0.84%
% Change	17.07%	0.24%

% Change	6.14%	-9.12%
T1		
1 Apr 2010 - 31 Mar 2011	12,380	9.43%
1 Apr 2009 - 31 Mar 2010	11,599	10.32%
% Change	6.73%	-8.61%
Dialup		
1 Apr 2010 - 31 Mar 2011	2,540	1.93%
1 Apr 2009 - 31 Mar 2010	3,074	2.73%
% Change	-17.37%	-29.25%

VisitScotland Summary of Economic Impact 2010-11 & Proposed Visitor Information Provision

EP&I appendix

Below is a summary example of ROI on Aberdeen City Council funding through VisitScotland.

Leisure Marketing (in partnership with Aberdeenshire Council) :-

UK&I Marketing Campaigns - Spring/Summer/Autumn

- Investment **£ 31,250**
- ROI **£1,142,115** additional spend across region
- **15:1** (when combined with AC investment)
- **Employment impact - FTE 50.09**

International Marketing Campaign - Germany PR campaign

- Total Investment **£ 10,000** ROI **£6,200,000** (PR Value generated)

Business Tourism

- Investment **£225,000**
- ROI **£9,685,492 (43:1)**
- **Employment impact - FTE 172**

VisitScotland Information Centre (proposal for 2012/13)

“VisitScotland has identified the Aberdeen Visitor Information Centre as a Category 1 facility meaning it is a priority facility in a major Scottish city. As a result they have agreed to provide this facility at no cost to the local authority in the future. “

The above is in line with the present proposal from COSLA. It is expected that Aberdeen City Council will cease to fund the Aberdeen City Information Centre from April 2012.

Based on the ROI examples above (15:1), should the present VIC funding of £100,000 be moved to leisure Marketing opportunities with VisitScotland it would be expected to generate **additional visitor spend of £1,500,000.**

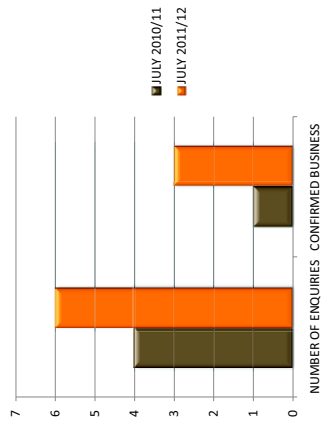
This page is intentionally left blank

ABERDEEN CONVENTION BUREAU - JULY MONTHLY REPORT

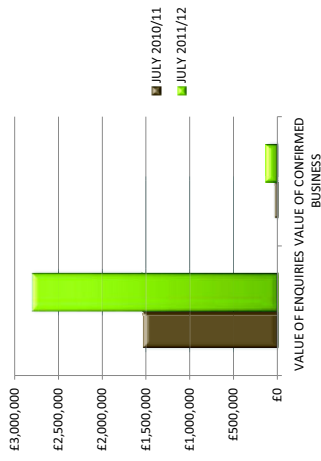
ENQUIRY BREAKDOWN		JULY 2011/12	
	2010/11	2011/12	
NUMBER OF ENQUIRIES	4	6	
VALUE OF ENQUIRIES	£1,522,880	£2,794,830	
CONFIRMED BUSINESS	1	3	
VALUE OF CONFIRMED BUSINESS	£38,000	£123,010	
ENQUIRY SECTORS		NUMBER	VALUE
ACADEMIC			
AGENT	1		£308,400
AMBASSADOR			
ASSOC DOMESTIC			
ASSOC EUROPEAN	1		£2,442,000
ASSOC N. AMERICAN			
CHARITY			
CORPORATE	3		£19,430
GOVERNMENT	1		£25,000

ASSOCIATION MARKET	16 enquiries/bids	AIECC	17 enquiries/bids	ABON UVI	5 enquiries/bids	RGU	3 enquiries/bids	OTHER
AMBASSADOR PROGRAMME	Met with Renewable UK @ 20th in London, Kerry Watson show round @ 14th, Rob Smith ISBE @ 15th							
INDUSTRY ENGAGEMENT	Met with Jane Lund @ 11th and Rob Smith from ISBE @ 15th 5 support services partners added							
SALES & MARKETING	Met Graeme @ Transition Extreme re discussion on charity of the year, Lynn Hedley from Hilton Dinner for Surrogacy Law conference finalised for The Carron in Stonehaven, Second booking site set up for BAUS and IWA extended Attended Association Congress on 17/18 July, 20 association contacts made for follow up. Chaser cleanse with over 600 clients updated.							
MEETINGS ATTENDED	JOINT LEAD BREAKDOWN							
MEETINGS ATTENDED	MEETINGS ATTENDED							
MEETINGS ATTENDED	EVENTS							
MEETINGS ATTENDED	NEW PARTNERS							
MEETINGS ATTENDED	EXHIBITIONS/SALES MESSONS							
MEETINGS ATTENDED	SALES CALLS							
MEETINGS ATTENDED	CONFERENCE SUPPORT							

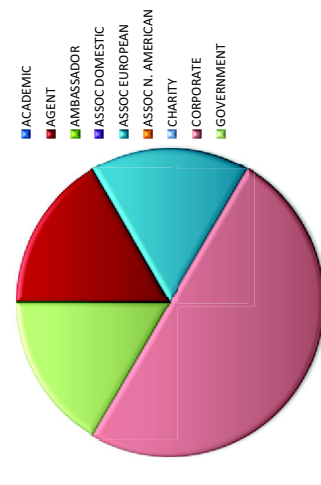
ENQUIRY CHART



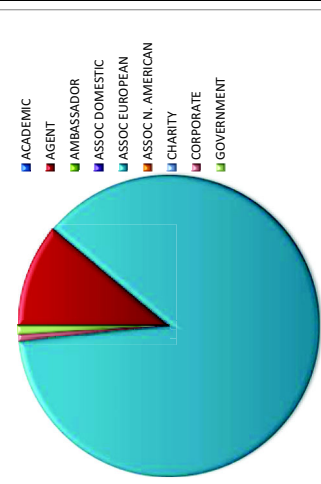
ENQUIRY VALUE CHART



ENQUIRY SECTOR



ENQUIRY SECTOR VALUE



This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning & Infrastructure DATE 13 September 2011

DIRECTOR Gerry Brough

TITLE OF REPORT Digital Network Development

REPORT NUMBER: EPI/11/204

1. PURPOSE OF REPORT

The purpose of this report is to:

- Advise Committee on progress, since the report to Committee of 9 November 2010, towards the development of a programme to enable the delivery of improved broadband connectivity to domestic and commercial users in Aberdeen.
- Seek Committee support for the establishment of a dedicated team to develop and implement a detailed business plan for broadband delivery across Aberdeen City and Shire, based on the “Maximising Digital Connectivity, Outline Business Case” produced by Mott MacDonald in July.
- Provide an indication as to the likely areas where (Central Government and/or European) funding may be sought and on mechanisms to encourage development where such funding is unlikely to be made available.

2. RECOMMENDATION(S)

It is recommended that Committee:

1. Notes the contents of the Maximising Digital Connectivity study and supports the creation of an improved digital network development through implementation of the reports recommendations
2. Supports efforts by ACSEF (Aberdeen City and Shire Economic Futures) to lobby Scottish Government in an effort to obtain their agreement to the early submission of an ACSEF led bid for funding
3. Supports ACSEF’s attempts to identify funding or in kind support to enable the appointment of a technical adviser to work with the current team to agree the action plan going forward and form a dedicated team to implement the Maximising Digital Connectivity study recommendations

4. Supports the submission of an initial bid for up to £2 million of capital funding, from Aberdeen City Council's 2012/13 capital programme, as a possible contribution towards the implementation of those elements of the project that are directly related to Digital Network Development within the City (i.e. along the route of the AWPR/Energetica Corridor(s) and within the Aberdeen City core area)

3. FINANCIAL IMPLICATIONS

There are no current quantified financial implications for Aberdeen City Council (ACC) from these proposals during the course of this financial year. As delivery models are developed areas may be identified where financial support could be seen as providing economic/community benefit. Where these are identified they will be reported to committee, and appropriate spending approvals sought, as part of the ongoing update process.

The business case for a wi-fi digital network in the City Core Area may require the council to enter into an agreement with third parties to deliver services across the city and/or utilise ACC's current property portfolio to assist with implementation. This model could provide an opportunity to generate sufficient ongoing revenue income to avoid the need for any public subsidy.

The business case for creating an open access fibre network along the route of the AWPR/Energetica Corridor(s) and other key corridors in the region may require upfront capital funding and would necessitate the establishment of a management company to deliver. It is anticipated that the long term period for ROI required to deliver may make such an approach less attractive to a 100% private sector investment model. It is therefore likely that some public funding from local, national and European public sources will be needed to deliver this programme. However, since no detailed business plan has yet been produced for this project, the total cost of provision has not yet been determined.

Nevertheless, officers have been reliably informed that, after taking account of long term revenue income opportunities within this model (for the management vehicle delivering the proposed solution), that this project is likely to require investment in excess of £10 million. On this basis, we are recommending that an initial bid be submitted to the Council's 2012/13 capital programme, to enable Aberdeen City Council to invest up to £2 million in this project (or 20% of the capital contribution, whichever is the greater), subject to the exercise of effective due diligence.

4. SERVICE & COMMUNITY IMPACT

Community: The contents of the report relate directly to delivering on key National Outcomes 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.

National Outcome 3 - We are better educated, more skilled and more successful, renowned for our research and innovation.

In addition the delivery of Next Generation Access (NGA) with associated affordability levels for disadvantaged communities (geographical and societal) will support and enable community engagement to improve life chances and opportunities.

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.”

ACSEF has identified a number of areas within the Economic Action Plan where NGA can play a critical role in transport, global connectivity, attracting and developing skilled people and company headquarters.

Specifically, within the Economic Content of the Energetica Strategic Framework, the partners note:

“At strategic level there are 5 key elements;

ii) Connectivity, both within the Corridor and externally, needs to be radically improved in order to enhance its competitiveness.

For this part of Britain, seeking to compete in the global energy industry, this is a 'no-brainer'. It is an absolutely core consideration. Proposals include;

- Seeking to secure 'digital advantage' through installing world class digital connectivity 5 to 10 years ahead of competition”

Service: The ability of the economic and business development service to deliver this plan is dependent on the budget and resources allocated to this area of work.

5. OTHER IMPLICATIONS

The business case option provides for the potential of ACC partnering with third parties to deliver services across the city and the potential that ACC utilise current property portfolio to assist this delivery. This model may also provide an opportunity to identify ongoing revenue income.

There are no current other implications. If the programme is approved for further development any implications arising will be reported to committee as part of ongoing process.

6. REPORT

BACKGROUND

In the report to committee of 9th November 2010 the case for developing a programme for delivering a next generation digital network in Aberdeen City was presented to Committee. At the time, due to budgetary constraints, ACC entered into a working relationship with Alcatel-Lucent to review the current provision and develop proposals for further development. This review identified the existence of fibre optic networks in the City servicing large corporate customers or providing backbone capacity for Telecommunications companies upon which future delivery models might potentially be based.

Following the announcements on potential funding by central government, and the submissions to ACSEF from Alcatel-Lucent, the ACSEF board agreed to make available funding to appoint consultants to appraise the opportunities for developing a collaborative approach to deliver digital broadband connectivity across Aberdeen City and Shire as a whole.

Following a tendering process, Mott MacDonald was appointed to undertake this work in April 2011.

Mott Macdonald have now completed a first stage research programme to provide ACSEF, Aberdeen City Council and Aberdeenshire Council with an outline business case (“Maximising Digital Connectivity, Outline Business Case”) showing current provision, areas of potential demand, delivery models and funding options to deliver enhance broadband provision throughout the City and Shire. This outline business case was completed at the end of July 2011.

For the region as a whole the outline business case identifies three key projects to significantly enhance broadband connectivity across the City and Shire. These are:

- (1) AWPR
- (2) Energetica and other Development Corridor(s),
- (3) Rural Aberdeenshire,
- (4) Core City development,

Whilst Aberdeen’s primary interest will be in programme areas (1) and (3) there are clear benefits to be gained, in terms of the Region’s economic potential, by supporting enhanced broadband services in rural locations – primarily by attracting highly skilled employees and entrepreneurial activities seeking to make a rural lifestyle choice. In addition there may be wider opportunities that benefit City businesses through the development of additional industries based on world class communications infrastructures (creative industries, industrial digital media, data centres etc.).

The outline business case shows a clear current and future demand from business for enhanced broadband and notes an existing mismatch between

expressed requirements of a large subsection of business users and current availability of service.

Similarly, the majority of the City does not currently receive the most advanced of “current technology” which provides services at up to 20 Mbps (millions of bits per second or megabits per second) and no fibre provision to the home. Most exchanges are only capable of offering maximum download speeds of up to 7.15 Mbps (although BT have recently announced just two exchanges in the region will receive Fibre options by December 2012).

Mott MacDonald’ Outline Business identifies three key projects, namely;

- (1) **An open access fibre access network built along the line of the future peripheral road around the City.** This will connect key business areas such as Westhill and Dyce and the residential suburbs like Kingswells and Dyce. There is also potential to expand the coverage to the strategic growth areas defined by the Aberdeen City and Shire Structure plan namely the Energetica corridor north to Peterhead and the north coast, along the A96 to Inverurie and south to Stonehaven. This will be a wholesale network that will sell capacity and services to national and local service providers who will, in turn, sell services to end customer. There is potential for both Aberdeen City Council and Aberdeenshire Council to invest in this network in collaboration with private industry through the establishment of a special purpose vehicle.
- (2) **A rural access strategy to ensure that there is 100% availability of broadband services in the rural areas and significantly increased access speeds.** This will be achieved through a blend of technologies such as exchange upgrades, deployment of next generation wireless and satellite technologies and the utilisation of the Aberdeenshire network currently serving the Shire sites and schools. Here it is envisaged that the most appropriate business model may be to gap fund a systems integrator or telecommunication operator to undertake this programme of work.
- (3) **Deployment of next generation wireless technology in the Aberdeen’s core city area.** This will enhance competition and deliver improved service provision within Aberdeen City. The City will use its existing property portfolio as an incentive for wireless operators to deploy base stations across the City and possibly be an anchor tenant to deliver a number of key public service and provide enhanced broadband connectivity for businesses, consumers and visitors to the City.

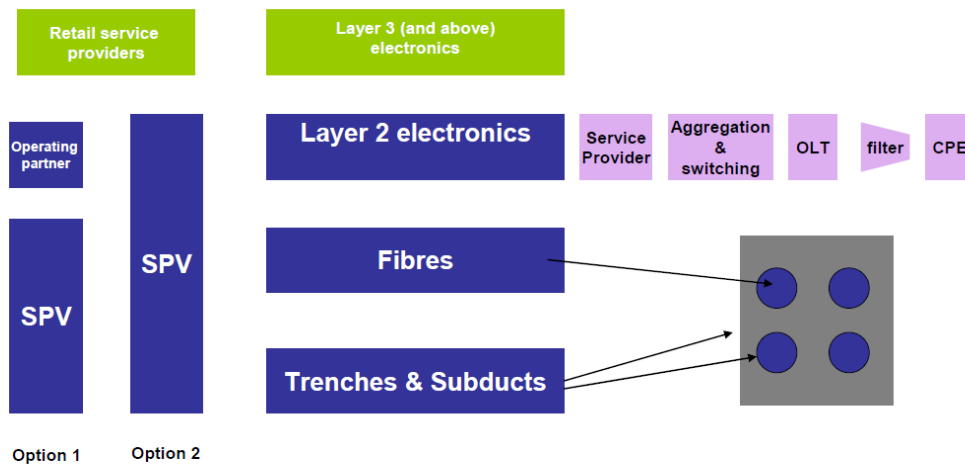
Projects (1) and (2) have the potential to tap into Central Government funding through BDUK programmes (these being managed in Scotland by the Scottish Government) and would also potentially be suitable for European funding programmes.

Project (3) may be deliverable without public subsidy.

Models for delivery of the two projects directly related to Aberdeen City (i.e. Open Access Fibre Network following the peripheral route¹ and City Next Generation Wireless Network) are provided in more detail within the Mott MacDonald report. A brief overview of proposed structures relating to these two projects is shown below.

Open Access Fibre Network (Peripheral Route)

Figure 4.1: Ownership structure



Source: Mott MacDonald

pg 34, Maximising Digital Connectivity

In this model the Public sector would establish a Special purpose vehicle (SPV) with Private sector partners. Capital investment (some of which may need to be provided by Aberdeen City and Aberdeenshire councils) would be used to roll out trenches and sub-ducts and fibre which would continue to remain in the ownership of the SPV with income generated from lease of capacity within the network to ISPs and Telecomm providers. Layer 2 electronics may be either provided by SPV or remain in ownership of private sector partners. Network management and billing would be the responsibility of the SPV.

City Next Generation Wireless Network

This could be achieved through a straightforward contractual arrangement between ACC and a network operator to deliver a service on a commercial basis within the city. ACC may wish to consider within this the value of access to public service buildings and other infrastructure with this either becoming a chargeable fee or a commitment to delivery in return for ongoing revenue.

¹ In the current understanding that the Western Peripheral Route when constructed is intended to have neither services nor be a development corridor.

This would not require the creation of a commercial vehicle and it is not envisaged that public subsidy would be needed to deliver. This would overcome potential issues on state aid.

However ACC may also want to consider other relationships with potential suppliers such as an anchor tenant position whereby key applications and services may be delivered over the network or that the network could be used for the delivery of free public WiFi access. These scenarios would create an “Anchor Tenant” agreement which may prove more attractive to possible operator companies.

NEXT STEPS

The next stage of programme development will be to progress from the proposal stage to clarifying the potential for on the ground delivery. This work will be led by ACSEF, in accordance with the attached ACSEF Management Team Paper (see Appendix 1).

It is proposed that a development team should be established to further define potential solutions and deliver on such proposals. This team will combine staff and resources from partner organisations (Aberdeen City Council, Aberdeenshire Council, ACSEF and Scottish Enterprise) with support from external consultants.

A report for the ACSEF and Scottish Enterprise boards (based on the ACSEF Management Team Report in Appendix 1) is currently being produced by ACSEF’s Development Manager. This report will call for the creation of the proposed development team (in accordance with SE regulations) and outline key roles and responsibilities. It is anticipated that Mott MacDonald may be appointed as external advisors to this group, subject to confirmation that the extension of their current appointment is compliant with the appropriate procurement procedures.

7. REPORT AUTHOR DETAILS

Gordon Wright
Project Development Executive
Email : gwright@aberdeencity.gov.uk
Direct Dial: 01224 522405


Jan Falconer
Manager Projects Partnerships & Funding,
Email jfalconer@aberdeencity.gov.uk
Direct Dial: 01224 522662

8. BACKGROUND PAPERS

Appendix 1: ACSEF Management Team Paper “Maximising Digital Connectivity – Next steps and Action Plan”

This page is intentionally left blank

Appendix 1
ACSEF MANAGEMENT TEAM MEETING
PROJECTS, INITIATIVES AND EVENTS FOCUS
Wednesday 31 August 2011
Agenda Item 3


ACSEF MANAGEMENT TEAM MEETING
MAXIMISING DIGITAL CONNECTIVITY NEXT STEPS AND ACTION PLAN

1. BACKGROUND

- 1.1 At its meeting on 29 June, Management Team received a presentation from Mott MacDonald on the study that they were commissioned to deliver following their successful tender bid.
- 1.2 Management Team will recall that that the study covered the following:-
- An audit of existing infrastructure in the region to identify constraints on speed and connectivity.
 - Identify technical options to enable the region to enjoy a competitive advantage in broadband provision.
 - Identify the key action points and business case to ensure that all business and residential customers in the region can access a level of service commensurate with ACSEF's aspirations for the area to reach and maintain a competitive advantage over the rest of the UK to help anchor the energy industry in the area, recognising the high level of IT and IP based businesses throughout the area that rely on high speed broadband to compete in their respective markets.
 - Contribute to the high quality of life in the area. and ensure that a key part of the Energetica infrastructure proposition is met. ACSEF recognises that the area aspiration exceeds the Scottish Government's targets for service speed.
 - Assist in the preparation of bids to secure for Aberdeen City and Shire, some of the £50m BDUK (Broadband Development) funding allocated to Scotland, any other identified sources of funding such as the two local authorities, ERDF and private sector participants and sources of infrastructure provision/support such as Dot.Rural and Leader
- 1.3 Significant political and financial commitment by the Welsh Assembly to providing high speed broadband infrastructure has enabled economic benefit to be realised in Wales through the location in Wales of several businesses which were attracted to the location by availability of high speed broadband
- 1.4 This study has now been completed and presented to senior management in both Aberdeenshire and Aberdeen City Councils. The final version of the study will be tabled at Management Team on 31 August 2011.
- 1.5 In 2010, The Scottish Government commissioned a review of ICT infrastructure in the Public Sector in Scotland (The McClelland Report). The report was published in June 2011 and its author, John McClelland C.B.E made a number of recommendations which related to aggregating demand lever procurement benefits (getting a better price), adoption of common systems so that citizens could (for instance) purchase a bus fare, pay rent or Council Tax to a Council, borrow a library book, make a hospital or doctor's appointment and access services from any public service or quasi public agency using the same piece of equipment, whether a smart card, a smart phone or some other device.

- 1.6 Whilst McClelland identified several examples of innovative practice among public sector bodies, his overall conclusion was that there was a lack of common strategic purpose, a lack of cross agency technical co-operation and economies of scale in purchasing were not being realised.
- 1.7 To illustrate the business benefits of good IT solutions, McClelland quoted the work of a multi Scottish Council benchmarking study which indicated a single “face to face” transaction cost of up to £11.28, the equivalent contact centre episode cost of £6.35 and the comparable on line transaction cost of 46 pence.
- 1.8 Whilst no information is available on how the Scottish Government will react to McClelland’s recommendations, it would be prudent to factor them in to any bids made on behalf of ACSEF partners and to that end, engagement at senior (strategic), level between IT service providers in the Scottish Government, Aberdeen City, Aberdeenshire, Angus and Moray Councils, NHS, Police, Fire and Rescue Services, Scottish Enterprise, the two Universities and the two Colleges at a minimum is recommended, so that evidence of common purpose, common need and alignment of solutions can be offered.
- 1.9 Contact has been made with Norfolk County, Lincolnshire and Cumbria Councils who led successful bids for £15.44m, £14.31m and £17.13m respectively from the English BDUK fund. All these areas have common factors with Aberdeen City and shire in terms of size and population in “white” areas.
- 1.10 Advice from Norfolk was that BDUK require a detailed cost benefit analysis (CBA) and robust evidence of demand – if the Scottish evaluation matrix reflects this, more work will have to be done in these two areas to complement what Mott MacDonald has already produced.
- 1.11 All three Councils advised that the funding model in England is 1/3, BDUK, 1/3 public sector participants (which could include ERDF) and 1/3 private sector. Whilst not all the match funding was identified when the bids were submitted, the awards referred to above were conditional on a certain element (still to be clarified) of match funding being committed. In Norfolk’s case the Council matched the BDUK award £ for £.
- 1.12 The three Councils also stated that BDUK required them to engage in demand stimulation to ensure the upgraded infrastructure was committed to and Norfolk has already engaged a contractor to do this.
- 1.13 Lincolnshire Council understood that BDUK had identified a range of “figures per premise” for different topographies and population densities as the basis for allocating funds – in their case, they were allocated the equivalent of £62 per premise.
- 1.14 Buy in to the respective bids from other public sector agencies was part of the evidence looked for by BDUK as was the need for a clear vision of where an area wanted to be and why.

2. MAIN FINDINGS OF THE REPORT

- 2.1 Across the City and Shire the provision of broadband infrastructure is less than ideal. In urban areas the majority of business and residential users are limited to ADSL services. However the exchange infrastructure requires significant investment. The overwhelming majority of users are supported with a maximum theoretical bit rate of 7.15Mbps whilst in practise they often receive much less due to contention. As a result both business and residential users are constrained in their ability to use the internet for both economic and social applications.
- 2.2 Additionally, many large businesses seeking to locate in the region in major business parks and development corridors require access to world class super fast digital infrastructure to

enable them to compete on an international basis. This is lacking in many parts of the region. In addition BT has no plans for exchange upgrades in the area or the deployment of FTTC/FTTP.

- 2.3 Rural Aberdeenshire is characterised by having a low density of population across a wide geographic area. As a result, market forces are not delivering acceptable broadband connectivity to the rural region - some locations not having any broadband service. Many of the population live too far from an exchange to get access to effective broadband services and the low population densities in much of the region mean that next generation mobile services cannot be commercially deployed.
- 2.4 In the 2010 Scottish Government consultation, "Speak up for Rural Scotland", the dominant request from rural residents, both individual and corporate, was for access to high speed broadband.
- 2.5 As a result Aberdeen City and Shire has four challenges to address in order to improve digital connectivity as outlined below:-
- Ensuring that businesses and residential customers in the City have access to a competitive market for broadband services which will, in turn drive enhanced connection speeds, improve customer service and support and enhance reliability.
 - Provide major business parks and development areas in the region with access to world class digital infrastructure that will drive inward investment, increase the competitiveness of businesses in the region and create employment, as well as securing employment in the oil and gas sector - a major tax generating sector of the UK economy.
 - Ensure that the rural areas have ubiquitous access to broadband connectivity at a speed and performance to meet the economic and social needs of the community.
 - Ensure that service provision in the Energetica corridor is at a level which suitably differentiates it from the rest of the area, confirms its high quality of lifestyle for residents and at least meets the aspirations of businesses locating in the Energetica corridor.

3 OUTLINE OF PROJECTS

- 3.1 In order to address these needs, three potential projects have been identified as part of the broadband development plan for the region and are outlined below:-
- Build an **open access fibre network** on the route of a future peripheral road around the City. This will connect the key business parks in areas such as Westhill and Dyce. There is also potential to expand the coverage of the three areas of strategic development defined in the Aberdeen City and Shire Structure plan namely, the Energetica corridor north to Peterhead, along the A96 to Inverurie and south to Stonehaven and Laurencekirk. This will also bring super fast broadband to rural communities.
 - **Develop and implement a rural access strategy** to ensure that there is 100% availability of broadband services and that access speeds in the rural areas are significantly increased. This will be achieved through a blend of exchange upgrades, deployment of next generation wireless and satellite technologies and the utilisation of the Aberdeenshire network currently serving Aberdeenshire sites and schools.
 - Enhance competition and improved service provision in the **City by encouraging and driving the deployment of 4G wireless technology**. The City will use its existing property portfolio as an incentive for wireless operators to deploy base stations across the City and possibly be an anchor tenant to deliver a number of key public services and provide enhanced broadband connectivity for businesses, consumers and visitors to the city.

4. POTENTIAL SOURCES OF FUNDING

4.1 There are some public funding options available for these projects as outlined below:-

- Broadband Delivery UK (BDUK) – a team within the Department for Culture, Media and Sport (DCMS) set up to deliver the Government’s broadband strategy, bringing super fast broadband to all parts of the UK. BDUK is distributing £530m of funding to bring super fast broadband to UK homes and businesses which will not be served by the commercial market. On 16 August 2011, the UK Government announced that it was allocating £68.8 million of BDUK monies to the Scottish Government.
- The Lowlands and Uplands Scotland (LUPS), Programme has £21.1 million of ERDF funding potentially available. The Scottish Government is seeking confirmation from the EU that such funds can be used as part of the implementation of Regional Broadband Plans. In theory the funds should be targeted at the implementation of information and communications technologies in SME's, but given the EU's desire to improve digital connectivity throughout Europe, some relaxation of this constraint may be given.
- The Scottish Government has proposed additional funds of up to £50million from savings on the Forth Road Bridge.

4.2 The process for obtaining these funds is still unclear. We have been informed by Ingrid Green, Policy Officer for the East of Scotland European Consortium that the Scottish Government submitted a proposal on 15 July to the European Commission to amend the ERDF programme to make funding for rural broadband infrastructure more accessible.

4.3 The Scottish Government intends to use any funding allocation from BDUK and Scottish Government funds as match funding for the ERDF monies. A decision on the ERDF proposal is likely to take up to 8 weeks.

4.4 The Scottish Government is also reviewing their “regional strategy” approach. Preliminary meetings have been held with Scottish Futures Trust and Scottish Enterprise. Scottish Enterprise has indicated that they might be willing to play a similar role to HIE, which is as the coordinating body for a regional broadband project covering the Scottish Enterprise network area.

4.5 The implications of 4.3 and 4.4. are that there is already considerable slippage on the timescales originally set out by the Scottish Government. Project calls are unlikely to be announced before November with a deadline of December for applications. Advisory groups will therefore make their assessment in January/February 2012 and decisions on funding awards not expected before March 2012.

4.6 Additionally, it has been strongly intimated that the ERDF/BDUK funding will be ring fenced for rural areas, and therefore funding for city based broadband development is unlikely to come from this fund.

4.7 It is therefore recommended that Aberdeen City uses its existing property portfolio as an incentive for wireless operators to deploy base stations across the City and possibly be an anchor tenant. It should be possible to attract private investment and possibly negotiate a revenue share (or service roll out commitments). This may be a contractual relationship but not necessarily a full equity based relationship.

5 ACTION PLAN

5.1 Notwithstanding the proposal from the Scottish Government not to use BDUK and ERDF funds to match fund non rural broadband projects, ACSEF should liaise, as a matter of urgency, with the Scottish Government, to ensure that the application of the allocation of these funds are maximised.

- 5.2 It is recommended that a meeting is sought with the Scottish Government Broadband team, led by Dr Trudy Nicholson and Alex Neil, MSP, who as Cabinet Secretary for Infrastructure and Capital Investment has responsibility for the management of these funds.
- 5.3 In order to be successful in funding applications and subsequent procurement and commercial negotiations, a dedicated team, led by a senior officer from one of the partner organisations needs to be established. In other authorities such a team has become the focus for driving digital connectivity.
- 5.4 It is further recommended that this team also includes a technical advisor who has experience and a proven track record in securing match funding and negotiating contracts with infrastructure providers. The first role for the Technical Adviser is to determine the structure of the team and the skill profile for each member of the team,
- 5.5 The report provides an estimate of the minimum capital expenditure that local authority partners would be expected to invest in the three projects (two in the case of Aberdeenshire Council).
- 5.6 The Corporate Management Team of each Council needs to agree, as a matter of urgency, how the projects are to be progressed, what level of local authority funding and staff resource can be approved and committed and accordingly prepare a report for an early meeting of the relevant policy Committee of each Council to obtain approval for the funding.

6 RECOMMENDATIONS

- 6.1 That Management Team notes the contents of the report and the recommendations from the Maximising Digital Connectivity study.
- 6.2 ACSEF writes to Dr Trudy Nicholson and Alex Neil MSP seeking an urgent meeting to present the Maximising Digital Connectivity plan for Aberdeen City and Shire and to seek agreement for the submission of an early ACSEF led bid for funding - the letter to be signed by the Chief Executives of both Councils and the Chair of ACSEF
- 6.3 ACSEF identifies funding or in kind support to enable the appointment of a technical advisor to work with the current team to agree the action plan going forward and advise on the formation of a dedicated team and the skills required of each member.
- 6.4 Local authority partners to identify the level of capital expenditure that each can contribute to the project and seek Committee approval for this.

Roddy Matheson
Industry Sector Manager and Renewable Energy Champion
Infrastructure Services
Aberdeenshire Council

Gordon Wright
Project Development Executive
Economic and Business Development Service
Enterprise Planning and Infrastructure
Aberdeen City Council

Rita Stephen
ACSEF Development Manager

19 August 2011

This page is intentionally left blank

Equality and Human Rights Impact Assessment - the Form

There are separate guidance notes to accompany this form – “Equality and Human Rights Impact Assessment – the Guide.” Please use these guidance notes as you complete this form. Throughout the form, **proposal** refers to policy, strategy, plan, procedure or report.

STEP 1: Identify essential information

1. Committee Report No.

2. Name of proposal.

3. Officers completing this form.

Name	Designation	Service	Directorate
Gordon Wright	Project Development Executive	Economic and Business Development	Enterprise, Planning and Infrastructure

4. Date of Impact Assessment.

5. When is the proposal next due for review?

6. Committee Name.

7. Date the Committee is due to meet.

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

Enterprise, Planning and Infrastructure
Education, Culture and Sport

External partners:

Aberdeenshire Council (AC)

Scottish Enterprise (SE)

Aberdeen City and Shire Economic Future (ACSEF)

Robert Gordon University

Private Sector

Community organisations/Third sector

9. Please summarise this Equality and Human Rights Impact Assessment, (EHRIA). This must include any practical actions you intend to take / have taken to reduce, justify or remove any adverse negative impacts (if necessary continue on blank sheet of paper). **Please return to this question after completing EHRIA.**

The programme seeks to develop a Strategy for the broad Digital media sector in Aberdeen (online, film, multimedia, mobile development, creative, radio and industrial uses).

The programme will look at the potential to create a Digital (multimedia) Channel for Aberdeen to deliver enhanced services and community information to those hardest to reach client groups.

The programme will further seek to create jobs growth in the sector and encourage pathways to skills development for all citizens.

10. Where will you publish the results of the Equality and Human Rights Impact Assessment? Tick all that apply.

Summary of EHRIA will be published in committee report under section “Equality Impact Assessment”

Full EHRIA will be attached to the committee report as an appendix

Summary of EHRIA to be published on Council website within relevant service pages

STEP 2: Outline the aims of the proposal

11. What are the main aims of the proposal?

To ensure that Aberdeen remains economic competitive and is socially and economically inclusive.

12. Who will benefit most from the proposal?

The proposal is designed to provide benefits for domestic, business, third sector and academic groups in Aberdeen.

13. Tell us if and how the proposal will increase equality of opportunity by permitting positive action to redress disadvantage?

The proposal seeks the development of a strategy to encourage growth in the Digital Media sector within the city aligned to enhanced use of digital media skills and digital media assets. The assistance of the public sector in achieving this should also ensure that best value options are addressed in the creation of skills and life pathways development within the wider aims of the project

14. What impact will the proposal have on promoting good relations and wider community cohesion?

Other developments which promote good relations and community engagement (such as the Community Portal and Reading Bus etc.) will benefit from enhanced access to skills and services in the digital media sector from a wider range of the community.

STEP 3: Gather and consider evidence

15. What evidence is there to identify any potential positive or negative impacts in terms of consultation, research officer knowledge and experience, equality monitoring data, user feedback and other?

Evidence for potential positive and negative impacts are discussed in:

A Framework for Evaluating the Value of Next Generation Broadband, *Broadband Stakeholder Group*, (June 2008).

Local evidence will be developed as the programme advances and gathered from partner agencies developing Digital Inclusion programmes in the region.

STEP 4: Assess likely impacts on equality strands

16. Which, if any, equality target groups and others could be affected positively or negatively by this proposal? Place the symbol in the relevant box.

(Positive +, neutral 0, - negative)

Equality Target Group					
Race*	+	Disability	+	Gender**	+
LGB***	+	Belief	+	Younger	+
Older	+	Others e.g. poverty	+		

* Race includes Gypsies/Travellers

** Gender includes women, men, Transgender

*** LGB: Lesbian, Gay and Bisexual

17. Please detail the potential positive and/or negative impacts on the groups you have highlighted above? Detail the impacts and describe the groups affected.

Positive impacts (describe groups affected)	Negative Impacts (describe groups affected)
<p>Improved access to internet type services will allow increased interaction within and across groups within society.</p> <p>Community Portal development is ongoing which will help individuals identify services and support whether for their own needs or as participants in a group.</p>	<p>There is the potential for groups or individuals who lack in skills or confidence to use enhanced internet based services to be further digitally excluded.</p>

STEP 5: Apply the three key assessment tests for compliance assurance

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

<p><input type="checkbox"/> Article 3 – Right not to be subjected to torture, inhumane or degrading treatment or punishment</p> <p><input type="checkbox"/> Article 6 – Right to a fair and public hearing</p> <p><input checked="" type="checkbox"/> Article 8 – Right to respect for private and family life, home and correspondence</p> <p><input checked="" type="checkbox"/> Article 10 – freedom of expression</p> <p><input type="checkbox"/> Other article not listed above</p>
<p>How?</p> <p>Increased use of internet and social media based communications while opening up increased opportunities for expression also requires an awareness by the individual on the potential use of information and the management of private information in an online setting.</p>

Legality

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

<p>Unknown</p>

Legitimate aim

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

Yes

Proportionality

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

Yes

STEP 6: Monitor and review

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

Proposals for monitoring impact and use of any supported networks will be developed as part of proposals for next stage developments.

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

This report has highlighted the requirement to ensure that as far as practicable solutions be considered and adopted to ensure no enhanced levels of exclusion are created by the delivery of the programme.

The report further highlights the need for easy to understand information on the appropriate use and protection of personal data.

STEP 7 SIGN OFF

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

Person(s) completing the impact assessment.

Name	Date	Signature
Gordon Wright	3 rd August 2011	

Quality check: document has been checked by

Name	Date	Signature
Jan Falconer	31 August 2011	

Head of Service (Sign-off)

Name	Date	Signature
G Brough	31 August 2011	

Now –

Please send a copy of your completed EHRIA together with the proposal to:

Head of Service
Customer Service and Performance
Aberdeen City Council
St. Nicholas House, Broad Street
Aberdeen, AB10 1GZ

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning & Infrastructure
DATE 13 September 2011
DIRECTOR Gordon McIntosh
TITLE OF REPORT Designated Sites Review Recommendations
REPORT NUMBER: EPI/11/134

1. PURPOSE OF REPORT

- 1.1 To present the recommendations of the Designated Sites Review project and seek agreement to the re-designation of sites as informed by the review.

2. RECOMMENDATION(S)

That the committee: -

A) Approve the new boundaries for the recommended sites;

B) Agree the sites that will no longer be designated; and

C) Agree that the recommended non-statutory designated sites will be known as Local Nature Conservation Sites.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications as a result of this committee report, however, a number of Local Nature Conservation Sites cover land in Council ownership.

4. OTHER IMPLICATIONS

- 4.1 The Designated Sites Review will meet the requirements of the Scottish Planning Policy where local authorities are encouraged to reduce all local designated sites for nature conservation to one type and that these will be referred to as Local Nature Conservation Sites. The new data and the recommendations made will provide up to date information on our local designated sites, providing greater protection through planning policy.

5. BACKGROUND/MAIN ISSUES

- 5.1 Aberdeen City's natural heritage is diverse. It provides us with the natural resources we depend on for food, energy and tourism for example. It also benefits our health and wellbeing; our overall quality of life. We, therefore, need to conserve our natural heritage so that we can continue to enjoy and benefit from it well into the future.
- 5.2 Aberdeen City Council's Nature Conservation Strategy 2010-2015 has been developed to meet the increased recognition of the need to conserve nature, plus changes in local policies and nature conservation legislation. It has also been updated to consider current pressures and challenges such as the increasing need for land for houses and businesses, plus the effects of climate change. The project to review local designated sites has been borne out of the Agenda for Action which helps guide the implementation of this strategy and has been designed to contribute to nature conservation action on the ground.
- 5.3 The project has been constructed to help establish the current state of the natural heritage within non-statutory local designated sites in the Aberdeen City area. In particular, to establish the quality and variety of habitats, plus the number of individual or range of species found at each site.
- 5.4 It has also been some time since reviews were conducted on all non-statutory local designated sites and the information on these sites is now out of date. The new guidance from the Scottish Government, through Scottish Planning Policy, requires local authorities across Scotland with more than one type of non-statutory local designated site within their area to reduce them to just one type of local designation, making the system simpler and more streamlined. The Council currently has two types of non-statutory local designations which are Sites of Interest to Natural Science (SINS) and District Wildlife Sites (DWS) which will be replaced with a single designation of Local Nature Conservation Site (LNCS).
- 5.5 In order to be selected as a Local Nature Conservation Site (LNCS), sites have been surveyed in accordance with the new criteria set out by the Scottish Government. LNCS have been selected for their biodiversity or geodiversity interests.
- 5.6 Criteria for biodiversity interests include: -
- Species diversity
 - Species or habitat rarity
 - Habitat naturalness and extent
 - Contributes to national and local biodiversity objectives
 - Provides connectivity between habitats or green networks
 - Facilitates enjoyment and understanding of the natural heritage

- 5.7 Criteria for geodiversity interests include: -
- Value for scientific study or education
 - Historical significance
 - Cultural and aesthetic value
 - Promotes public awareness and enjoyment
- 5.8 Each site was surveyed and assessed by ecologists at the North East Scotland Biological Records Centre (NESBReC), and subsequently reviewed against the relevant criteria by a panel of local experts including (but not limited to) representatives from Scottish Natural Heritage (SNH), University of Aberdeen, James Hutton Institute, The Royal Society for the Protection of Birds (RSPB) and the Council. This has ensured that the review has been done in an objective and scientific manner.
- 5.9 Out of all the sites reviewed, one site, Loirston Loch had its recommended boundary altered to reflect the position as set out in the proposed Local Development Plan in respect of opportunity site OP77. The new boundary reflects the previous District Wildlife Site boundary with an increased buffer zone.
- 5.10 Sites of local importance make a considerable contribution to biodiversity. They can also provide opportunities for people to find out about biodiversity or geodiversity; contribute to the local economy and the quality of the local environment; plus help to improve people's own quality of life.
- 5.11 Protection, preservation and enhancement of the designated sites are currently afforded through the Aberdeen Local Plan Green Spaces / New Places 2008, Policy 34: Natural Heritage, and will in the future be replaced by the new Aberdeen Local Development Plan, 2010 Policy NE8 Natural Heritage.
- 5.12 A summary of the recommendations arising from the review are listed in the following Table 1: -

Table 1: Summary of Recommendations

SUBJECT	TOTAL
Local designated sites reviewed	80
Sites recommended to be a Local Nature Conservation Site	65
Sites that did not meet Scottish Planning Policy criteria	15
Final number of sites after some sites have been grouped and/or split	45

- 5.13 The following Table 2 lists all the sites that have been recommended to become a Local Nature Conservation Site. This is the final list after some sites have been grouped or split. Those sites that consist of a group of sites are marked with *, and sites that have been split are marked with **.

Table 2: Recommended Local Nature Conservation Sites

NO.	SITE NAME
1.	Balnagask to Cove
2.	Tullos Hill
3.	River Don Corridor *
4.	Balgownie/Blackdog Links
5.	Loirston Loch
6.	Kincorth Hill
7.	River Dee Corridor *
8.	Scotstown *
9.	Corby Loch
10.	Den of Leggart
11.	Westburn of Rubislaw
12.	Rubislaw *
13.	Hilton Wood
14.	Grandholme Moss
15.	Stoneyhill Wood
16.	Walker Dam & Rubislaw Link
17.	Allan Park Pond **
18.	West Cults Woodland **
19.	Deeside Old Railway
20.	Hazlehead Park
21.	Denwood, Hazlehead
22.	Bucksburn *
23.	Den of Maidencraig
24.	Cults Den
25.	Cults Quarry
26.	Hillhead Road
27.	Farburn Wood
28.	Three Hills *
29.	Den of Moss-Side
30.	Foggieton
31.	Murtle Den
32.	West Hatton
33.	Woodlands Wood, Beidleston
34.	Moss of Auchlea
35.	Rotten of Gairn
36.	Peterculter *
37.	Culter Burn
38.	Kinaldie Den
39.	Culter Compensation Dam

40.	Old Manse Wood
41.	Baads Moss
42.	Leuchar Moss
43.	Southlasts Mire
44.	Aberdeen-Inverness-Kittybrewster Railway Line
45.	Rubislaw Quarry

Allan Park Pond has now been split into two separate sites due to having two different types of habitat. The pond will remain as Allan Park Pond (NO. 17 in Table 2) and the second site will be called West Cults Woodland (NO. 18 in Table 2).

- 5.14 The following Table 3 breaks down the sites from Table 2 that are listed as merged. The numbers down the left hand side and the site names correspond with those in Table 2.

Table 3: Merged Sites from Table 2.

NO.	SITE NAME	MERGED SITES
3.	River Don Corridor	River Don Valley, Don Estuary, Braes of Don, Crook of Don, Woodside, Lower & Upper Persley Woodland.
7.	River Dee Corridor	River Dee Valley, Kincorth, Bridge of Dee, Pitfodels Castle, Garthdee, Morrison Island/Shakkin Briggie, Lover's Walk to St. Maik's Well.
8.	Scotstown	Scotstown Moor/Perwinnes Moss, Lochside/Denmore, Glashie Howe.
12.	Rubislaw	Rubislaw Den, North Burn of Rubislaw,.
22.	Bucksburn	Bucksburn Gorge, Burnbrae Moss.
28.	Three Hills	Brimmond Hill, Elrick Hill, Tyrebagger Hill, Gough Burn.
36.	Peterculter	Woodend Woods-Peterculter, Guttrie Hill, Culter House Woods, Hill of Ardbeck.

- 5.15 Of the 80 local designated sites reviewed, 15 sites have not met the required criteria for LNCS as set by Scottish Planning Policy. That equates to the City of Aberdeen having lost 19 per cent of its total local designated sites since they were first surveyed in the nineties. The reasons for not meeting the criteria include: -

- Stricter criteria set by Scottish Planning Policy;
- Encroachment from new development;
- Fragmentation of habitats and isolation of species due to new development; and
- Poor management of designated sites.

- 5.16 While it has been difficult to quantify the exact total area covered by the designated sites that have been lost, given the pressures on natural heritage in urban environments, any loss of a designated site regardless of its size is a concern. Most of these sites will still have some protection afforded from other local planning policies such as Green Space Network or Green Belt, however, this review highlights the importance to protect and enhance our remaining local designated sites in such a way that is complementary with future development.
- 5.17 The following Table 4 consists of those sites that have not met the appropriate criteria for a Local Nature Conservation Site and have been rejected.

Table 4: Rejected Sites.

NO.	REJECTED SITES
1.	Charleston Wood
2.	Kinta Valley
3.	Newton of Sheilhill
4.	Danestone House
5.	Cornhill Hospital
6.	Clerkhill Wood
7.	Monument Wood
8.	Persley Quarries
9.	Murtle House/Newton Dee
10.	Blacktop
11.	Binghill Wood
12.	Little Hill, Kaskieben
13.	Mid Anguston Quarry
14.	Woodland Walks, Foggieton
15.	Fields at Cairdhillock

- 5.18 Appendix 1 contains the maps of each site that has been recommended as a Local Nature Conservation Site (sites still being verified). Each map indicates the current (old) boundary and the proposed new boundary for each site. The old boundary is indicated as a dashed line and the proposed new boundary is a solid line and the areas are shaded in grey. Two sites (Balgownie/Blackdog Links and Corby Loch) cover both Aberdeen City and Aberdeenshire Councils and the boundary between the two local authorities is indicated with a solid thick line.
- 5.19 A new booklet containing the maps with new boundaries will be produced following the completion of the review.

6. IMPACT

- 6.1 This project has direct links with the administration's Vibrant and Dynamic & Forward Looking requirement to 'adopt and implement policies which safeguard Aberdeen's green belt and green wedges'.
- 6.2 This strategy will also assist the Council in delivering a number of Single Outcome Agreement National Outcomes including: -
1 - 'We live in a Scotland that is the most attractive place for doing business in Europe';
10 - 'We live in well-designed, sustainable places where we are able to access the amenities and services we need'; and
12 - 'We value and enjoy our built and natural environment and enhance it for future generations'.
- 6.3 The project has direct positive impacts on the quality of life for the citizens of Aberdeen due to the benefits derived from having non-statutory local designated sites. Since the project has been borne out of the adopted Aberdeen City Council Nature Conservation Strategy 2010-2015 where an 'Equalities and Human Rights Impact Assessment' has already been conducted, a further assessment is, therefore, not required as part of this report.

7. BACKGROUND PAPERS

- a) APPENDIX 1 – Non-Statutory Local Designated Sites Maps indicating existing and proposed new boundaries.
- b) Scottish Planning Policy
<http://www.scotland.gov.uk/Resource/Doc/300760/0093908.pdf>
- c) The Aberdeen Local Plan – Green Spaces / New Places, 2008
http://www.aberdeencity.gov.uk/Planning/pla/pla_LocalPlan_home.asp
- d) Aberdeen Local Development Plan – Proposed Plan, 2010
http://www.aberdeencity.gov.uk/Planning/ldp/pla_local_development_plan.asp

8. REPORT AUTHOR DETAILS

Anne-Marie Gauld
Environmental Planner
amgauld@aberdeencity.gov.uk
01224 523317

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 13 September 2011

DIRECTOR Gordon McIntosh

TITLE OF REPORT Aberdeen Open Space Strategy

REPORT NUMBER: EPI/11/193

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval to adopt the Aberdeen Open Space Strategy. The Draft Aberdeen Open Space Strategy was approved by Enterprise Planning and Infrastructure committee for eight week public consultation on 15 March 2011. The Strategy will replace the Parks and Green Space Strategy 2005 and Aberdeen's Strategy for Access to the Outdoors 2004. The Aberdeen Open Space Strategy has been prepared in line with Scottish Planning Policy and national best practice guidelines.

2. RECOMMENDATION(S)

That the Committee:

1. Approve proposed changes to the Draft Open Space Strategy.
2. Adopt the Aberdeen Open Space Strategy based on Draft Open Space Strategy with proposed changes.
3. Approve the changes made to the Environmental Report as a result of the public consultation.

3. FINANCIAL IMPLICATIONS

- 3.1 The Aberdeen Open Space Strategy 2011-2016 has been prepared within existing budgets. This Strategy considers the Council's five year business plan for delivering best value for its citizens and improving the quality of life in Aberdeen.

- 3.2 It should be noted that this Strategy may have capital and revenue implications as a result of future projects required to implement the Strategy. This will be mainly staff time in implementing the action plan. However, the current financial situation has been regarded as a core consideration throughout the Strategy's development, and it aims to reduce internal expenses through partnership working, involving communities and finding innovative ways of working. Any additional

costs will be required to be met from current budgets will be referred to Committee for approval.

- 3.3 Resources to deliver the Strategy and key actions are listed in the Open Space Strategy chapter 5 and chapter 7 action plan.

4. OTHER IMPLICATIONS

- 4.1 The Strategy itself includes consideration of all legal and environmental sustainability issues. It meets the requirements of Scottish Planning Policy and supports the Aberdeen Local Development Plan. An Equalities and Human Rights Impact Assessment was undertaken as part of the Draft Open Space Strategy. There were no implications resulting from the EHRIA and no changes were proposed. An updated EHRIA for the Open Space Strategy is available in the Members' Library and at <http://www.aberdeencity.gov.uk/openspace>

- 4.2 Aberdeen Open Space Strategy was subject to full Strategic Environmental Assessment (SEA). In response to the comments received on the scoping report from the consultation authorities, the Environmental Report was prepared in line with the Environmental Assessment (Scotland) Act 2005. The SEA Environmental Report was consulted on at the same time as the Open Space Strategy. The report was sent to SEA gateway for consultation. Comments received from the Consultation Authorities have been incorporated in the Environmental Report. The comments available to view at <http://www.scotland.gov.uk/Topics/Environment/SustainableDevelopment/14587/SEAG> The Open Space Strategy must take account of the mitigation measures highlighted in the SEA.

5. BACKGROUND/MAIN ISSUES

- 5.1 Scottish Planning Policy and Planning Advice Note (PAN) 65, states that local authorities should carry out an audit of open spaces and use this to prepare an open space Strategy.

- 5.2 The Aberdeen Open Space Strategy sets out a vision for new and improved open spaces in the City and aims to benefit people, health, the economy and the environment. The Strategy addresses the deficiencies identified in the 2010 open space audit. Details are provided in the open space audit report at: <http://www.aberdeencity.gov.uk/openspace>

- 5.3 The Strategy was out for consultation for eight weeks from 20 May to 15 July 2011. A copy of the consultative draft is available to view at the Members' Library and at <http://www.aberdeencity.gov.uk/openspace> Members of the public were informed by issuing a press release in the local news paper. Individual invitations were also sent to the partners and Community Councils.

- 5.4 Twenty responses were received. A summary of the each consultation response along with a reply from officers and any proposed changes to the Strategy is available in the Members' Library and at <http://www.aberdeencity.gov.uk/openspace> Responses were generally positive and supportive of the Strategy. Some responses were concerned about the protection, enhancement and improvement of open spaces in the city. Respondents were also concerned about the loss of open spaces due to pressures from development and would like to see open spaces protected and enhanced.
- 5.5 The public is aware of the role open spaces play in our society, economy and the environment. The importance of green space network and its role in connecting habitats and species and multifunctional use is welcomed in the Strategy.
- 5.6 People are concerned about the delivery of the Open Space Strategy and its action plan under the current financial situation and wonder how best it can be delivered in the proposed time scale. This has been addressed in the Strategy under chapter 5 delivery and chapter 7 action plan. The Strategy takes a partnership working approach towards its delivery involving various partners, communities, business, youth and all the parties interested in improving open spaces and the environment in the city.
- 5.7 The Strategy considers different types of open space, including public parks and gardens, informal amenity space, woodland, natural and semi-natural areas, play space, sports areas, green corridors and civic space. The Strategy covers the whole of Aberdeen, excluding private gardens, farmland and land outwith 500 metres of built up areas, in line with PAN 65.
- 5.8 The Adopted Aberdeen Local Plan and proposed Aberdeen Local Development Plan require an Open Space Strategy to be prepared in order to provide a strategic framework for protecting, creating, connecting and improving the city's open spaces. The Strategy supports the Aberdeen Local Development Plan and natural heritage policies.
- 5.9 The Open Space Strategy has been prepared using the Open Space Audit results and thorough community and stakeholder consultations carried out from March to December 2010. This included six community consultation events throughout the city, several workshops with a wide range of stakeholders, meeting with the Aberdeen Youth Council and providing a drop-in session for Elected Members.
- 5.10 The events focused on the open space audit findings and invited communities and other stakeholders to comment on their local open spaces.

- 5.11 Further details are provided in the Draft Aberdeen Open Space Strategy, which is available in the Members' Library and at <http://www.aberdeencity.gov.uk/openspace>. As these are large documents, and in the interest of efficient use of resources, copies of the Strategic Environmental Assessment SEA Environmental Report and proposed changes are available in the Members' Library at <http://www.aberdeencity.gov.uk/openspace>.

6. IMPACT

- 6.1 The Aberdeen Open Space Strategy will help meet the Five Year Business Plan and will link with the Vibrant, Dynamic and Forward Looking commitment to "adopt and implement policies which safeguard Aberdeen's green belt and green wedges". It will also assist the Council in delivering the Single Outcome Agreement's National Outcome 12 - "We value and enjoy our built and natural environment and enhance it for future generations" and contributes to several other outcomes such as No. 6 - "We live longer, healthier lives", No. 7 - "Tackling inequalities", No. 10 - "We live in well-designed, sustainable places where we are able to access the amenities and services we need" and No. 11 - "Strong, resilient and supportive communities".

7. BACKGROUND PAPERS

1. Proposed changes to the Open Space Strategy
2. Draft Aberdeen Open Space Strategy
3. SEA Environmental Report with proposed changes
(The above three documents are available in the Members Library and at <http://www.aberdeencity.gov.uk/openspace>).
4. SEA Consultation Authorities Response on Environmental Report.
(The above document is available in the Members Library and at <http://www.scotland.gov.uk/Topics/Environment/SustainableDevelopment/14587/SEAG>
5. Aberdeen Greenspace Mapping October 2007
6. Aberdeen Greenspace Audit Draft Report August 2007
7. Greenspace Quality- A guide to assessment, planning and strategic development
8. Open Space Audit Report 2010
9. Planning Advice Note PAN 65
10. Proposed Draft Open Space Supplementary Guidance March 2011
11. Scottish Planning Policy

8. REPORT AUTHOR DETAILS

Aftab Majeed
Environmental Planner
amajeed@aberdeencity.gov.uk
01224 523464

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Adoption of Supplementary Guidance as interim planning guidance in support of the Aberdeen Local Development Plan
REPORT NUMBER:	EPI/11/215

1. PURPOSE OF REPORT

- 1.1 The Planning etc. (Scotland) Act 2006 paragraph 22 (1) states that a planning authority may adopt and issue guidance in connection with a local development plan. Aberdeen City Council has already prepared a number of draft Supplementary Guidance documents and has consulted on 49 of these alongside the Proposed Aberdeen Local Development Plan for a period of 16 weeks (between 24th September 2010 and 17th January 2011).
- 1.2 This committee report relates to 17 of the draft Supplementary Guidance documents which, following analysis of the representations received during the consultation, are now proposed for adoption as interim planning guidance. These documents received both supportive comments and objections and have been subject to either no amendment or only very minor amendment following the consultation. Draft Supplementary Guidance documents which need to be subject to further consultation are dealt with separately under Agenda item 7.5. In addition, a small number of new draft Supplementary Guidance documents have been prepared and are presented for approval for consultation under Agenda item 7.6.
- 1.3 A summary of the representations received on these draft Supplementary Guidance documents during the Proposed Aberdeen Local Development Plan consultation period, officers' recommended responses to these representations and a list of all other minor amendments made are attached at Appendix 1 of this report.
- 1.4 Due to the size of all of the Supplementary Guidance documents, hard copies have not been attached to this report but are available in the

Members' Lounge and from the Local Development Plan team. Full copies of the draft Supplementary Guidance can be also accessed from

http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_proposed_plan.asp

2. RECOMMENDATION(S)

2.1 It is recommended that the Committee:

- a) Note the representations received on the draft Supplementary Guidance documents;
- b) Approve officers' responses to representations received on the draft Supplementary Guidance document;
- c) Adopt the Supplementary Guidance documents listed in this report as interim planning advice and, pending Council approval for adoption of the Aberdeen Local Development Plan, agree for officers to send the Supplementary Guidance documents to be ratified by the Scottish Government;
- d) Agree that, if further significant amendments are required to any of the Supplementary Guidance documents following the publication of the Reporters' Report into the Examination of the Local Development Plan, officers re-consult on the amended documents prior to final adoption by Committee; and
- e) Note the representations received on existing masterplans and planning briefs and agree for these to remain as Supplementary Guidance to the adopted Aberdeen Local Plan until they are presented to the Committee for approval as Supplementary Guidance to the Local Development Plan after its adoption.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report. Any future publication costs can be met through existing budgets.

4. OTHER IMPLICATIONS

- 4.1 This is the continuation of a significant piece of work that has involved and will impact upon many other council services, public bodies, the business and development industries and the citizens of Aberdeen. An Action Programme has been prepared to consider the implementation of the Proposed Plan and Supplementary Guidance.

5. BACKGROUND/MAIN ISSUES

- 5.1 The 17 Supplementary Guidance documents that are proposed for adoption as interim planning guidance are named and detailed below with a summary of any amendments that have been made to the document, either as a result of representations received during the

Proposed Aberdeen Local Development Plan consultation period or by officers to provide greater clarity. *Please see Appendix 1 for a table outlining a summary of the representations received and the responses to these.*

Design Review Panel

- 5.2 The Design Review Panel Supplementary Guidance provides information on what the Design Review process is, what value it adds to new developments and how the design review panel functions. A total of 3 representations were received, one from Homes for Scotland, one from Aberdeen City and Shire Economic Future and one from Stewart Milne Homes. The issues raised through these representations were not felt to require any amendments to be made to the document. No other minor amendments have been made. It is proposed that this guidance be adopted as interim planning guidance.

Aberdeen Masterplanning Process

- 5.3 This Supplementary Guidance has been produced as a guide for developers in preparing masterplans. It reflects current national design guidance and seeks to enable the delivery of sustainable places. A total of 4 representations were received, one from Sport Scotland, one from Cults, Bieldside and Milltimber Community Council, one from Kingswells Community Council and one from Bucksburn and Newhills Community Council. The issues raised through these representations were not felt to require any amendments to be made to the document. No other minor amendments have been made.

Conversions of Steadings

- 5.4 The aim of the Supplementary Guidance is to give advice and guidance to those who are proposing to convert a traditional agricultural steading or other non-residential vernacular building in the Aberdeen countryside to an alternative use. No representations were received and no amendments have been made.

Landscape Strategy Part 2

- 5.5 The landscape guidelines are intended as a tool to raise the general awareness of landscape issues and standards for new developments, aid the effectiveness of the development management process, and address the lack of professional landscape design in some planning applications. A total of 2 representations were received, one from the Scottish Environment Protection Agency (SEPA) and one from planning consultants, Paull and Williamson. A number of the comments received were agreed with and the Supplementary Guidance has been amended accordingly; these amendments include updating the guidance to incorporate new legislation and planning terms, along with some minor changes as requested by SEPA. The changes have not

been significant in nature and as such have not been deemed to modify the meaning of the Supplementary Guidance but have added clarification.

Sub-division and Redevelopment of Residential Curtilages

- 5.6 The Sub-division and Redevelopment of Residential Curtilages Supplementary Guidance gives advice and guidance relating to the planning issues that require to be considered within brownfield and greenfield development in relation to splitting curtilages. A number of representations were received from 3 parties, 2 from consultants working for individuals and 1 from an individual. These comments asked for a relaxation of the guidelines in greenbelt areas, for specific references to be made to listed buildings, for changes to be made to the number of properties that can be accessed off unadopted roads, and for changes to the requirement for new dwellings to have a frontage onto a publicly maintained road. It is proposed that the Supplementary Guidance be modified to reflect only the comment relating to the requirement for development to have a frontage onto a publicly maintained road. In addition, the document has been modified through addition of a paragraph which defines curtilage splitting and redevelopment of residential sites. The changes have not been significant in nature and as such have not been deemed to modify the meaning of the Supplementary Guidance but have added clarification.

Stone Cleaning

- 5.7 The Stone Cleaning Supplementary Guidance gives advice and best practice guidance on stone cleaning with the aim of reducing to a minimum the incidences of damage that can result from the incautious application of the various types of stone cleaning methods commonly in use. No representations were received and no minor amendments have been made.

Temporary Buildings

- 5.8 The Temporary Buildings Supplementary Guidance gives definitions of portable buildings and demountable buildings with advice and guidance on planning permission for these. No representations were received and no amendments have been made.

Affordable Housing

- 5.9 This Supplementary Guidance document aims to offer planning solutions to the problems of severe affordability pressures in Aberdeen and the Aberdeen Housing Market Area and the chronic levels of housing need. A total of 7 representations were received, one from the Scottish Government, one from Homes for Scotland, one from Grampian Housing Association, and 4 from the development industry. Several comments received were agreed with and the Supplementary

Guidance has been amended accordingly; these amendments include clarifying reference to 'shared equity' and providing further information on the options available if funding for social rented housing is not available. The changes have not been significant in nature and as such have not been deemed to modify the meaning of the Supplementary Guidance but have added clarification.

Children's Nurseries and Sports Facilities

- 5.10 This Supplementary Guidance aims to deal with two subjects in one document, both concerned with protecting the local environment and residential amenity. 1 representation was received from Sport Scotland, the issues raised through this representation was not felt to require any amendments to be made to the document.

Gypsy and Traveller Sites

- 5.11 This Supplementary Guidance document supports and expands on Local Development Plan Policy H7 – Gypsy and Traveller Requirements for New Residential Developments and aims to address shortages of site provision for Gypsies and Travellers throughout Aberdeen. A total of 2 representations were received, one from a member of the public and one from Kingswells Community Council. The issues raised through these representations were not felt to require any amendments to be made to the document.

Hierarchy of Centres

- 5.12 This Supplementary Guidance provides a context for the assessment of new retail development proposals. Within this hierarchy, the City Centre is identified as being the preferred location for developments fulfilling a citywide or regional role. The designation and role of other centres within the network and hierarchy is also set out in the Guidance. A total of 2 representations were received, one from RDPC Ltd and another from GVA Grimley. GVA Grimley supports the adoption of the Supplementary Guidance, however RDPC Ltd objects to the exclusion of Rousay Drive as a District Centre. The issues raised through these representations were not felt to require any amendments to be made to the document.

Bats and Development

- 5.13 This Supplementary Guidance provides information that will be needed for the consideration of the effects of planning and development on bats. The detail outlined includes information about bats, how to identify bat roosts, the types of developments which usually require bat surveys, what information is required in the survey, and what happens once the survey is complete. No representations were received and no amendments have been made.

Buffer Strips Adjacent to Water Bodies

- 5.14 This Supplementary Guidance gives advice and best practice guidance on buffer strips. Buffer strips are areas of land maintained in permanent vegetation that helps to control soil and water quality alongside other environmental benefits. 1 representation was received from the Scottish Environmental Protection Agency who welcome and support this Supplementary Guidance document. No amendments have been made.

Drainage Impact Assessments

- 5.15 This Supplementary Guidance was produced on behalf of the North East Scotland Flooding Advisory Group with involvement from Aberdeen City Council, Aberdeenshire Council, Scottish Water and SEPA. It is intended to assist developers and agents, development management officers and others involved in approving waste and surface water drainage facilities for new developments. A total of 2 representations were received, one from Scottish Water and one from SEPA. Both representations raise issues about the document requiring updating. It is agreed that this document required updating, however, the procedures for doing this will differ from the other Supplementary Guidance documents which relate to the Aberdeen Local Development Plan because there was involvement from several different bodies. The document should not therefore be amended unilaterally but should be updated by the same grouping of bodies. This will ensure a consistent approach over both council areas. Officers are currently Investigating how best to do this. In the meantime it is proposed that the Council continue to use the guidance as much of it remains valid and useful for development management and therefore propose that this guidance be adopted as interim planning guidance.

Trees and Woodlands

- 5.16 This Supplementary Guidance has been produced to better inform developers on how existing trees and woodlands and new tree planting can best be incorporated within new developments and streamline the planning process for developers, by stating what information will be required, so that their application can be determined as quickly as possible. No representations were received and no amendments have been made.

Waste Management

- 5.17 The purpose of this Supplementary Guidance is to provide further information and help to ensure compliance with Aberdeen Local Development Plan Policy R6 – Waste Management Requirements for New Developments, which requires all new development to incorporate adequate provision for waste disposal and recycling facilities. A total of

3 representations were received, one from SITA UK, one from the Scottish Environmental Protection Agency and another from a member of the public. Several comments received were agreed with and the Supplementary Guidance has been amended accordingly; these amendments include correcting a minor drafting error related to the number of wheelie bins required for houses with gardens, clarifying the status of the material recycling facility in Altens and adding text to help clarify our position on Waste Management Plans. The changes have not been significant in nature and as such have not been deemed to modify the meaning of the Supplementary Guidance but have added clarification.

Open Space

- 5.18 This Supplementary Guidance replaces the Open Space Development Guidelines for Greenfield Sites 2001 and was developed in parallel with the draft Open Space Strategy 2011, which is also presented to this Committee (Agenda item 8.2). The two draft documents were consulted on for eight weeks from 20th May to 15th July 2011. A total of 11 representations were received during the consultation period, most of which were positive regarding the development of the document. Changes that are proposed in response to representations are generally minor, such as clarifications of wording, adding references or hyperlinks, and making some points already included in the draft's appendices more prominent by including them in the main document. The intention of the document is to encourage the consideration of the quantity, quality and accessibility of existing provision of open space when establishing the open space requirements of new developments. Although this concept is widely supported, several respondents sought clarification on the application of the Supplementary Guidance in this regard, in particular the use of mapping extracted from the Open Space Audit and the relationship between quantitative standards and existing provision. This is to be addressed by proposed changes to the Supplementary Guidance which involve clarifying and explaining a flowchart that is designed to guide users through this process, as well as clarifying section 6 Open Space in New Developments through some formatting changes and through clarifying explanations of the concept. The changes have not been significant in nature and as such have not been deemed to modify the meaning of the Supplementary Guidance but have added clarification. It is proposed that this guidance be adopted as interim planning guidance. *Please see Appendix 2 for a table outlining a summary of the representations received, the responses to these and any other minor amendments that have been made.*

Existing Masterplans/Planning Briefs

- 5.19 Appendix 5 of the Proposed Local Development Plan contains a list of existing masterplans and planning briefs, these are listed in Appendix 3 to this report. These all refer to policies either in the adopted 2008

Aberdeen Local Plan or in earlier draft versions dating as far back as 1999. Whilst the content and advice in these frameworks largely remains valid and useful for progressing planning applications, it is clear that the policy references within them will require updating in due course to be consistent with the adopted Local Development Plan. In addition, some of these documents were prepared by consultants acting on behalf of the site owners and we may need to seek their approval to update them. It is recommended that the best time to do this is following the publication of the Reporters' report into the Examination of the Local Development Plan which is anticipated at the end of this year.

- 5.20 It will then be possible to update the planning briefs and masterplans in accordance with the Reporters' recommendations so that they are ready to be adopted alongside the Local Development Plan in Spring 2012. It is not considered that they would require any further public consultation at that time - they would simply be updated to reflect the policies in the Local Development Plan which have themselves been subject to consultation and examination. In the meantime it is recommended that the planning briefs and masterplans listed in Appendix 5 of the Local Development Plan are not adopted as interim planning guidance at this stage but remain as approved Supplementary Guidance to the Aberdeen Local Plan 2008 so that they can continue to inform and guide any planning applications which may emerge for the sites. This applies to all existing masterplans and planning briefs listed in Appendix 5 of the Local Development Plan apart from the Mugiemoos Road Planning Brief (2007). This particular planning brief was superseded by the Former Davidson's Mill, Bucksburn Development Framework (2011) which was adopted as Supplementary Guidance to the Aberdeen Local Plan 2008 at the Enterprise, Planning and Infrastructure Committee of 24th May 2011.

6. IMPACT

- 6.1 The Local Development Plan and associated Supplementary Guidance will support the vision of Aberdeen becoming an even more attractive place to live and in which to do business and will ensure that high quality employment opportunities exist. This process aspires to improve the access that the people of Aberdeen have to high quality services that meet their needs.
- 6.2 Given the wide range of policy areas the Proposed Aberdeen Local Development Plan and associated Supplementary Guidance covers, an Equality and Human Rights Impact Assessment was carried out on the Proposed Plan, it showed that there will be some positive impacts of the Plan on a range of equalities groups. The Equality and Human Rights Impact Assessment is available to view on the City Council's website at

http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_tech_appendix.asp

or a hard copy can be obtained from the Local Development Plan Team.

7. BACKGROUND PAPERS

- Appendix 1 - Summary of representations received, officers' responses and a list of all other minor amendments
- Appendix 2 – Summary of representations received, officers' responses and a list of all other minor amendments to the draft Open Space Supplementary Guidance
- Appendix 3 – List of Existing Masterplans/Planning Briefs

Aberdeen Local Development Plan – Proposed Plan

http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_document_map.asp

Aberdeen Local Development Plan – Proposed Plan Representations

http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_proposed_plan_representations.asp

Aberdeen Local Development Plan – Proposed Action Programme

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31716&SID=14342>

Aberdeen City and Shire Strategic Development Planning Authority: Aberdeen City and Shire Structure Plan

<http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=423&SID=149>

Planning etc. (Scotland) Act 2006

http://www.opsi.gov.uk/legislation/scotland/acts2006/asp_20060017_en_1

Scottish Planning Series: Planning Circular 1/2009: Development Planning

<http://www.scotland.gov.uk/Resource/Doc/261030/0077887.pdf>

The Town and Country Planning (Development Planning) (Scotland) Regulations 2008

http://www.opsi.gov.uk/legislation/scotland/ssi2008/ssi_20080426_en_1

8. REPORT AUTHOR DETAILS

Kathryn Hossack

Planning Trainee

khossack@aberdeencity.gov.uk

01224 523733

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
<p>3.1 Design Review Panel January 2010</p>	<p>1442 (Homes for Scotland). The members of Homes for Scotland’s Grampian House Builders Committee object to the principle of the Design Review Panel.</p> <p>PROPOSED MODIFICATION</p> <p>Members request that housing developments are not subject to Design Review Panels.</p> <p>JUSTIFICATION</p> <p>Members of Homes for Scotland GHBC support the continued move towards creating better quality development and improvements in design and urban design. Policy D1 within the LDP (Architecture and Placemaking) states that: ‘To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting.</p> <p>It goes on to say: ‘To ensure that there is a consistent approach to high quality development throughout the City with an emphasis on creating quality places, the Aberdeen Masterplanning Process Supplementary Guidance will be applied.’</p> <p>This Supplementary Guidance on Masterplanning together with national policy and guidance should be sufficient to establish what constitutes ‘good design’ and for planning officers to determine the</p>	<p>The Aberdeen City and Shire Structure Plan 2009 states highlights a target: For the quality and design of new developments in the city region to be nationally recognised, and a way to meet this target as start a design review process for masterplans and the most significant planning applications.</p> <p>The Local Design Review Panel is able to pick up on projects for review that would not be of significance enough for the A+DS review.</p> <p>Designing places states ‘Standards of design can be raised by providing opportunities for development proposals and design guidance to be discussed or assessed by people beyond the</p>	<p>No other amendments.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>merits or otherwise of development proposals. In many instances, for large and complex sites, member house builders will employ (at a considerable cost), planning consultants and masterplanners to work up plans for areas that are required to be masterplanned. The purpose of employing a professional consultant in the first instance is to create a well structured and planned development proposal and one that is economically viable to deliver on the ground. Introducing a design review panel in a formal manner will create unnecessary complexities to the pre-application processes at a time when the national modernising planning agenda seeks to simplify and streamline planning processes.</p>	<p>immediate planning process.' The panel has held reviews since End November 2010 and the process does not cause any more time or money for developers. The process has proven to be advantageous for a number of different projects for both the City and the Shire. The process can be carried out at any time, and a report is produced within 2 weeks and is treated as a material consideration to any planning application.</p>	
	<p>760 (Aberdeen City and Shire Economic Future). We welcome the desire for high quality design and access to a design review panel for proposed developments. Aberdeen City Council has approved the launch of a design competition for the City Garden project. When the project progresses to the stage of assessing designs, consultation with</p>	<p>The positive comments relating to the Design Review Panel are welcomed. It should be noted that the project would be welcomed at the Design Review Panel but</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>the Aberdeen City and Shire Design Review panel will be sought.</p> <p>1464 (Stewart Milne Homes). The design review panel should not be formed and the SG for design review panel would therefore become obsolete and removed from the suite of proposed plan supplementary guidance.</p> <p>Stewart Milne Homes object to the principle of the design review panel on the basis that design by its nature is subjective and so therefore, the panel selected cannot offer an unbiased consistent design review process using a pull or different panel members for each and every meeting. There will invariably be conflicts of interest.</p> <p>Aberdeen City Council's SG on masterplanning together with the suite of national policy should be sufficient to set a bench mark principle for the consideration of what constitutes 'good design' and for that then to be assessed through the planning process by professional officers.</p> <p>This process will create unnecessary complexities to the pre-application process at a time when the</p>	<p>it would also be appropriate to have it considered by the A+DS National Design Review Panel, due to the scale of the project.</p> <p>The Aberdeen City and Shire Structure Plan 2009 states highlights a target: For the quality and design of new developments in the city region to be nationally recognised, and a way to meet this target as start a design review process for masterplans and the most significant planning applications.</p> <p>The Local Design Review Panel is able to pick up on projects for review that would not be of significance enough for the A+DS review.</p> <p>Designing places states 'Standards of design can</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>national modernising planning agenda seeks to simplify and streamline planning processes.</p>	<p>be raised by providing opportunities for development proposals and design guidance to be discussed or assessed by people beyond the immediate planning process.' The panel has held reviews since End November 2010 and the process does not cause any more time or money for developers. The process has proven to be advantageous for a number of different projects for both the City and the Shire. The process can be carried out at any time, and a report is produced within 2 weeks and is treated as a material consideration to any planning application.</p>	
3.2 Aberdeen	1244 (Sport Scotland) . Welcomes the aims of this	The list within M of the	No other

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
<p>Master Planning Process</p>	<p>document. In certain cases, masterplan sites may contain uses in respect of which sportsotland is a statutory consultee. Other sites are likely to have an impact on the demand for sports facilities and may require the need for new facilities. We have access to facility planning modelling, which can assist with the approach taken to new provision. We also support and advise Councils on the preparation of Sports Facility and Pitch Strategies, the Council have undertaken a Pitch Strategy but this is now somewhat out of date (completed in 2003) and we would suggest that the opportunity be taken as part of the Development Plan process to undertake a Facility Strategy and update the Pitch Strategy, both of which could inform masterplan sites. In Section 3 M) it is requested that specific mention is made to sportsotland, in order that any issues can be flagged and addressed early in the development process.</p> <p>398 (Cults, Bieldside, Milltimber Community Council). We support the concept of masterplanning for 50 homes or more. As a result we are particularly concerned to see that planning briefs will be used for some sites of more than 50 homes. We seek reassurance that local communities will be engaged in the detail of these</p>	<p>Masterplanning process is not an exhaustive list.</p> <p>Whilst some aspects of the proposed approach set out in the representation are attractive we consider that the emerging Local Development Plan,</p>	<p>amendments.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>planning briefs, as well as masterplans, to ensure that the appropriate challenges can be made on housing design, affordable housing, provision of the infrastructure and any traffic management issues. The above is indicative of the concern of the community council about the process surrounding masterplanning. We recognise that community councils, ward councillors and local residents are acknowledged as key stakeholders in the masterplanning process but we are concerned that our views with be marginalised in the discussions between the developers and the planning gain team. We see this as more likely in a climate of limited house building and pressure on developer costs.</p> <p>We wish to see a clear two-stage process written as procedures into the plan.</p> <p>1. The planning gain team acts as a facilitator between the developer and local residents (led by the community council and ward councillors) to review and agree the content of the masterplan/planning brief. This includes more detail than the outline infrastructure plans for masterplan zones currently in the LDP proposed on utilities, schools, road and cycle paths, public transport and community/retail facilities. It would also include</p>	<p>prepared under the new planning system, offers sufficient opportunities for local communities to participate and comment on development proposals and infrastructure requirements at plan preparation, masterplan and planning application stages. In addition, preparation of the Local Development Plan has recognised the importance of infrastructure delivery by identifying infrastructure required to support new development across the City and, for certain items of infrastructure, across the North East region as a whole. The identification of such requirements has involved working with partners involved in</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>discussions on housing design, affordable housing and landscaping of the site. A further significant part of the discussion would be on infrastructure provisions outwith the immediate site necessary for the development to go ahead i.e. secondary schools, trunk sewage systems, and city road projects such as the AWPR.</p> <p>2. This would be followed by a negotiation between the developer and planning gain team in the full knowledge of the expectations of local residents. The community council does not expect to be involved in the detailed financial agreement between the developer and the local authority. However, we do expect the subsequent delivery plan for the site to be shared with local residents to enable challenge and support.</p> <p>We believe that the process above needs greater clarity with the roles and responsibilities/accountabilities of all stakeholders involved being clearly articulated. We recognise that local residents cannot place impossible demands on a developer but we are concerned that the planning gain team will compromise on the infrastructure provisions unless they feel accountable to the local community.</p>	<p>planning and delivering infrastructure to help determine:</p> <ul style="list-style-type: none"> - the capacity of existing services; - the likely impact of development; and - the new or improved facilities therefore required to support developments. <p>These requirements have been identified in the Proposed Plan and therefore subject to full public consultation. Developers will need to provide further details on infrastructure delivery through Masterplans for specific developments, which will themselves be subject to further consultation with local communities, the Council and other stakeholders. Subsequent planning</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>1579 (Kingswells Community Council). KCC agrees that adjacent areas developed must be masterplanned together at the appropriate time with the involvement of all parties, especially the community.</p> <p>However, we feel that a more outward-looking view needs to be taken. In particular, it is essential that masterplanning involves a more joined-up and collaborative approach by both the City and the Shire to consider what is happening 'just beyond the boundary' between the two authorities.</p> <p>There is also a benefit to be gained from masterplanning the type of facility to be provide and not just the area.</p> <p>To avoid potential problems in the future, there should be a condition placed on every planning application for housing that ensures that the developer makes adequate provision for ground maintenance of public areas and open spaces.</p>	<p>applications will need to be agreed with the Council and also comply with the infrastructure delivery statement set out in the masterplan.</p> <p>Welcome supporting comment. The City Council and Aberdeenshire Council are committed to joint working and both produce Local Development Plans in accordance with the Aberdeen City and Shire Structure Plan 2009. The Cumulative Transport Appraisal of Aberdeen City and Shire LDP's was a cross boundary exercise which assessed the cumulative strategic transport impacts associated with the scale and distribution of development proposals</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>within both Local Authority areas. The first step of the Masterplanning process is to consider site context which includes an appraisal of the surrounding area. If a site does fall close to the City Council boundary we would consult Aberdeenshire Council as our neighbouring Local Authority at the planning application stage. The types of facilities required for each masterplan area are outlined in Appendix 4 of the Proposed Local Development Plan. The detailed design and location of these facilities would be agreed through the masterplanning stages for each site. To apply a blanket</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>condition to all planning permission for housing developments would not comply with the Scottish Government's Circular 4/1998 5 tests for fair, reasonable and practicable conditions. Each application must be assessed on it's own merits.</p> <p>Welcome this support.</p>	
3.4 Conversions of Steadings	<p>65 (Bucksburn and Newhills Community Council). Agree that masterplans must be prepared prior to any development.</p> <p>No representations received.</p>	N/A	No other amendments.
3.9 Landscape Strategy Part 2	<p>408 (Scottish Environmental Protection Agency). We support the production of Supplementary Guidance which highlights the environmental benefits of landscaping within developments; however we consider that the guidance can be improved by incorporating the suggestions made below.</p> <p>The water environment can form a key part of any site context and therefore it is requested that in paragraph 5.3 (a) a reference is included in the</p>	<p>We welcome the support for this guidance. It is accepted that there should be reference to waterbodies in paragraph 5.3 (a) and paragraph 6.4 third bullet point. These paragraphs will be amended to make reference to waterbodies.</p>	<p>For ease of reading 'Landscape Strategy Part 2' will be removed from the title of the supplementary guidance leaving it called 'Landscape Guidelines'.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>local context list to include waterbodies. Similarly it is requested that in paragraph 6.4 waterbodies are included in the 3rd bullet point under the list of natural resources.</p> <p>PAN 65 paragraph 18 highlights that open space should be capable of serving a number of functions and adapting to different uses while promoting a range of benefits such as biodiversity, active travel, flood control and Sustainable Urban Drainage Systems (SUDS). We request that reference is made in paragraph 7.1 to the potential of multifunctional open space.</p> <p>We support the inclusion in paragraph 7.9 of bullet point 3 minimizing the use of hard ground surfacing and maximizing the use of more natural or permeable materials, but requests that through the use of SUDS is included to make a more explicit reference to the opportunity to incorporate SUDS into landscaping. We support bullet point 5 of paragraph 7.9 but again consider an explicit reference to the use of SUDS would improve clarity here. SUDS can provide the opportunity to provide multifunctional spaces which can contribute to a wider open space network throughout the area. We request that a clear link be made to the Buffer Strips Supplementary Guidance which highlights</p>	<p>It is accepted that there should be reference to the multifunctional nature of open space in paragraph 7.1. The paragraph will be amended to reflect this.</p> <p>It is accepted that there should be a more explicit reference to Sustainable Urban Drainage Systems under bullet point 3 and 5 of paragraph 7.9. These will be amended to make reference to SUDS.</p> <p>It is agreed that there should be a clear link to the Buffer Strips Supplementary Guidance.</p> <p>A paragraph has been added under section 7 Layout and Design to reflect the importance of water features and link to the Buffer Strip Supplementary Guidance.</p> <p>The Open Space</p>	<p>The document has been updated to reflect the most recent legislation and terms, and reference made to more up to date supplementary guidance and processes.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>the important role played by watercourses in the urban environment. We note that many open spaces already make a positive contribution to our broad objectives particularly with regard to achieving good water, air and land quality, and protecting, informing and engaging communities. Equally, new open spaces have the potential to make a similarly positive contribution to the wider environment and we are particularly keen to ensure that these new open spaces are consistent with and help deliver River Basin Planning and biodiversity objectives.</p> <p>We recommend that the list of heading of types of open space in paragraph 11.1 be amended to accord more closely with that set out in Figure 2 of the Council's Open Space Development Guidelines for Greenfield sites namely:</p> <ul style="list-style-type: none"> -Play space (formal and informal); -Outdoor sports areas; -Natural greenspace and green corridors; -Allotments or community gardens. <p>We welcome the reference in paragraph 11.2 to the Council's Open Space Development Guidelines for Greenfield sites. We have inputted to this guidance document and support the inclusion of natural greenspace and green corridors which can include</p>	<p>Development Guidelines for Greenfield sites has been superseded by the Open Space Supplementary Guidance. Paragraph 11.1 has been amended to outline all types of open space that that open space strategy covers. However, the four broad categories as highlighted by SEPA are still relevant. Paragraph 11.2 makes reference to the Open Space Supplementary Guidance and the four headings have been added to this paragraph.</p> <p>The Open Space Development Guidelines for Greenfield Sites has been replaced by the Open Space Supplementary Guidance. Reference to this new</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>the water environment in the categories of open space as these are likely to have significant environmental and social value in the urban setting. The definition of open space in PAN 65, paragraph 10, states that open space covers water and as water falls outside the term of 'land' it is requested that this Supplementary Guidance should highlight that all categories of open space should be included including natural greenspace and green corridors (including water).</p> <p>In paragraph 13.5 a presumption is made against using pavoirs in areas where vehicles will park. We highlight that porous paving is a SUDS measure recognised in CIRIA C697: The SUDS Manual and is particularly suitable for installation in high density developments (such as may be the case in a city context) as there is no additional land take. We would therefore not support the presumption against using porous paving for car park areas as such measures can contribute to the delivery of SUDS particularly in an urban setting where space is limited. Instead it is requested that paragraph 13.5 is removed.</p> <p>We support the references in Appendix 4 Landscape Guidelines checklist to flooding, site waste management, drainage, construction</p>	<p>supplementary guidance has been added to the text. Section 9 of the Open Space supplementary Guidance specifically covers natural greenspace and green corridors and included water. Therefore, references to natural greenspace and green corridors and included water do not need to be repeated within the Landscape Guidance Supplementary Guidance. It is accepted that the paragraph which makes reference to pavoirs should be removed from the supplementary guidance so that it complies more closely to CIRIA C697: The SUDS Manual.</p> <p>It is accepted that Appendix 4 should be</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>operations and ongoing management of landscaped aspects. However we request that a criterion be included in the Siting/location section which highlights the need for consideration of the previous use of the land and any potential for the presence of old foundations, underground structures, obstructive artefacts and contamination which may influence the design and layout of any development and therefore landscaping on site. Furthermore we highlight that SUDS measures can form part of the landscaped area and that in some cases these may also be adopted by Scottish Water and so it is requested that they are added to the list of adoption bodies in the Post Construction section of the checklist.</p> <p>1573 (Paul & Williamsons). Where is Part 1? We understand Part 1 has been superseded by the Green Belt Review which forms part of this LDP process. The title should be amended to be clear that this is a stand alone document. This document has not been updated since 2003. It would be appropriate to update.</p>	<p>updated to reflect consideration of previous use of the land and potential influences of design and landscaping. It is also accepted that Scottish Water should be added to the list of adopted bodies on the Post Construction list.</p> <p>Part 1 is held within the technical appendices of the local development plan. Part 1 informed the Green Belt Review but has not been superseded by it. The Green Belt Review is a stand alone document.</p>	
3.10 The Sub-division and	772 (Halliday Fraser Munro on behalf of Mr N MacRae). We request that the supplementary	Scottish Planning Policy (CD3) paragraph 163 is	Insertion of text setting out the

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
<p>Redevelopment of Residential Curtilages</p>	<p>guidance is amended to include reference to the subdivision and redevelopment of residential feus in the Green Belt being an acceptable form of development. Suggested amendment: Change "All new dwellings should front onto an existing publicly maintained roadway" to "In most instances, the new dwelling should front onto an existing publicly maintained roadway, however in some cases it may be permissible for the development to take access from an existing private track."</p>	<p>clear on the type and scale of development that may be appropriate within the green belt. New build residential development is not considered appropriate. Some residential curtilages or land that may be considered to be brownfield sites in the green belt are large and could accommodate more than just small scale development. Even a single house in the wrong location can have a significant impact in a largely rural setting. The Scottish Planning Policy does allow for the conversion and re-use of traditional agricultural buildings. It also allows for the intensification of existing uses. However,</p>	<p>circumstances in which this supplementary guidance will be applicable.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>1487 (Robert and Maren Ruddiman). The Supplementary Guidance is generally well written and is an extremely useful supplement to the Local Development Plan. However, the document could be improved in respect of the following:</p> <ol style="list-style-type: none"> 1. The Deeside settlements of Cults, Bieldside and Milltimber contain a wide variety of properties, a number of which are listed and the Supplementary Guidance should be amended in 2 small areas to properly reflect the potential impact on listed 	<p>the Scottish Planning Policy does not suggest that conversions to any use would be acceptable, only those outlined in paragraph 163. The Scottish Planning Policy also points out that the cumulative erosion of a green belt's integrity through the granting of individual planning permissions should be avoided. We would agree and Policy NE2 complies with this stance.</p> <p>It is not considered necessary or appropriate to insert a reference to the Council's duty to protect the character and setting of Listed Buildings, as this duty is incumbent on the Council irrespective of inclusion within individual pieces of SG. The</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>buildings. The Local Plan and ancillary Technical Advice Notes do much to conserve local heritage but seem not to make the obvious connection. The changes will ensure that the Council is at all times mindful of its statutory duty which is primary to local planning issues but does not always seem to be fulfilled by planning officers/elected members. These specific changes are listed below.</p> <p>Introduction - In the 3rd paragraph add "Additionally, some of the buildings and structures are afforded statutory protection due to their listed status." This should be added in line 11 after the sentence ending "access".</p> <p>1487 (Robert and Maren Ruddiman). The document is not as thorough as it might be in respect of access both for occupants of properties and for the likes of utilities, delivery lorries, emergency services and, in particular, disabled access. The changes below address this.</p> <p>2 (a) Density Pattern and Scale of Development – In the 7th paragraph ((c)) the words "four houses" should be deleted as the optionality is not helpful and for the reasons stated above 3 houses should be the maximum which are safely served by a</p>	<p>Aberdeen Local Development Plan Proposed Plan includes policies D4 & D5, which underline the importance of heritage designations and Aberdeen's granite heritage in particular. The policies and SG of the LDP should be considered in the round, rather than expecting individual SG documents to be exhaustive and cover every eventuality.</p> <p>(a) The SG cannot foresee every eventuality, and setting a firm maximum on the number of dwellings which may be served by a private driveway would fail to take account of other variables such as site context, development density etc. In practice, the number of dwellings</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>driveway (rather than a road to adoptable standard) and this has been particularly apparent during recent adverse weather conditions.</p> <p>2(b) There should be inserted a new penultimate paragraph in this section which reads "Where any proposed development will impact or be within the curtilage of a listed building, then development should not be permitted unless compliant with the statutory protection afforded such listed building."</p>	<p>which may be accessed through such means will be for the case officer to determine, having due regard for all other material planning considerations.</p> <p>(b) It is not considered necessary or appropriate to insert a reference to the Council's duty to protect the character and setting of Listed Buildings, as this duty is incumbent on the Council irrespective of inclusion within individual pieces of SG. The Aberdeen Local Development Plan Proposed Plan includes policies D4 & D5, which underline the importance of heritage designations and Aberdeen's granite heritage in particular. The policies and SG of the</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>1487 (Robert and Maren Ruddiman). The last 2 winters have been particularly severe and there has been a significant problem on the North Deeside Road with cars being parked by the roadside when the driveways to houses have not been passable for vehicular traffic. There should be restrictions placed on the number of houses that are approached by roads which are not adopted. Unadopted roads inevitably end up shared by vehicles and pedestrians and modern life dictates that the vehicles will be cars, vans and lorries. This is a serious safety issue which can be addressed in part by the small changes suggested. This will as a minimum reduce the increase of substandard access being shared by multiple users. Again, the changes below address this.</p> <p>Pedestrian, Vehicular Safety and Car Parking - a new sentence should be added - "Any development should take full account of the requirements to provide disabled access to and from any</p>	<p>LDP should be considered in the round, rather than expecting individual SG documents to be exhaustive and cover every eventuality.</p> <p>The SG cannot foresee every eventuality, and setting a firm maximum on the number of dwellings which may be served by a private driveway would fail to take account of other variables such as site context, development density etc. In practice, the number of dwellings which may be accessed through such means will be for the case officer to determine, having due regard for all other material planning considerations.</p> <p>Requirements for disabled access are largely the</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>development of whatever nature."</p>	<p>remit of Building Standards legislation. General accessibility will be a material consideration in the assessment of any development proposal, which is reflected through policy D3 ('Sustainable and Active Travel') of the proposed ALDP and the draft supplementary guidance on 'Transport and Accessibility'.</p>	
	<p>1531 (Halliday Fraser Munro on behalf of Mr Charles Mitchell). Broadly this guidance is supported however it needs to be more flexible. Modification Required: 1. The Supplementary Guidance is amended to include reference to the subdivision and redevelopment of residential feus in the Green Belt being an acceptable form of development. 2. That the wording of the Supplementary Guidance is amended (page 6 para 2) from, 'All new dwellings should front onto an existing publicly maintained roadway' to 'In most instances, the new dwellings</p>	<p>Scottish Planning Policy, paragraph 163, is clear on the type and scale of development that may be appropriate within the green belt. Green belt designations are intended to direct development to suitable locations, and therefore land designated as green belt should not be considered suitable for</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>should front onto an existing publicly maintained roadway, however in some cases it may be permissible for the development to take access from an existing private track'</p>	<p>new residential development, which can be better accommodated within existing urban areas or through land release. Even a single house in the wrong location can have a significant impact in a largely rural setting. The Scottish Planning Policy does allow for the conversion and re-use of traditional agricultural buildings. It also allows for the intensification of existing uses. The Scottish Planning Policy also points out that the cumulative erosion of a green belt's integrity through the granting of individual planning permissions should be avoided. We would agree and suggest that Policy NE2 and the</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>1531 (Halliday Fraser Munro on behalf of Mr Charles Mitchell). The good sense in the SG should be supported and should have wider applicability. A more sensible, flexible approach should be built in. The supplementary guidance should be amended to include reference to the subdivision and redevelopment of residential feus in the Green Belt being an acceptable form of development.</p> <p>Wording should be amended (Pg 6 para 2) Remove 'All new dwellings should front onto an existing publicly maintained roadway' and replace with 'In most instances, the new dwelling should front onto an existing publicly maintained roadway, however in some cases it may be permissible for the development to take access from an existing private track.'</p>	<p>supplementary guidance on 'The Sub-division and Re-development of Residential Curtilages' comply with this stance, and that amendment as described would be inappropriate.</p> <p>Scottish Planning Policy, paragraph 163, is clear on the type and scale of development that may be appropriate within the green belt. Green belt designations are intended to direct development to suitable locations, and therefore land designated as green belt should not be considered suitable for new residential development, which can be better accommodated within existing urban areas or through land release. Even a single house in the</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>wrong location can have a significant impact in a largely rural setting. The Scottish Planning Policy does allow for the conversion and re-use of traditional agricultural buildings. It also allows for the intensification of existing uses. The Scottish Planning Policy also points out that the cumulative erosion of a green belt's integrity through the granting of individual planning permissions should be avoided. We would agree and suggest that Policy NE2 and the supplementary guidance on 'The Sub-division and Re-development of Residential Curtilages' comply with this stance, and that amendment as</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>described would be inappropriate.</p> <p>The point raised regarding development fronting onto publicly maintained roads is acknowledged. The sentence in question is not consistent with the previous paragraph, which emphasises the importance of the surrounding setting and context. The previous paragraph adequately addresses the likely requirements for a frontage onto a publicly maintained road, so the text in question can simply be removed.</p> <p>The text 'All new dwellings should front onto an existing publicly maintained roadway and should not project forward of the building line of the</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		street (if there is one)' shall be replaced by text reading 'New dwellings should not project forward of the building line of the street (if there is one).'	
3.11 Stone cleaning	No representations received.	N/A	No other amendments.
3.12 Temporary buildings	No representations received.	N/A	No other amendments.
5.1 Affordable Housing	665 (Scottish Government). This states that 'In the case of social rented housing, the Council will wish to ensure that the properties remain as such, in perpetuity'. Also, that 'In the case of private sector developments, the Council will aim to ensure that housing remains affordable, in perpetuity.' Scottish Planning Policy is that innovative and flexible approaches will be required to deliver affordable houses in suitable numbers. In addition, Planning Advice Note 2/2010 describes the range of tenure types that contribute towards affordable housing and includes mid market or intermediate rented accommodation which may be provided over the medium or long term. Whilst local authorities should consider whether new affordable housing should remain affordable in the future and, if so, the	Supplementary Guidance on Affordable Housing has been provides more detail on the type of affordable housing, how the requirements are delivered, and more detailed information about the legal agreements that the Council will expect to enter into with developers. There are a range of affordable housing options available, including: social rented, shared ownership, shared equity, discounted	No other amendments.

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>most appropriate means to achieve this outcome, models of affordable housing provision are increasingly fluid and additional flexibility is very likely to be required.</p> <p>We therefore recommend that you amend the supplementary guidance on this issue to allow greater flexibility, and not require affordable housing to remain affordable in perpetuity.</p> <p>The supplementary guidance states that 'delivering social rented housing is the Council's preference for affordable housing'. However, it also re-affirms that the HNSA demonstrates that intermediate housing will have a significant role to play in meeting housing need. The supplementary guidance does not provide a specific split between the provision of social rented and intermediate housing as it is stated that intermediate housing is sensitive to house prices relative to incomes, and so closely related to fluctuations in the housing market cycle. Planning Advice Note 2/2010 states that 'It is important that local authorities, developers and RSLs consider the full range of [tenure] options and apply them as appropriate.'</p> <p>We recommend that you remove the statement that 'Delivering social rented housing is the Council's preference for affordable housing'. In addition, we</p>	<p>low cost sale, housing without subsidy and mid-market rented accommodation. Each of these has a role to play in meeting housing need. The preference of the Council in the majority of cases will be to deliver social rented accommodation. However, this relies on public subsidy and is not always deliverable. Where public subsidy is not available, or will only meet part of the requirement, affordable homes built without public subsidy will have a role to play. The Housing Need and Demand Assessment provides an analysis of those people in housing need that could afford intermediate housing. Generally, the analysis</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>recommend that you provide an indication of the balance of provision between affordable rented and intermediate tenures within the supplementary guidance or, alternatively, within your LHS.</p>	<p>indicates that there is considerable potential for intermediate housing, under current housing market conditions. The ability to afford intermediate housing is not the same as demand for such products, and this proportion is based on current assumptions about the future housing market. Guidance contained within the Affordable Housing Supplementary Guidance is included to outline the potential contribution of intermediate housing, but no specific requirements are included in policy. The Supplementary Guidance recognised that it is important not to constrain development through the implementation of the Affordable Housing Policy</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>and providing no housing at all will not improve the situation either, as recognised by paragraph 3.46 of the Proposed Plan. Policy H5 sets the target for delivering affordable housing and it refers to Supplementary Guidance on Affordable Housing to provide more detail on the implementation of the policy. Supplementary Guidance promotes the approach recommended by Planning Advice Note 2/2010 and allows flexibility in the type of provision, and identifies a process of negotiation and the consideration of any exceptional servicing costs for the development. The impact of the requirement on the viability of the</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>1442 (Homes for Scotland). Policy H5 states that 'housing developments of five units or more are required to contribute no less than 25% of the total number of units as affordable housing'. Members recognise that there is a requirement for the provision of affordable housing within the Aberdeen Market Area, however they request a greater flexibility to be built into the policy to take account of all financial aspects of delivering development sites. Members of GHBC are concerned that the SG does not expand on the options open to developers, in the event of no HAG funding being available. Para 3.8 states that subsidy is not guaranteed, but only advises early discussion with the Council in this instance.</p>	<p>development will be considered in these negotiations. The starting point for negotiations will be a 25% requirement, and it will only be in circumstances where the viability of development is affected that this contribution may be reduced.</p> <p>The Supplementary Guidance can only provide further detail to policy contained in the Local Development Plan, and through the policy cannot be amended by this Supplementary Guidance. The Local Development Plan is going through an examination process in which this issue will be discussed. If there are any changes the Supplementary Guidance</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>PROPOSED MODIFICATIONS</p> <p>The policy should be amended to read: ‘Housing developments of five units or more are required to contribute towards the 25% target of affordable housing units. The planning authority will take into consideration all other issues which may affect the viability of a site when determining the type and size of contribution.’</p> <p>Para 3.8 should be expanded, along the following lines:</p> <p>‘As an alternative to providing serviced land where funding is not available to an RSL the developer may, with the agreement of the Council as Planning Authority, provide complete units without a subsidy, either transferring these to an appropriate RSL, or the Council, to manage, or selling them at low cost entry level values. The number of completed units will be the financial equivalent to the provision of the serviced land for affordable housing.’</p> <p>JUSTIFICATION</p> <p>SPP states that: ‘Policies on affordable housing provision should be realistic and take into account considerations such as development viability and the availability of funding.’ (para 87)</p> <p>PAN2/2010 re-enforces this in para 17 ‘It is considered good practice for policies in</p>	<p>will be amended to reflect these changes.</p> <p>Paragraph 3.8 has been expanded to provide further information on the options available if funding for social rented housing is not available.</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>development plans to: 'have regard to financial obligations linked to particular developments, including any expectation that developers will contribute to infrastructure and supporting development such as schools and roads. Land values vary across Scotland, and the capacity of developments to bear a range of costs will also vary.'</p> <p>The LDP states that 'the level of annual need is 30% of the total housing requirement for Aberdeen'. However it also goes on to say 'To ensure the viability of development, the requirement has been set at 25% for all areas of the City'. The recognition that viabilities of sites are affected by the provision of affordable housing is welcomed by the members of Homes for Scotland, however this policy wording does not go far enough, and should be amended as suggested.</p> <p>Given the uncertainty surrounding public funding availability for HAG, flexibility will be key over the coming months as more imaginative forms of delivery are explored by developers and RSLs. We believe that Scottish Government should also be pushed to provide clear guidance to local authorities, RSLs and private developers on acceptable alternative methods for delivery of</p>		

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>affordable homes in the event that public sector funding is reduced so significantly as to be effectively withdrawn.</p> <p>41 (Grampian Housing Association). I have to bring to your attention a fundamental and potentially misleading error in paragraph 2.3.2 (second bullet point) "Shared Equity". The remaining stake held in the house (other than that purchased by the applicant) is not purchased by a RSL using Scottish Government grant as stated. In fact, the remaining stake is held by the Scottish Ministers. The RSL only acts as a facilitator and agent for the grant and has no direct interest in the title of the property. The RSL does not gain from any increase in equity value when the house is sold.</p> <p>Please provide me with assurance that this error will be corrected in the final version.</p> <p>1464 (Stewart Milne Homes). Policies on affordable housing should be realistic and take into account considerations such as development viability and the availability of funding. Where an identified affordable housing requirement is applied against a site which as a consequence would render the site financially unviable, then this requirement should be removed or reduced accordingly. PAN 2/2010 also supports this position.</p>	<p>We would accept the suggested change to clarify the process for shared equity housing. The supplementary guidance document will be amended accordingly.</p> <p>The Supplementary Guidance makes allowance for site viability and there is a section titled Instances When Contributions May be Reduced. Alternative models of affordable housing and the</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>Affordable housing does not constitute essential infrastructure without which development cannot proceed, this is likely to be one of the first elements which would require to be re-evaluated in light of a change in circumstance. The Supplementary Guidance supports this approach.</p> <p>The Council also need to take into account of developers providing smaller, higher density housing into the mix on sites which may not necessarily be 'affordable' in the truest sense i.e. by definition as set out in the affordable housing SG. If provision can be made on site for a low cost product that can be termed as falling within an affordable bracket, providing a product of the first time buyer and or lower income households, this should also be taken into account.</p> <p>Housing developments of 5 or more are expected to contribute to the target of 15% of the total number of units as affordable housing. This will be assessed on a site by site basis taking into account all aspects of development viability.</p>	<p>question of their acceptability will need to be judged on a case-by-case basis as each circumstance will be different. The guidance does make provision for alternative models of affordable housing at Paragraph 2.3 bullet point 3.</p> <p>The Supplementary Guidance can only provide further detail to policy contained in the Local Development Plan, and through the policy cannot be amended by this Supplementary Guidance.</p> <p>The Local Development Plan is going through an examination process in which this issue will be discussed. If there are any changes the Supplementary Guidance</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>1561 (Bancon Developments Ltd). Bancon object to the above supplementary guidance (SG) on the grounds that it is inappropriately specific on the requirement for 25% of all developments of more than 5 units to be affordable housing. Bancon therefore submit that the SG be reviewed to allow greater site specific flexibility, so as not to compromise the deliverability of the Local Development Plan through undermining project viability.</p>	<p>will be amended to reflect these changes.</p> <p>The Supplementary Guidance recognised that it is important not to constrain development through the implementation of the Affordable Housing Policy and providing no housing at all will not improve the situation either, as recognised by paragraph 3.46 of the Proposed Plan. Policy H5 sets the target for delivering affordable housing and it refers to Supplementary Guidance on Affordable Housing to provide more detail on the implementation of the policy. Supplementary Guidance promotes the approach recommended by Planning Advice Note 2/2010 and allows</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>flexibility in the type of provision, and identifies a process of negotiation and the consideration of any exceptional servicing costs for the development. The impact of the requirement on the viability of the development will be considered in these negotiations. The starting point for negotiations will be a 25% requirement, and it will only be in circumstances where the viability of development is affected that this contribution may be reduced.</p> <p>Noted.</p>	
	<p>1189 (Emac on behalf of Scotia Homes). The identification of 'other options' (paragraph 2.3), which would allow for new models of affordable housing delivery, together with the principle of integrated development is supported (paragraph 2.9).</p>		

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>728 (Knight Frank LLP on behalf of Stewart Milne Group Ltd). Our clients Stewart Milne Group Limited, Manse (Aberdeen) Limited, Westhouse Estates Limited and Manse (Aberdeen Project Management) Limited requests that changes are made to the Supplementary Guidance on Affordable Housing. In particular we would wish to see the Supplementary Guidance on Affordable Housing: SG 5.1 amended by the addition of the following text in the Introduction as a new Paragraph 1.3.</p> <p>“1.3 The affordable housing requirement for sites identified in the adopted 2008 Aberdeen Local Plan for residential development (Figure 8a), sites safeguarded for residential development (Figure 8b), brownfield housing sites (Figure 10) and housing sites identified as proposals and opportunities (Appendix 5) will continue to be assessed against Policy 42 Affordable Housing. The adoption of the new Local Development Plan and Policy H5 Affordable Housing will not take precedence over any agreements for sites that are already in place between applicants and the Planning Authority.</p> <p>In order to provide linkages to the Local Development Plan section on 'Meeting Housing and Community Needs' our client has asked that the</p>	<p>The 25% requirement contained in Policy H5 will apply to all housing developments of five units or more, which includes existing allocations and brownfield sites. However, if there are constraints on-site, or the requirement affects the viability of development it will be addressed through the individual planning application, the policy approach is flexible in order to deal with these situations as discussed in the previous paragraph. A blanket approach to retain a 10% requirement for all existing sites and brownfield allocations would not take into account any future land deals, or changes in market conditions that</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>above text is also added to the end of Paragraph 3.46 in the sub section on Affordable Housing.</p>	<p>may allow delivery of greater than 10%. Applying a 10% target for some developments is not supported by the plan and is not appropriate.</p>	
<p>5.2 Children's Nurseries and Sports Facilities</p>	<p>1244 (Sport Scotland). Combining these 2 issues in 1 SG is illogical as there is no connection between the two. The SG guidance in relation to sports facilities is confusing as it deals with redevelopment of these (which is covered already by policy NE3 within the LDP itself and the development of new sports facilities. It is considered that this is an unduly negative policy and is not required. Delete this SG in relation to sports facilities. The SPP requirements in relation to the policy presumption against the redevelopment of playing fields can be covered by an appropriately revised Policy NE3 and the assessment of new sports proposals can be considered in relation to other policies in the LDP, principally policy CF2.</p>	<p>Although the two subjects appear unrelated, both are concerned with protecting the local environment and residential amenity. Because of this we would wish to retain the Supplementary Guidance as it is. We do not agree that the SG in relation to sports facilities should be deleted. Policy CF2 does not adequately cover the specific issues raised by new sports facilities and their potential impact on local areas and residential amenity. We would therefore wish to retain it.</p>	<p>No other amendments.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
<p>5.3 Gypsy and Traveller Sites</p>	<p>1579 (Kingswells Community Council). KCC agrees in principle that adequate authorised sites need to be provided for Gypsies and Travellers within Aberdeen.</p> <p>When deciding on where to locate these sites, it is crucial to consider the local ‘settled community’ in the areas chosen as well.</p> <p>The provision of future Park and Ride sites should include the provision of secure sites with height restriction barriers to prevent illegal encampments. It is important to note that, although a halting site is available within the city boundary (at Clinterty), the Gypsies and Travellers seem to prefer to roam between unauthorised encampments as witnessed repeatedly in past years. This suggests that providing further halting sites within the city will not necessarily resolve the issue of unauthorised encampments. ACC should consider making any new halting sites free of charge for users. This would hopefully encourage greater use of these sites rather than further unauthorised encampments. When making such decisions, we must also consider the expenses faced by ACC when clearing unauthorised sites after they have been used.</p> <p>The document Supplementary guidance topic:</p>	<p>The sites for Gypsies and Travellers within larger development areas will have to be identified through the masterplanning process and will be subject to a planning application. At the masterplanning stage community consultation will be undertaken and at the planning application stage a period for further notification will be provided.</p> <p>This guidance is concerned with the provision of sites for Gypsies and Travellers and not the design of Park and Ride sites.</p> <p>There would be no planning requirement to charge rent or otherwise and this would be an issue for the ongoing</p>	<p>No other amendments.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>Gypsy and traveller sites 2010/5.3 has a number of contradictory statements:</p> <p>*Point 1.4 (page 3) states that 'following a review by Aberdeen City Council, Aberdeenshire Council and the Moray Council, undertaken by Craigforth Research, the research found that provision in Aberdeen was adequate but recommended providing one alternative permanent site in Aberdeen for 6 to 8 pitches, 1 to 2 halting sites between Aberdeen and Aberdeenshire and provision for development of private sites'.</p> <p>However, Policy H7 (page 4) mentions 5 sites (Grandholme, Newhills expansion, Countesswells, Greenferns and Lorrston) as 'required to make contributions towards the provisions of sites for Gypsies and Travellers'. The 'contribution' is quoted as meaning a small site for 6 pitches with a net area of approximately 0.5 ha.</p> <p>*Further ambiguity is caused by the subsequent statement in the policy (H7 page 4) that 'for Grandholme, Newhills expansion and Lorrston, the provision must be provided on site'. It is not clear here what the provision at the other 2 sites at Countesswells and Greenferns is therefore expected to be.</p> <p>KCC does not agree with the provision of sites for</p>	<p>management of the site.</p> <p>The requirement for Countesswells and Greenferns is more flexible and the provision may be on-site in the form of a gypsy and traveller halting site or a financial contribution towards the provision of a Gypsy and Traveller site.</p> <p>The Policy in the Proposed Plan is under examination and this Supplementary Guidance can only provide further detail on this policy.</p> <p>These sites have been selected because of their scale and the fact that the provision of a small site of 0.5ha for Gypsies and Travellers will only have a minimal impact on housing mix, developer contributions, community</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>Gypsies and Travellers being taken from the allocation for affordable housing. An allocation of 0.5 hectares of land for the provision of 6 caravans would accommodate more than 15 homes at a density of 30 homes per hectare. In reality, affordable housing is likely to be at a higher density than this.</p> <p>In addition, the cost of affordable housing would come from developer contributions. A site with a Gypsy/Traveller camp on it would be impacted in the following ways:</p> <ul style="list-style-type: none"> *It is unlikely to have an adequate mix of housing types as it would have a smaller proportion of affordable housing. *The funding available for community facilities and infrastructure will be less as the developer is providing land and creating the halting sites, but has no income from the housing that would otherwise be built on that land. *In addition to the 0.5 hectares of land provided for the halting site, it is likely that there would need to be a buffer between the settled community and the halting site. There would also be a lower 'profit' margin for houses in the adjacent part of the development. This will have further financial implications for the developer and consequential 	<p>facilities, development value and infrastructure. The site size is to include screening, and of more importance is the location of the site in minimising any potential impact on the residential amenity. The aim of the policy is to provide Gypsy and Traveller sites that have some level of separation to the settled community, but are still within close proximity to the services and facilities that are required by both the settled community and Gypsies and Travellers. The policies covering affordable housing and Gypsy Traveller sites are both aimed at providing accommodation to all sectors of society that are unable to currently access</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>impact on the facilities that will be available to the community from developer contributions. It is well known that neither the travelling community nor the settled community wish to live next to each other. The policy is fundamentally flawed if it tries to force the communities together.</p> <p>Some of the land proposed for the halting sites is owned by ACC, so they are effectively the developer on these sites. This policy would be effectively relieving ACC of its responsibility to the travelling community and people who wish 'affordable' housing. Developers from other sites would pay for this provision through their contributions. The settled communities from these other sites also 'pay' in kind by living in communities with fewer facilities than they would otherwise have.</p> <p>214 (Graeme Stewart). Gypsies and Travellers should be aware of Planning Aid for Scotland.</p>	<p>the housing market or meet their own need. There is no trade off between each it is simply the aim of these policies to provide accommodation to those people that have an identified housing need. The provision of halting sites seeks to reduce the incidence of unauthorised encampments and it is the Council's consideration that this has wider community benefits.</p>	
6.1 Hierarchy of Centres	<p>1153 (RDPC Ltd). In the adopted Aberdeen City Local Plan 2008, the site at the former Woodend Hospital Annex (OP38) is identified for superstore development, and to be designated - together with the existing shops at Rousay Drive - as a District Centre following development of the superstore.</p>	<p>The Supplementary Guidance provides contact details for Planning Aid for Scotland.</p> <p>The capacity study carried out as part of the 2004 Aberdeen and Aberdeenshire Retail Study revealed a degree of overprovision of</p>	No other amendments

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>The reasoning behind this allocation is clearly explained in the Inquiry Reporter's recommendations of August 2007 (attached) and in the proposed modifications to the Local Plan which were issued in November 2007 (attached). The reasoning remains entirely relevant to current circumstances.</p>	<p>convenience floorspace in the south west Aberdeen area but a shortfall in north west Aberdeen. Given that the overprovision in south west Aberdeen is due to the concentration of superstores at Bridge of Dee, which are not conveniently located for much of west and north west Aberdeen, it is considered that there remains a need for a modern superstore to serve the western districts of the City. This must be well located to serve the main concentrations of population and served by frequent public transport. The extant Local Plan which was adopted in June 2008 identified a site at Lang Stracht - Rousay</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>Drive as suitable for a modern supermarket. However, another site located at the Former Summerhill Academy has come available with developer interest. Development on either of these sites may meet the need identified above. Planning permission has been granted for a retail development on part of the OP38 Woodend Hospital Annex, Lang Stracht site in 1996. In 2001 Tesco bought the site, and in March 2008 an application was lodged for detailed planning permission. However, it wasn't until 25 November 2010 that full planning permission was granted. This permission will last three years from the date</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>of approval (25/11/13). In the 2008 Aberdeen Local Plan, the site was allocated for a superstore opportunity reflecting the Reporter's conclusions into this Issue 239. The Reporter also stated that when the superstore was complete and brought into use, an additional entry should be made under District Centres at Land Stracht/ Rousay Drive. At the time of preparing the Proposed Plan, full planning permission had not yet been granted on the site and to date the development of the supermarket is not underway. Therefore we rezoned the site as Policy H1 - Residential Areas. Under this zoning a superstore would still be</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>an acceptable use for this site, so long as any negative impacts on surrounding residential properties are mitigated. The site will not be designated as a District Centre as the superstore is not complete and brought into use. As local development plans are reviewed on a five year basis if development is completed then consideration will be given to redesignate this site as a District Centre. Also, if development is completed, the site could be listed as a District Centre in Supplementary Guidance 6.1 - Hierarchy of Centres after a review of the Supplementary Guidance.</p> <p>We note and welcome this</p>	
	<p>1438 (GVA Grimley). Support the content of this</p>		

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>SG in particular the network of shopping centres and that the city centre is the preferred location for retail and other city centre uses.</p>	<p>comment.</p>	
7.2 Bats and Development Guidance 2010	<p>No representations received.</p>	<p>N/A</p>	<p>No other amendments.</p>
7.3 Buffer Strips	<p>We welcome the inclusion of the Supplementary Guidance on buffer strips in the Local Development Plan and consider that the finalised document of is a high standard and represents very good practice. We are pleased to note the comments we made on the draft document have been incorporated into the finalised version.</p>	<p>We note and welcome this comment.</p>	<p>No other amendments.</p>
7.4 Drainage Impact Assessments	<p>141 (Scottish Water). This document has been written pre-Scottish Water so all mention of NoSWA should be removed. The NoSWA document referred to for obtaining information on connecting to the public sewer should be replaced with the Scottish Water "Guide to Obtaining New Water and Waste Water Services", which can be found at www.scottishwater.co.uk. A Cordon Sanitaire is no longer part of planning policy; however it is recommended that a "buffer zone" specific to a particular works, which takes into account the impact of the odour, noise and vibrations of the Waste Water Asset, be</p>	<p>We accept that this Supplementary Guidance needs updating. However, the procedures for doing this will differ from the other SG's which relate to the Aberdeen Local Development Plan because it was prepared by the Flood Advisory Group. This involved Aberdeen City and Aberdeenshire Councils,</p>	<p>No other amendments.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>established. It is therefore recommended that both Scottish Water and the local authority environmental health department be consulted on any proposed odour-sensitive development within this buffer zone.</p> <p>Scottish Water supports the principles of Sustainable Urban Drainage Systems (SUDS) and encourages the incorporation of such schemes.</p> <p>Scottish Water would also ask developers to refer to Sewers for Scotland 2 when devising any drainage proposals should the developer wish to have their Surface Water system considered for adoption. The SUDS manual (2007) should also be referred to.</p> <p>Should an updated version of this document be produced, Scottish Water would welcome the opportunity to be involved in its content.</p>	<p>Scottish Water and SEPA. We feel that the document should not be amended unilaterally but should be updated by the same body. This will ensure a consistent approach over both council areas. We will investigate how to go about this as we understand that the Flood Advisory Group has not met for some time. In the meantime we will continue to use the guidance as much of it remains valid and useful for development management purposes.</p>	
	<p>408 (Scottish Environmental Protection Agency). We welcome the inclusion of Supplementary Guidance on Drainage Impact Assessments (DIAs). The DIA Guidance was developed by SEPA, Aberdeen City and Aberdeenshire Councils in 2002 and at the time was widely recognised as good practice in terms of</p>	<p>We accept that this Supplementary Guidance needs updating. However, the procedures for doing this will differ from the other SG's which relate to the Aberdeen Local</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>the implementation and delivery of SUDS through development management. While the broad principles of the document are still very much supported by us, the document itself is now quite outdated.</p> <p>Specifically the guidance does not take into account the recent changes to planning legislation, associated regulations, updates to Planning Policy and Guidance and changes to environmental and infrastructure legislation and regulations. Ideally the Supplementary Guidance should be revised to take account of such changes. However alternatively we recommend that the accuracy and relevance of the document could be improved by including an addendum which directs the reader to the following:-</p> <ul style="list-style-type: none"> -National Planning Policy Guidance NPPG 7 and NPPG 14 have been superseded by Scottish Planning Policy. The SPP states, 'local development plans should incorporate the legal requirement for SUDS, promote a coordinated approach to SUDS between new developments and set out expectations in relation to the long term maintenance of SUDS' (Paragraph 209). -The Control of Pollution Act 1974 (as amended) has been replaced by The Water Environment 	<p>Development Plan because it was prepared by the Flood Advisory Group. This involved Aberdeen City and Aberdeenshire Councils, Scottish Water and SEPA. We feel that the document should not be amended unilaterally but should be updated by the same body. This will ensure a consistent approach over both council areas. We will investigate how to go about this as we understand that the Flood Advisory Group has not met for some time. In the meantime we will continue to use the guidance as much of it remains valid and useful for development management purposes.</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>(Controlled Activities) (Scotland) Regulations 2005 (as amended) (CAR). (CAR includes a requirement that the discharge must minimise the risk of pollution of the water environment. It also makes SUDS a legal requirement for new development, with the exception of runoff from a single dwelling and direct discharges to coastal waters. Whilst the Regulations make SUDS a requirement, the location, design and type of SUDS are largely controlled through planning.)</p> <p>-Standards for adoption of SUDS by Scottish Water are set out in the Sewers for Scotland Manual Second Edition (2007).</p> <p>-Sustainable Urban Drainage Systems: Design Manual for Scotland and Northern Ireland (CIRIA C521) has been replaced by The SUDS Manual (CIRIA C 697).</p> <p>-SUDS for Roads Manual (SCOTS 2010).</p>		
7.5 Trees and Woodlands	No representations received.	N/A	No other amendments made.

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
<p>8.2 Waste Management</p>	<p>1288 (SITA UK). We support the provision of this document but would suggest the principles within it need to be integrated further into the Development Plan document and into Supplementary Guidance document 2010/3.2: The Aberdeen Masterplanning Process. Waste and recycling facilities need to be considered at the design stage of all developments if Scotland's Zero Waste Plan is to be successful. We have two comments on the text of this document. Firstly on page 2, houses with gardens are referred to as having two wheeled bins - presumably this should be three? The text goes on to say the recyclables bin would be taken to the Materials Recycling Facility in Altens - this should be taken out as currently it goes to the Sclattie Quarry site and we are not aware of an existing facility in Altens. Integrate consideration of waste management and recycling issues further into the Development Plan document and into Supplementary Guidance document 2010/3.2: The Aberdeen Masterplanning Process. On page 2, list houses with gardens as having 3no. wheeled bins and remove reference to where the dry recyclables will go.</p>	<p>In respect of the comment on the number of wheeled bins required for houses with gardens, we can confirm that it should be 3. The first sentence under the section 'Houses with Gardens' (which refers to 2 bins) should be amended to refer to 3 bins to put right a drafting error. It is correct that there is not an existing Materials Recycling Facility in Altens. However a site for one has been identified at OP70 in the Proposed Local Development Plan. We will amend the text to clarify our position. Under the sections 'Houses with gardens' and 'Houses without gardens', replace reference to the Materials Recycling Facility in Altens with the</p>	<p>No other amendments made.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>following; “This is currently taken to Sciattie Quarry for transfer. However, in future it will be taken to a new Material Recycling Facility in Altens to be separated for recycling. We would agree that waste management needs to be considered at the Masterplan stage. However, the Waste Management Supplementary Guidance carries equal weight to, and needs to be considered alongside the Aberdeen Masterplanning Process. There is not need to repeat these requirements in the latter Supplementary Guidance.</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>408 (Scottish Environmental Protection Agency). SEPA strongly supports the preparation of clear Supplementary Planning guidance relating to managing waste in new developments, which will help new development support the achievement of the Zero Waste Plan objectives and the target of achieving 70% recycling by 2025.</p> <p>We welcome the approach to provide guidance but request clarification if the guidance is to apply to all new developments, including residential and commercial, industrial and retail developments.</p> <p>The Supplementary Guidance states that Policy R6 states that all new development will be required to incorporate adequate provision for waste disposal and recycling facilities.</p> <p>We request this be amended to read (SEPA’s emboldenment) “all new development will be required to incorporate adequate provision for waste management and recycling facilities”; as the term disposal has a very specific definition under the terms of the European Waste Framework Directive and would in fact include landfill and burning operations, which is clearly not what you intend in that part of the Supplementary Guidance. (Please find attached link to Annex IIA of the Directive which lists all disposal operations http://www.wastexchange.co.uk/document/europea_norm/wfd_dr_859830.pdf)</p> <p>We support the guidance given to incorporating sustainable management of waste into the design of new developments – in particular guidance relating to where bins and recycling receptacles should be incorporated into the overall design of the</p>	<p>SEPA’s comments on clarifying the wording of Policy R6 Waste Management Requirements for New Development are reasonable. This is dealt with under Issue 130 of the Local Development Plan Examination. Here we indicated that the Reporters may wish to consider the merits of SEPA’s suggested amendment to Policy R6.</p> <p>In respect of the comment on the number of wheeled bins required for houses with gardens, we can confirm that it should be 3.</p> <p>See above amendment made in response to SITA’s representation.</p> <p>We would agree that Site Waste Management Plans can be a useful tool in reducing waste generated by new development.</p> <p>However, we are reluctant to impose the requirement for them on all developments - rather they should be used for</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>67 (Diarmid MacAlister Hall). Improved environmental performance is essential to reduce the volumes going to landfill - fully agree! Recycling is therefore important as is identifying an appropriate site for this quasi-industrial activity. In addition the location has to be able to accept a considerable increase in traffic volumes. The Grove nursery area is a poor choice for a recycling centre situated as it is adjacent to Hazlehead Park and urban development. A Recycling Centre is best located in an industrial Estate type of area where there will be minimal disturbance to local people and residents.</p>	<p>Alternative sites to Grove Nursery were examined in the site selection process. Employment land would make a good location but there is a lack of available sites to the west of Aberdeen. The lack of sites located in employment land has to be balanced against the need to provide a network of conveniently located facilities which will encourage their use and increase recycling. The issue of locating a recycling facility at Grove Nursery was dealt with under Issue 34 of the Local Development Plan Examination.</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
Existing Masterplans/Planning Briefs not for adoption as Interim Planning Guidance			
9.1 Balgownie Centre	No representations received.	N/A	No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with the Reporters' recommendations.
9.2 Bon Accord Quarter Masterplan	1438 (GVA Grimley) . Welcome and support the inclusion of the Masterplan as Supplementary Guidance.	Comment noted and welcomed.	No other amendments at this stage. Following the publication of the Reporters' Report into the

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
			Examination of the Local Development Plan we will review this document and update in accordance with the Reporters recommendations.
9.3 Broadford Works	No representations received.	N/A	No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with the Reporters recommendations.
9.4 Cattofield	No representations received.	N/A	No other

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
Depot			<p>amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with the Reporters recommendations..</p>
9.5 Greenferns Masterplan	<p>408 (Scottish Environmental Protection Agency). The Bucks Burn runs along northern boundary of OP45 and is at moderate status because of alterations to beds and banks and diffuse pollution. It is noted that SG 9.5 Masterplan for Greenferns makes no clear reference to water features. It is requested that the Masterplan be amended to take account of the existing water features within the site and the pressures which apply to these features, and to direct developers to look for opportunities to protect and improve the</p>	<p>The existing Greenferns Masterplan which was approved by Aberdeen City Council in January 2010 covers only site OP39 Greenferns (residential opportunity to provide 120 homes). Site OP45 Greenferns which SEPA refer to in their representation is covered</p>	<p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	waterbodies.	<p>by the Greenferns Development Framework, which was also approved by Aberdeen City Council in January 2010. The Development Framework sets out a baseline or 2-dimensional spatial framework, for the way in which OP39 and OP45 should be developed. The Development Framework makes specific reference to the Bucks Burn as an existing feature that should be retained (page 53) and states that "Throughout the process of developing a framework for Greenferns it has been the aim to provide the highest quality place to live, supported by the highest environmental aspirations. In the context of this, one of the main</p>	<p>document and update in accordance with the Reporters recommendations.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>elements has been to enhance and protect the Bucks Burn corridor, utilising its potential as an environmental route, supporting enhanced ecological and habitat activity, while bringing it literally to the doorstep of the inhabitants of Greenferns" (page 80). Any future Masterplan that is developed for OP45 Greenferns will comply with this Development Framework and will take account of existing water features.</p>	
9.6 Cove Charrette	<p>714 (Wim Gouweleeuw). Object to any development of housing in the Loirston Green area next to earnshugh road. If anything site should be used for recreation.</p>	<p>The Charrette covers two distinctive areas in Cove, one close to Loirston Loch and the other close to the railway line. There is a conceptual drawing on page 7 of the document highlighting how a</p>	<p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>458 (Graham John Mackie). I am sad to see the plans for the vast number of houses which are to be built directly across from my house. This will obliterate the beautiful views from my windows, block daylight, increase noise traffic and pollution. I would be willing to support the masterplan if the following concerns were upheld: dykes, hedgerows, trees retained. Reasonable open space between roads and first row of hedges. For privacy new houses built end on to road and when developers are given the go ahead there will be no last minute changes to the masterplan.</p>	<p>proposed link may be achieved between these areas and the existing developed area which uses Loirston Green. Loirston Green is not an area for development within the Charette document and is zoned as urban green space and green space network within the Aberdeen Local Development Plan.</p> <p>The Charette Process and the ethos of the modern planning system propose to increase the design quality of new developments. Page 32 of the Charette document states 'natural features are protected and celebrated, where possible, by crafting unique spaces around them. The consumption of dyke is one example of</p>	<p>Local Development Plan we will review this document and update in accordance with the Reporters recommendations.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>this'. Other features of the area which add to the character are likely to be retained and enhanced. Open space requirements are also stated in policy within the local development plan. Issues regarding loss of day light, traffic noise and pollution would be examined in a planning application however as the objective is to create sustainable communities it is expected that the increase in traffic movement and therefore pollution would not increase significantly. A planning application still has to be submitted for development even if there is a masterplan for the site. It is expected that the planning application would have regard to the</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>masterplan but it is still possible that minor difference could occur between the masterplan and planning application.</p>	
	<p>408 (Scottish Environmental Protection Agency). This area is in proximity to Loriston Loch and the East Tullos Burn (although both are outwith the boundary of the Charrette). The East Tullos Burn is in a very poor condition due to pressures from heavy modifications, diffuse and point source pollution. The Charrette provides little context in terms of the water environment within the boundary of the sites and in the surrounding area. It is requested that the Charrette document be amended to take account of the existing water features within and around the site and the pressures which apply to these features, and to direct developers to look for opportunities to protect and improve the waterbodies.</p> <p>Part of the area covered by the Cove Charrette lies in close proximity to a licensed landfill site which is known to be actively producing gas, although the document highlights that a waste management licence is still in place, we request that the implications of this be clarified. We recommend that</p>	<p>The comments raised would be more suitably addressed through the development management process. The Cove Charrette discussed two areas within Cove. Part A sits close to Loiston Loch and Part B close to the railway line. At present part A is subject to three planning applications which cover the site. SEPA have been consulted on these planning applications and have outlined in their response a number of conditions that would be required to satisfy issues concerning water bodies</p>	

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>the Charrette document be amended to clarify that a Waste Management Licence is still in place over part of the site and any development must be preceded by suitable remediation and gas risk assessments.</p>	<p>and the proximity to the landfill site.</p>	
<p>9.7 Dyce Drive Planning Brief</p>	<p>408 (Scottish Environment Protection Agency). See also Table 5.4 in comments on Proposed Plan. The Green Burn flows through the site and other minor watercourses within the site have been modified. While the Supplementary Guidance broadly highlights the need to protect watercourses from pollution during construction, we request that it be expanded to take account of the existing water features within and around the site and the pressures which apply to these features, and to direct developers to look for opportunities to protect and improve the water environment.</p>	<p>We agree that the Dyce Drive Planning Brief could be strengthened by adding in a reference to the importance of water features within and around the site, the pressures which apply to these features and by directing developers to look for opportunities to protect and improve the water environment. The most</p>	<p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>appropriate time to make this amendment would be following the publication of the Reporters' Report into the Examination of the Local Development Plan. At this stage we will review this document and update in accordance with the Reporters recommendations and add in the reference suggested by SEPA.</p>	<p>accordance with the Reporters recommendations</p>
<p>9.8 Fire Station North Anderson Drive</p>	<p>543 (Mastrick, Sheddocksley and Summerhill Community Council). We recognise the recent construction of a new Fire Station on this site but have concerns regarding the future of the rest of this site, should Grampian Fire & Rescue Service decide to relocate its headquarters at any future date. We would welcome a review of this Planning Brief. The existence of a new Fire Station on site was not envisaged when the original brief was drawn up and the suitability of housing co-located on this site would need to be carefully considered in light of this. In addition, the proposed site layout would</p>	<p>Should the Fire Service decide to do something different with the site then we would agree that the Brief may need to be revisited. However, we are not aware of any plans the Fire Service have for this site since their decision to remain there. To amend the Brief we would need to know for instance, if the Fire Service wished to</p>	<p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
	<p>require to be updated with regard to proximity of buildings and changed access arrangements.</p> <p>We would welcome having appropriate input into the process on behalf of the wider community and in addition to those who live in close proximity to the site.</p>	<p>remain on part of the site or not. In the absence of any particular development pressure we would not wish to revisit the Brief at this time. If however, the Brief is revisited in future then consultation with the wider community would be required.</p> <p>N/A</p>	<p>accordance with the Reporters recommendations.</p>
9.9 Forresterhill	No representations received.	N/A	<p>No other amendments at this stage.</p> <p>Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with the Reporters</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
9.10 Greenferns Development Framework	No representations received.	N/A	No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with the Reporters recommendations.
9.11 Hillhead Campus	No representations received.	N/A	No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
<p>9.12 Kingswells Development Framework</p>	<p>408 (Scottish Environmental Protection Agency). The Den Burn, which is in close proximity to the site, is at poor ecological potential site due to sewage pollution and watercourse modifications. Kingswells developments may also impact on Bucks Burn which are at moderate ecological status because of culverting and diffuse pollution. While the Supplementary Guidance does highlight the need for development proposals to not cause detriment to water quality or ecology in general terms, we request that it be expanded to take account of the existing water features within and around the site and the pressures which apply to these features, and to direct developers to look for opportunities to protect and improve the water environment.</p>	<p>We agree that the Kingswells Development Framework could be strengthened by expanding the current reference to water quality to include reference to the importance of water features within and around the site, the pressures which apply to these features and by directing developers to look for opportunities to protect and improve the water environment. The most appropriate time to make this amendment would be following the publication of</p>	<p>Development Plan we will review this document and update in accordance with the Reporters recommendations.</p> <p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with the Reporters recommendations.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
9.13 Mugiemoos Mills	<p>408 (Scottish Environmental Protection Agency). The Bucks Burn is at moderate ecological status because of changes to beds and banks (culverting) and diffuse pollution. The site also lies close to the River Don (Dyce to tidal limit) which is at moderate ecological status because of alterations to beds and banks (mill structures), diffuse pollution and sewage pollution. While the Supplementary Guidance does state that the Bucks Burn shall be opened up and enhanced through planting (paragraph 65) which we support, we request that this be expanded to take account of the existing water features within and around the site and the pressures which apply to these features, and to direct developers to look for opportunities to protect and improve the water environment.</p>	<p>the Reporters' Report into the Examination of the Local Development Plan. At this stage we will review this document and update in accordance with the Reporters recommendations and add in the reference suggested by SEPA.</p> <p>This Planning Brief has been superseded by the Former Davidson's Mill Development Framework which was adopted as Supplementary Guidance to the Aberdeen Local Plan 2008 and Interim Supplementary Guidance to the Aberdeen Local Development Plan (pending adoption) on 24th May 2011. The Former Davidson's Mill Development Framework does take account of</p>	<p>No other amendments as this document has been superseded.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
<p>9.14 Murcar</p>	<p>1572 (Paul & Williams). The SG does not take into account any other allocated sites in the area. The SG should contain a requirement for the preparation of a joint Development Framework in conjunction with OP25 and Site Ref 2/02 Mundurno should be included. SG should be the most up to date guidance and reflect the allocations in the LDP in due course. A development framework would help deliver better phased development. The SG should be updated to incorporate and reflect the other allocations in the Plan.</p>	<p>existing water features within and around the site and states that "The Bucks Burn is an important landscape feature which should be used as a positive asset within the Development Framework, helping create character, enhance ecological value, assist in sustainable site drainage and provide a recreational resource" (page 18).</p> <p>A substantial amount of work has already been undertaken on the design of the new future residential development at Dubford (OP25) and the Development Framework for the existing land allocation at Murcar was completed in 2008. Therefore to prepare a joint Development</p>	<p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>Framework for the housing allocation at Dubford and the employment land to the east of the A90 would disregard the work already undertaken and completed on the separate Development Frameworks and would be counter productive. It is recognised that the SG for Murcar could be updated to incorporate the additional employment land allocation in the Proposed Plan, however the original SG was developed by an external source who at this current time have not been instructed to do any further planning work at Berryhill. This may change in the future should the land be</p>	<p>update in accordance with the Reporters recommendations.</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
		<p>acquired by the same developer as the current area covered by the Development Framework. It is recognised that it will be necessary to link the land already zoned at Berryhill in the current adopted Local Plan with the additional development land identified at Murcar.</p>	
9.15 Oakbank	No representations received.	N/A	<p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
<p>9.16 Pinewood Hazledene</p>	<p>383 (GVA Grimley Ltd on behalf of Dobbies Garden Centres plc). This SG should continue to recognise all available opportunities to link the two areas (Hazledene/ Pinewood and Former Dobbies Garden Centre) for pedestrians and cyclists. This would be advantageous to the future development of both areas.</p>	<p>Given that the sites at Pinewood and Hazledene both now have planning permission, we do not intend to revisit the existing planning brief. Therefore the linkages mentioned in the brief remain unchanged.</p>	<p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with the Reporters' recommendations.</p>
<p>9.18 The Robert Gordon University Garthdee Masterplan</p>	<p>No representations received.</p>	<p>N/A</p>	<p>No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the</p>

Supplementary Guidance	Representation Received	Officer Response	Other minor amendments made not as a result of representations
			Local Development Plan we will review this document and update in accordance with the Reporters recommendations.
9.19 Urquhart Road	No representations received.	N/A	No other amendments at this stage. Following the publication of the Reporters' Report into the Examination of the Local Development Plan we will review this document and update in accordance with the Reporters recommendations.

EPI/11/215 – Appendix 2

Respondent	Summary of comment	Response to comment	Action/Changes made
<p>Scottish Natural Heritage</p>	<p>General: Guidance is welcomed. It would be useful to use one or two of the masterplans currently under development to test the SPG.</p> <p>Introduction: Explain the difference between open and green spaces and the greenspace network.</p> <p>The implication of the first sentence in section 5 is that green spaces are more rural and open spaces are more urban which is misleading.</p> <p>Legislative and Policy Context: Note that under the Wildlife and Natural Environment (Scotland) Act 2011 all public bodies have a duty to report every 3 years on their compliance with their biodiversity duty.</p> <p>Open Space in Aberdeen: There should be a link to the open space audit so that developers can easily check its findings for the area they are considering.</p> <p>Pleased audit concluded that community demand for open space quantity could be addressed by the city's open space taking form of natural green space or green corridors, rather than highly formalised amenity space. This would also increase the benefits to local biodiversity in the area. Guidance on how this could be achieved by developers could be provided in this SPG.</p> <p>The Council acknowledges that improving the quality of existing open spaces may be of more benefit than purely provision of new open space. How does the Council propose to ensure these existing areas are improved as it will not be viable in all cases through diversion of funds from newer developments? What other mechanisms will the Council use to deal with these areas? Is there scope here for encouraging communities to take on this themselves?</p> <p>Green Space Network: 5.1 there should be a link to the green space network in the local plan.</p>	<p>Noted. Guidance has been tested with current applications.</p> <p>Reference to green spaces can be removed to reduce confusion.</p> <p>Agreed, see action.</p> <p>Noted. The biodiversity duty is highlighted in the SG and it is not necessary to add reference to reporting requirements on this.</p> <p>Links are provided in Section 13.</p> <p>SG on Natural Heritage is currently being developed, which will include information on how to support biodiversity in relation to development.</p> <p>The draft Open Space Strategy deals with this.</p> <p>Accepted.</p>	<p>Change first sentence of Introduction to "Access to good quality open spaces..."</p> <p>Change first sentence of Section 5 to "Connecting our urban and rural green spaces..."</p> <p>Hyperlink could be added to digital versions of SG.</p> <p>Add reference to Natural Heritage SG.</p> <p>Change first sentence of Section 5.1 to "Aberdeen's Green Space Network is identified in the Local</p>

	<p>5.1 – the bullet point for ‘cores’ mentions the need to protect and enhance this type of green space but there is no such reference for ‘links’ and ‘stepping stones’. This could be interpreted as meaning that these two latter types do not need to be protected and enhanced and we suggest that this section is amended to make it clear that all types of green space should be protected and enhanced.</p> <p>It should be made clear here or in Section 6, the role of development in strategic planning and delivery of properly functioning green space to ensure that connectivity and enhancements can be delivered.</p> <p>Open Space in New Developments: Useful to make it clearer that developers should consider how to contribute to connectivity of green space network and role of sustainable transport e.g multi-use links. SPG should explain that open space should be multi-functional where appropriate.</p> <p>6.1 Third sentence, suggest improving accessibility to open space or new play facilities or a contribution to maintenance could also be considered as alternative means for developers to contribute to open space provision.</p> <p>6.2 explain how minimum figure of 2.8 hectares of open space was derived.</p> <p>Figure 5 Indicative Quantity column – clarify that the figure of 100 refers to population, as other column refers to 1000 properties.</p> <p>6.3 Can be a conflict where brownfield is located in wards with least open space. If a brownfield site is in an area with a lack of open spaces, how will the council apply this to ensure that the most is made of opportunities to increase the open space provision? SPP states advice on this.</p>	<p>Accepted.</p> <p>This and following point accepted.</p> <p>This is covered by the term ‘off-site contribution’ and expanded further in Section 12.3.</p> <p>The 2.8 hectare figure was carried over from the previous Open Space SG. Officers do not feel that an explanation of where this figure came from adds value to the document.</p> <p>Agreed.</p> <p>It is accepted that this section should more clearly link with the standards outlined elsewhere in the SG.</p>	<p>Development Plan (Policy NE1) to protect, promote and enhance designated...”</p> <p>Remove second part of bullet point so it reads “Cores – large or key areas of existing green space.”</p> <p>In response to this and the following point, add paragraph between paras. 1 and 2 of Section 6: “Open space in new development should be strategically planned and contribute to enhancing the connectivity of the Green Space Network where possible.”</p> <p>Add “population” to each Indicative Quantity description.</p> <p>Alter third sentence of 6.3 to “Therefore where developers can satisfy the Council that there are exceptional</p>
--	---	--	--

<p>Play Forum</p>	<p>6.4 Not clear why no minimum standards for non-residential development etc. Such areas can make a very important contribution.</p> <p>7 Suggest inclusion of the SUDS concept into the planning and design stage. PAN61 recommends. Objective 8 of Aberdeen Draft Open Space (Action to encourage SUDS) should be translated into SG on Open Space.</p> <p>12.3 2nd paragraph. Not clear what meant by ‘planning agreements will not be used to resolve...’</p> <p>Appendix D support checklist but who is it for and how should it be used. Could potentially be modified so applicants need to complete it and send it in with their planning application.</p> <p>Very positive about the document’s ethos and feel that it is a great step forward for play and community space in the City.</p>	<p>There were previously no minimum standards for non-residential development. This was not a major issue identified by the Open Space Audit. Standard requirements for open space in non-residential development is likely to raise issues over development viability.</p> <p>Accepted.</p> <p>This point is taken from the Government’s Planning Circular, ensuring developer contributions relate in scale and kind to the development.</p> <p>Need for reference to the appendix within the SG is accepted.</p> <p>Noted.</p>	<p>development costs associated with a site it may not always be appropriate to apply the same minimum standards for open space as those that apply to greenfield sites.” After the last sentence add “and Figures 2 and 7 will help to establish this.”</p> <p>Add “Well designed Sustainable Urban Drainage Systems (SUDS) can be valued, functional elements of open space” to Section 7’s box on Open Space Strategy.</p> <p>Add “See appendix D for a checklist of key design considerations” to the end of Section 7.</p> <p>None.</p>
-------------------	---	---	--

EPI/11/215 – Appendix 2

<p>Aberdeen Greenspace Open Space SG</p>	<p>Comments included in pages 17 and 18 of the supplementary guidance seem very positive and well researched.</p> <p>General Comments: Open Space SG are welcome as a positive step to improving open space provision in Aberdeen.</p> <p>Is 'greenspace' one or two words - think it should be one word.</p> <p>Specific Comments: Why is Open Space Important? Could be changed to Why Open Space is Important. A statement not a question!</p> <p>Second paragraph line 2 could substitute 'wellbeing' for 'health'</p> <p>Figure 1 Economic Growth – Prefer term visitors to tourists Producing Resources- could include growing spaces (allotments) producing food, fruit trees in greenspaces. Foraging in 'natural' areas brambles, fungi. Recreation and Leisure: 'low cost' recreation should be 'free' recreation.</p> <p>Legislative and Policy Context Give web link to Scottish Outdoor Access Code.</p> <p>SPP11 superceded by SPP, this should be reflected.</p> <p>Green Space Network First para, second last line should it be 'and' rather than 'or' 5.1 Rationale - Is there a dataset for the 3rd Don Crossing?</p> <p>Page 8, 5.2. Line 5 'The rationale and opportunities... add 'for enhancement'... should be take...'</p> <p>Page 10 Second Para 'A minimum of 2.8 hectares of open space... Explain where this has come from.</p>	<p>Noted.</p> <p>Green Space Network and Urban Greenspace are used in the LDP. It would not be appropriate to alter these in the SG. Accepted.</p> <p>Accepted.</p> <p>Accepted. Last sentence refers to food growing facilities or opportunities. Accepted.</p> <p>Links are provided in Section 13.</p> <p>No reference to SPP11 found.</p> <p>Accepted. No – AWPR was included as it surrounds the city and therefore is a key consideration in planning the Green Space Network. Accepted.</p> <p>The 2.8 hectare figure was carried over from the previous Open Space SG. Officers do</p>	<p>Change title as requested.</p> <p>Change "health" to "wellbeing".</p> <p>Change "tourists" to "visitors"</p> <p>Change "low cost" to "free".</p> <p>Hyperlink could be added to digital versions of SG.</p> <p>Change "or" to "and".</p> <p>Add "for enhancement".</p>
--	---	--	---

	<p>Page 11 Figure 4 Local Open Space level of provision is 400 metres walking distance. Explain?</p> <p>7 Planning and Designing Open Space General Requirements: Box 11 Meadow has a specific meaning as a grassy field used for producing hay or for grazing domestic livestock. Use uncut or low maintenance grasslands?</p> <p>Last box Dog litter bins.. No mention of just litter bins?</p> <p>Page 15 - Paths and Access box 1: "Paths for recreation and active, sustainable travel should be provided..." add "<i>that are appropriate to the use, size and scale of the open space...</i>"</p> <p>Page 17 - Accessibility box "Developing Accessible Playspace: a Good Practice Guide and Inclusive Mobility" should be in bold</p> <p>Page 19 - 9.2 Quality Standards Box 'Enable contact with wildlife' change to 'Promote contact with nature.'</p> <p>Integrate boxes three and six to 'Include semi-natural habitats such as woodland, scrub, wetland and open water an native local species of wildlife such as birds, butterflies and wildflowers'</p> <p>Page 21 Maintenance and Management of Open Spaces Add 'The developer should produce a simple maintenance plan for the greenspace outlining the management regime required to ensure it is and</p>	<p>not feel that an explanation of where this figure adds value to the document.</p> <p>How the accessibility distance thresholds were established is explained in the Open Space Audit and briefly in section 4.</p> <p>Scientifically this may be correct, but the desire is for attractive, well-managed grass land.</p> <p>Litter bins add maintenance costs and non dog waste litter is more likely to be taken home.</p> <p>Accepted.</p> <p>Accepted.</p> <p>Accepted.</p> <p>Accepted.</p> <p>This is not appropriate as it will be dependent on the approach taken and is the subject of</p>	<p>Alter last sentence to "...more meadow or low maintenance (but managed) grassland areas..."</p> <p>Add box with "The location and expected type and level of use of paths should be taken into consideration in their design."</p> <p>Change format to bold.</p> <p>Alter wording to "Promote contact with nature".</p> <p>Integrate third and sixth boxes to "Include recognisable and where possible local, native species, and habitats such as wildflower meadow/grassland, woodland, scrub and open water."</p>
--	--	---	---

EPI/11/215 – Appendix 2

	<p>remains publicly usable greenspace' Appendix A As was noted by the Open Space Audit there is a lack of a large open space in the north of the city. Should the aspiration of designating and developing a large accessible open space in the north of the city be identified as an aspiration? East Woodcroft? Link back to Open Space Strategy?</p>	<p>planning conditions and agreements. This is covered to an extent by section 4, and the level and distribution of provision is to be considered as part of establishing the open space required by development. Noted.</p>	
<p>SEPA Open Space Supplementar y Guidance</p>	<p>Welcome the draft Open Space Strategy and SG and on the whole consider the documents to be of a high standard and will provide a useful mechanism for the delivery of environmental improvements and benefits through open space. Welcome Figure 1; however feel that the supporting text could be further improved to highlight the opportunity provided by open space to provide informal flood storage areas. Request the opportunity for open spaces to contribute to environmental improvements to water quality; habitat; morphology and the restoration of riparian vegetation are also highlighted in Figure 1, which would contribute towards the achieving the Water Framework Directive objective of restoration of waterbodies to good ecological status. River Basin Management Planning (RBMP) is one of the main mechanisms identified for achieving the Directive objectives, and RBMP is a material planning consideration. The planning system has a key role in implementing these measures through the location and design of developments, new developments can also provide an opportunity to deal with historic impacts such as through the renaturalisation of watercourses or the removal of culverts, and such improvements can make a valuable contribution to open space in terms of amenity, flood management and habitat improvements. Would be happy to discuss producing more information such as on the location of alteration to river beds and banks with local authorities. Welcome the clear linkages with relevant LDP Policies. In Figure 5: Categories of Open Space With respect to Natural Greenspace and Green Corridors, under 'description' (column 2) 'streambanks' should be included after 'riverbanks'.</p>	<p>Accepted. Reference to informal flood storage can be added to the sentence. Figure 1 is intended to provide a brief and concise overview of the key benefits of open space and Green Space Network (GSN). It is considered that the references to biodiversity, climate change mitigation and flooding cover these areas adequately. The GIS database that supports the GSN provides this more detailed information on specific measures and environmental improvements. Officers would be keen to make use of such information in further developing the GIS database. Noted. Accepted.</p>	<p>"Well designed and well located green spaces act as informal flood storage areas and reduce pressure on drainage..."</p> <p>Add "streambanks" to the list of examples.</p>

EPI/11/215 – Appendix 2

	<p>Request that SG highlights opportunity for SUDS to provide multifunctional spaces which can contribute to a wider green network throughout the area whilst often contributing to a development's open space requirement through its aim to promote integration between the location and management of SUDS and the open space resource. This could perhaps be included in Figure 5 – Natural Greenspace and Green Corridors.</p> <p>Welcome reference in Section 7 – Planning and Designing Open Space to opportunity for existing features to be incorporated within open space. We highlight the potential for open space to make a valuable contribution to the delivery of Water Framework Directive objectives. The involvement of SEPA in an advisory capacity in Figure 6 is helpful.</p> <p>Section 10 – note that proposal that toilets are served by private drainage, we highlight that any detailed proposals would need to be considered in the context of SEPA's Policy and Supporting Statement on Provision of Wastewater Drainage in Settlements.</p> <p>We support the promotion of water efficiency measures.</p> <p>Would not encourage dedicated burning areas as a means of waste disposal where other waste facilities exist.</p> <p>Dedicated burning area may require registering of a Paragraph 30 exemption to Waste Management Licensing 1994 to be applied for at each location. We request you include the following link in Section 13 – Useful References with respect dedicated burning areas on allotments http://www.sepa.org.uk/waste/waste_regulation/application_forms/exempt_activities/paragraph_30.aspx in order to highlight the potential regulatory requirements.</p> <p>Welcome reference to design of parking and access on allotments being required to provide the best drainage solution. It would provide greater clarity to the user if it was clearly stated that this included the use of SUDS for disposal of surface water run off.</p>	<p>This reference is included in Appendix D – Checklist of Design Considerations.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Accepted.</p>	<p>Add reference to Appendix D to the end of Section 7.</p> <p>Remove reference to dedicated burning areas.</p> <p>Add "including SUDS where appropriate" to box titled Access.</p>
Nestrans	<p>Welcome development of SG. Perhaps be relevant to specify rail stations as well as bus stops in table titled 'Paths and Access' on page 15 of guidance.</p>	<p>Noted.</p>	<p>Add "and rail stations".</p>
Adventure Aberdeen	<p>Commends the work so far as fantastic. Canoes should be listed as a means of travel on green corridor routes.</p>	<p>Noted.</p>	<p>Add "watersports" to Figure 5 and to section 9.1.</p>
Guss Glass	<p>Credit to the authoring team.</p>	<p>Noted.</p>	

EPI/11/215 – Appendix 2

<p>Cults, Bieldside and Milltimber Community Council.</p>	<p>Concerned by the exclusion of private gardens and farmland from the strategy and guidance. The matter of ownership is normally immaterial when studying 'land use', whether now or in the future so same principle should be followed for the open space strategy.</p> <p>There could be an additional open space type with a minimum size much larger than the largest of the open space types in the documents i.e. much larger than 5ha.</p> <p>The SG includes much detailed information and standards to guide the preparation of masterplans. However, it is incomplete as it excludes private gardens and farmland and the background of the numbers and ratios given is not disclosed. Would expect the rationale for the chosen numbers to be in the strategy document.</p>	<p>Farmland is not a form of open space, as defined by the Government's Planning Advice Note 65: Open Space. The SG is aimed more at public open space, hence the exclusion of private gardens. Ownership is not an issue in terms of the SG or Strategy, but public access is taken into consideration.</p> <p>There is no clear justification for this addition and it is not clear what would be gained.</p> <p>See above response regarding exclusion of farmland and private gardens. Ratios (taken to mean accessibility thresholds) are explained in the Open Space Audit section 3.1.</p>	
<p>Richard Bush RBCTP</p>	<p>The Supplementary Guidance cannot be given this status as it is not correct, justified or relevant. The Green Space Network cannot have been developed 'in parallel' with the Open Space Strategy and the Open Space Supplementary Guidance. The Green Space Network, as outlined in the Aberdeen Local Development Plan – Proposed Plan, was out for consultation until 17 January 2011. The Open Space Strategy and the Open Space Supplementary Guidance are out for consultation at present, therefore could not have informed the Green Space Network. The Open Space Strategy is required to feed into the Development Plan; due to the disparity between the dates of the Open Space Strategy, the Open Space Supplementary Guidance and the Aberdeen Local Development Plan – Proposed Plan this cannot be so.</p> <p>The Green Space Network in the Aberdeen Local Development Plan – Proposed Plan does not comply with Planning Advice Note 65 or with the scope of the Open Space Audit. The Aberdeen Local Development Plan – Proposed Plan includes farmland. PAN 65 and the Open Space Audit exclude farmland.</p>	<p>The Green Space Network, Open Space Strategy and Open Space SG have been developed in parallel. None of these have yet been adopted and although consultations on each may not have run concurrently due to limitations in resources and work programming, they do nevertheless relate to each other and support joint aims.</p> <p>Designation of a Green Space Network (GSN) as part of the LDP is not a requirement of planning policy although the aims of the GSN are supported by SPP and PAN65. The GSN</p>	

	<p>The 'other information' mentioned in paragraph 4 page 3 should be made explicit. The nature, source, relevance and influence of the 'other information' should be made the subject of further consultation so that this can be examined by stakeholder, including the general public.</p> <p>All references to – or suggestion of – an already existing (identified) Green Space Network should be deleted from the Draft Open Space Strategy and the Draft Open Space Supplementary Guidance. A new Green Space Network is required to be drawn up, which complies with Scottish Government Advice, and is truly derived from properly prepared and completed Open Space Strategy and Open Space Supplementary Guidance.</p> <p>The Green Space Network selected in the Aberdeen Local Development Plan – Proposed Plan should have been explained in the Aberdeen Local Development Plan – Proposed Plan and the Open Space Strategy and Open Space Supplementary Guidance cannot now be used to provide post facto justification.</p> <p>References to the materiality or otherwise of the Open Space Strategy and</p>	<p>offers opportunities for safeguarding and enhancing land to form part of a network of open space. This does not have to rely wholly on existing open space, as this would restrict any network of open space to existing managed public open spaces. Therefore there is no need for the GSN to consist purely of PAN65 defined open space-types. The Open Space Audit was required by planning policy, and is in line with PAN 65. As explained in the SG, it is one of several datasets used to develop the GSN.</p> <p>'Other information' refers to input from key partners such as SEPA, SNH and Aberdeen Greenspace, as well as a literature review of relevant strategies and plans. This is explained further in section 5 of the SG.</p> <p>See response above.</p> <p>Policy NE1 in the Proposed LDP does include an explanation of GSN but in line with the ethos of the modern planning system, greater detail is provided in SG.</p> <p>As per responses above, the</p>	
--	--	--	--

EPI/11/215 – Appendix 2

	<p>Open Space Supplementary Guidance in planning decisions should be strongly qualified or removed.</p> <p>There is limited cross referencing between the Open Space Strategy and the Open Space Supplementary Guidance. There is inappropriate overlap between the Open Space Strategy and the Open Space Supplementary Guidance on the subject of the value and importance of open space. The Open Space Strategy should set this out and the Open Space Supplementary Guidance should set out the standards, costs etc and how these are required to meet the strategy. There is a lack of focus and explicit purpose.</p> <p>The Open Space Supplementary Guidance is too long.</p> <p>The documents do not assess the future open space needs of the city rather than in the most general terms, therefore there is no clear justification for costs set out in Appendix 4 and 5 or Appendix C of the Open Space Supplementary Guidance.</p> <p>The reference in Figure 5 to the size and number of allotment plots being determined (partly) by the number of people within the allotment catchment area is inappropriate. Planning agreements should be related to the scale and kind of development involved.</p> <p>The maps in Appendix A are too small to be useful. An explanation of each map explaining its purpose would be helpful. The maps do not go into detail about the quality or availability of the subject of the maps, nor do they relate quality or quantity to demand.</p>	<p>materiality of the Open Space Strategy and SG is justified.</p> <p>The relevance of the Open Space Strategy is highlighted in the introduction of the SG, which then goes on to outline standards, costs etc. It is unclear where additional cross-referencing is necessary or how this would add value to the SG when there is a desire to be concise.</p> <p>Noted.</p> <p>Between the Open Space Audit, Strategy and SG, current and future open space needs are considered. The costs set out in Appendix C were developed based on average current costs for existing open spaces.</p> <p>Figure 7 explains the process for identifying necessary provision, appropriate in scale and kind to the development. Figure 7 could be made more prominent in the document.</p> <p>Noted. The maps are due to become available as part of the Council's corporate web-based GIS to be launched this summer. It would not be appropriate to</p>	<p>Make reference to the use of Figure 7 in establishing required provision. Before 6.1 add "Figure 7 in Section 12 Applying the Policies explains the process for identifying necessary provision. This should be used as a step by step guide for identifying open space requirements."</p> <p>Provide hyperlink/reference to the Council's web-based GIS mapping.</p>
--	--	--	--

	<p>The Open Space Supplementary Guidance should be reworked, represented with a clear purpose and in a more concise form. Open space standards and developer contributions should be clearly justified.</p> <p>All reference to the existing Green Space Network should be deleted. A new Green Space Network should be derived from the final Open Space Strategy for inclusion in the next Local Development Plan.</p> <p>Stewart Milne welcomes the direction of the guidance with the focus being on the quality of open space provision rather than the quantity of open space. However whilst this is the aim of the draft Supplementary Guidance it would appear to contradict itself throughout by focusing on quantitative issues. This should be rectified prior to approval of the document as Supplementary Guidance.</p> <p>Pg 4 Section 2: Why is Open Space Important? Caution the reference to “Land & Property Values” in Figure 1. Reference to “views of natural landscapes” adding “up to 18% to property values” has not been substantiated. Believe the reference should be removed as the public may perceive “views” as being a material factor in the determination of planning applications.</p> <p>Section 6: Open Space in New Developments Firmly of the view that this section of the draft Supplementary Guidance needs to be clearer. At page 10, it is stated that there is a requirement for 2.8 ha of open space per 1000 people for residential developments. This is followed up by Figure 4 which identifies the hierarchy of open spaces but</p>	<p>map demand as this needs to take into consideration the nature and scale of development. General demand is identified in the Open Space Audit, and has for example led to the inclusion of requirements for more natural greenspace and green corridors.</p> <p>Officers consider the SG strikes the right balance of providing cross-references to the Strategy and other supporting information and justification with being as concise as possible.</p> <p>Officers do not agree that this is appropriate or necessary, see responses above.</p> <p>The quantity of open space is referred to in the LDP Policy NE4, however a change to the wording has been suggested to the Reporter. See response to respondents comments under Section 6.</p> <p>Noted. This statistic was taken from research conducted in the USA.</p> <p>Noted. Officers agree that the relationship between the quantitative, qualitative and accessibility standards could be</p>	
<p>Stewart Milne</p>		<p>Amend Land and Property Values box in Figure 1 to “Quality greenspace can increase property values”</p> <p>In Figure 7, top box, add “See Figure 2”, to the start of the second box (left) add “Locate the development site</p>	

EPI/11/215 – Appendix 2

there does not seem to be any correlation between the requirement set and the hierarchy. We question whether when it is the quality of open space that is required rather than the quantity whether such a “standard” should be identified.

clarified. This can be aided by amending Figure 7. Also, a change to Policy NE4 is suggested in the Schedule 4 response to Reporters. This change to the Policy wording could be repeated in the SG in the interest of consistency. In clarifying the correlation between quality and quantity, it became apparent that the Green Flag award has been updated and the ‘good’ standard is no longer available online. Therefore a comparable standard based on our local criteria, as set by the Open Space Audit should be referred to in Figures 4 and 5.

on each of the Open Space Audit provision maps (Appendix A)” and remove reference to appendix at end of sentence. In the third level box, answer ‘no’ alter text to read “Does the amount of additional open space required (relative, in scale and kind to the development), meet the indicative quantity and site size standards contained in Figures 4 and 5”
In Figure 4 add “and achieving a score of at least 20 out of 25 in the Open Space Audit’s quality assessment” and in Figure 5 add “and Open Space Audit quality criteria” to each of the Quality Criteria boxes. Add Shedule 4 suggested change to Policy NE4 in the LDP to section 6.2 “The Council will require the provision of at least 2.8 hectares per 1000 people of meaningful and useful public open space in residential development. Where the Open Space Audit demonstrates that the minimum quantity and accessibility standards outlined in the Supplementary Guidance on Open Space are being met by existing provision, then raising the quality of that provision may be required

	<p>Figure 6: Flowchart guiding process for planning and designing open space We query whether the flowchart meets the thrust of the Supplementary Guidance. The provision of open space will be inherent to good design and therefore should be no need to “agree necessary provision” of open space. The flow chart as it is currently written focuses on the quantity rather than quality of green spaces.</p> <p>Section 11: Maintenance and Management of Open Spaces Object strongly to the “preferred approach to management and maintenance” being for “the Council to adopt public open space”. This is not acceptable. There should be no hierarchy in place for options for the management and maintenance of open space. The cost of transferring land to the Council is prohibitive and householders do not have any level of control over the level of maintenance provided. Preference is for the maintenance of land to be</p>	<p>The ethos of the SG is to consider quality and accessibility as well as quantity, not instead of. It is acknowledged that this could be clarified, and such clarifications are proposed in response to other representations above, but it is felt that the flowchart is important in helping to ensure any open space requirements are relevant in scale and kind to the development, while taking into account the Open Space Audit.</p> <p>As the respondent is aware, a review and separate consultation was undertaken into the various options and arrangements for open space maintenance. This identified</p>	<p>instead of, or as well as new provision.” Remove first sentence of third para of 6.2. After the first sentence of para 2 in 6.2 add “The public should have appropriate access to quality local, neighbourhood and major open space sites. These sites could consist of any of the open space types explained in Figure 5”. At the end of 6.2.1 add “This will take into account the level and quality of provision in the surrounding area, by taking into consideration the Open Space Audit provision maps and using Figure 7.”</p>
--	---	--	---

<p>RSPB Scotland</p>	<p>transferred to a factoring company where the level of service can be controlled by the residents. Other local authorities, despite it being identified in their policies and s75 agreements as the preferred type of maintenance and management, are now renegeing in the context of budget cuts. This provides uncertainty for everyone, not to mention significant legal issues and expense.</p> <p>Section 12.4: Calculating Required Provision Notwithstanding our comments in respect of the quantitative requirements for open space, we do not accept the figures in respect of average household occupancy rates. The GRO(S) Household Projections 2008 identify that the average dwelling occupancy in Aberdeen 1.96 falling to 1.72 in 2030. We therefore cannot accept the figures specified in Figure 8. These need to be reconsidered as a matter of urgency.</p> <p>Appendix C: Costs of offsite provision (developer contributions) and Maintenance Commuted Sums Whilst we note the requirement for such contributions, ACC have failed to justify the level of monies being sought. A full break down of the how the monies required has been arrived at is required before the Supplementary Guidance is approved.</p>	<p>various pros and cons with the different options but found that the best option was by commuted sum. The SG recognises however that this may not be the answer in every situation however, and allows an element of flexibility.</p> <p>The figure is based on the most recent information available and is more robust and likely to be more accurate than projections.</p> <p>The costs provided in Appendix C were identified using costs of current or recent relevant greenspace projects and maintenance. Officers do not feel a full breakdown of working is necessary for inclusion in the SG.</p> <p>Noted.</p> <p>Accepted.</p> <p>Protecting and enhancing biodiversity is referred to in various parts of this SG. A more appropriate location for</p>	
	<p>RSPB Scotland welcomes the development of this supplementary guidance and is satisfied that all relevant conservation and biodiversity issues have been included.</p> <p>Natural Greenspace and Green Corridors - Quality Standards The quality standards should include a sentence similar to that included in section 10.2, stating that ACC and other local and national conservation guidelines should be considered.</p> <p>Although the importance of isolated green spaces or “stepping stones” is acknowledged, the standards should state that greenspace should be connected to other green spaces wherever possible and practicable. The standards should also state that natural greenspace and green corridors</p>	<p>Add “Consider Aberdeen City Council and other local and national nature conservation guidelines.” to amended third box under 9.2.</p> <p>Alter second box in section 7 Planning and Designing Open Space to “Development should</p>	

EPI/11/215 – Appendix 2

<p>Kingswells Community Council</p>	<p>should, wherever possible, protect and enhance biodiversity.</p>	<p>addressing these points is section 7 Planning and Designing Open Spaces.</p>	<p>contribute positively to the Green Space Network, through provision of new open space, linked together where possible, and protection and enhancement of existing greenspace features and biodiversity.”</p>
<p>Kingswells Community Council</p>	<p>Draft Response to Open Space Audit 2010 : Public open space (“football field”) at Fairley Road, Kingswells situated next to the Old School. Respondent highlights the current condition and use of the above area of open space in Kingswells and is supportive of enhancements to the area, including through developer contributions. Highlights the importance of public access to the field. Respondent requests that the Open Space Audit 2010’s classification of the field as “Amenity – Business” be changed to “Amenity – Residential”. Respondent requests that the Open Space Audit 2010 recognises the Gillahill area for its landscape and recreation value. Respondent states that many Residential Amenity open spaces within Kingswells are an eyesore due to reductions in Council grass cutting and that more consultation with local people is required in relation to management of open spaces.</p>	<p>Noted. No changes to the Open Space Supplementary Guidance are sought.</p>	<p>None.</p>

This page is intentionally left blank

EPI/11/215 – Appendix 3

Existing Masterplans/Planning Briefs

Balgownie Centre, Bridge of Don, Planning Brief (2005)

Bon Accord Quarter Masterplan (2006)

Broadford Works, Maberly Street, Design Brief (2001)

Cattofield Depot, Cattofield Place. Kittybrewster, Planning Brief (2005)

Cove Masterplan and Charette Report (2010)

Dyce Drive, adjacent to Aberdeen Airport, Planning Brief (2004)

Fire Station Site, North Anderson Drive, Planning Brief (2005)

Forresterhill Development Framework (2008)

Greenferns Masterplan and Development Framework (2010)

Hillhead Campus, Don Street, Old Aberdeen, Planning Brief (2003)

Kingswells Development Framework (2008)

Murcar Development Framework (2008)

Oakbank, Midstocket Road, Design Brief (1999)

Pinewood/Hazledene, Countesswells Road, Planning Brief (2004)

Rowett Development Framework (2008)

Robert Gordon University Campus Garthdee (2009)

Urquhart Road (105-107) (2010)

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure Committee
DATE	Tuesday 13 th September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Supplementary Guidance for further consultation with the emerging Aberdeen Local Development Plan.
REPORT NUMBER:	EPI/11/216

1. PURPOSE OF REPORT

- 1.1 The Planning etc. (Scotland) Act 2006 paragraph 22 (1) states that a planning authority may adopt and issue guidance in connection with a local development plan. Aberdeen City Council has already prepared a number of draft Supplementary Guidance documents and has consulted on 49 of these alongside the Proposed Aberdeen Local Development Plan for a period of 16 weeks (between 24th September 2010 and 17th January 2011).
- 1.2 This committee report relates to six of the draft Supplementary Guidance documents which have been subject to amendments either as a result of analysis of the representations received during the consultation, or by officers to provide greater clarity and take account of updated information. This report presents the representations received on the six draft Supplementary Guidance, the proposed Council responses to those representations and the proposed changes to the draft Supplementary Guidance. These are presented to the Council for approval for a further 8 week period of public consultation. The consultation period exceeds the statutory requirement for 6 weeks in order to take account of school holidays in October.
- 1.3 Draft Supplementary Guidance documents which are being presented for approval as interim planning guidance are dealt with separately under Agenda item 7.4. In addition, a small number of new draft Supplementary Guidance documents have been prepared and are presented for approval for consultation under Agenda item 7.6.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:

- (a) Note the representations received on the draft Supplementary Guidance documents from the consultation undertaken alongside the Aberdeen Local Development Plan Proposed Plan;
- (b) Approve officers' responses to representations received on the draft Supplementary Guidance documents; and
- (c) Approve the amended draft Supplementary Guidance listed in this report for an 8 week consultation period.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no immediate financial implications arising from this report as the cost of progressing the Aberdeen Local Development Plan can be met from existing budgets.

4. OTHER IMPLICATIONS

- 4.1 This is the continuation of a significant piece of work that has involved and will impact upon many other council services, public bodies, the business and development industries and the citizens of Aberdeen.
- 4.2 As a major landowner in the city, proposals for the development of land and assets owned by Aberdeen City Council will be subject to assessment in line with the principles and standards set out in the Supplementary Guidance, where applicable.
- 4.3 The progression of these Supplementary Guidance documents will provide a clear framework for decision making, allowing comprehensive guidance for both applicants and officers, thereby making a significant contribution towards the Council's aim of promoting and achieving sustainable development. Detailed topic-based Supplementary Guidance also has value in reducing officer time spent on pre-application discussions.
- 4.4 These items of draft Supplementary Guidance will be incorporated when updating the Strategic Environmental Assessment (SEA) environmental report at the end of the Local Development Plan process.

5. BACKGROUND/MAIN ISSUES

- 5.1 The draft Supplementary Guidance presented alongside this report has previously been consulted upon as part of the Aberdeen Local Development Plan – Proposed Plan. The Council agreed to the content of the Proposed Plan on 18 August 2010. The Proposed Plan was a critical stage in the plan preparation process and represents the Council's settled view on what the final content of the adopted Plan

should be. The production of the Proposed Plan and the draft Supplementary Guidance was a result of a significant amount of assessment and public consultation.

- 5.2 As part of the Local Development Plan process, a 16 week period of consultation was undertaken, during which representations from the public and other organisations were invited on the Proposed Plan and draft Supplementary Guidance documents.
- 5.3 Council officers have taken into account representations that were received in relation to the draft Supplementary Guidance. Please see Appendix 1 for further details of the representations. As a result of the issues raised, a number of changes have been made to draft Supplementary Guidance, as well as updating of various policy and factual references. We are now seeking approval for the amended draft Supplementary Guidance to be issued for a further 8 week period of consultation.
- 5.4 The following section outlines the draft Supplementary Guidance and the changes that have been made. Due to the size of all of the Supplementary Guidance documents, hard copies have not been attached to this report but are available in the Members' Lounge and from the Local Development Plan team. Full copies of the draft Supplementary Guidance can also be accessed from http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_proposed_plan.asp

Air Quality Supplementary Guidance

- 5.5 The aim of the Supplementary Guidance is to provide guidance on the way in which air quality and air pollution issues will be dealt with through the planning system. 1 representation was received from the Scottish Environmental Protection Agency (SEPA). The comments received from SEPA were agreed with and it is proposed that the Supplementary Guidance be amended; these amendments include providing further information regarding the various parties involved in the application process, amending a key table in the document that provides information to applicants on whether they may be required to carry out an Air Quality Assessment or not and also adding in reference to the document "Air Pollution: Action in a Changing Climate 2010". Some other changes are also proposed including increasing emphasis on the particular importance of applicants consulting with the Environmental Protection Service when applying for biomass or combined heat and power units and adding in a definition of pollution prevention and control (PPC) permits.

Harmony of Uses

- 5.6 This Supplementary Guidance covers many licensing and mixed-use issues within and outwith the City Centre. It provides guidance on the circumstances where development proposals for specific uses may be permitted in the City, as well as the issues that might need to be addressed when a proposal has the potential to conflict with neighbouring land uses. Several issues are covered in this report: Hot Food Takeaways; Liquor Licensed Premises (with exceptions to hotels, restaurants, cafes and off-licenses); Street cafes; Amusement Centres and Arcades; Living/ Working Above or Below a Business; and Residential Developments in the City Centre. The guidance was consulted on for just over 16 weeks as part of the Aberdeen Local Development Plan - Proposed Plan. A total of two representations were received, one from a member of the public and another from Barton Wilmore LLP on behalf of Aberdeen Harbour Board. We agree in principle with the comment made by Barton Wilmore LLP with regards to residential amenity around the Harbour. This change is therefore significant in nature and we wish to further consult on this guidance.

Low and Zero Carbon Buildings

- 5.7 The purpose of this Supplementary Guidance is to provide the methodology for developers to demonstrate compliance with Aberdeen Local Development Plan policy R7, which requires all new buildings to install low and zero carbon generating technology.
- 5.8 Objections have been received both in relation to Policy R7 and the Supplementary Guidance about the strict requirement to include low and zero carbon generating technologies in all new developments, and it was suggested that there are more efficient ways of making CO₂ savings. To investigate this issue further a questionnaire was released for consultation with developers in the area and also all those who made a representation to the policy contained within the Proposed Aberdeen Local Development Plan. 9 responses to the questionnaire were received from developers or their agents. These responses provide a clear message from developers that at present there may be some circumstances where low and zero carbon generating technologies may be effective, but in most situations the most sustainable method of reducing CO₂ emissions is to improve the building fabric and reduce the overall energy demand of new buildings. This feedback, together with further detailed discussions with developers, and the original comments on the draft Supplementary Guidance has resulted in an additional section in the Supplementary Guidance titled Instances When Policy Will Be Relaxed. This allows the relaxation of policy when greater CO₂ emissions savings can be achieved through alternative means. It has also brought to light some technical difficulties in the implementation of decentralised energy schemes and additional guidance on this topic has been provided within the section Low and Zero Carbon Generating Technologies and the Masterplanning process.

- 5.9 The representations also recommend adding some further details to the Supplementary Guidance. These amendments are considered minor and do not change the intention of the policy and have been accepted.

Shopfront and Advertisements Design Guide

- 5.10 The aim of the Supplementary Guidance is to give advice and guidance to those who are proposing shopfront alterations and/ or the erection of signs on shopfronts. No representations were received. However, because amendments are proposed on a part of the guidance regarding roller shutters it is recommended that further consultation is carried out.

Shopfront Security

- 5.11 This Supplementary Guidance provides the basis for development management decision making for shopfront security. No representations were received. However, because amendments are proposed on a part of the guidance regarding roller shutters it is recommended that further consultation is carried out.

Transport and Accessibility

- 5.12 This document examines a number of transport and accessibility issues that may have to be considered as part of a planning application and should be read in conjunction with the Aberdeen Local Development Plan and the Local Transport Strategy. A total of 3 representations were received, one from a member of the public, one from Aberdeen Cycle Forum and one from Bancon Developments Ltd. Some of the comments received were agreed with and it is proposed that the Supplementary Guidance be amended to reflect this. These amendments include; reflecting the current position of Aberdeen City Council's review of "Guidelines and Specifications for Roads within Residential and Industrial Developments" and strengthening the cycle parking standards. A figure indicating the necessary dimensions for Sheffield cycle stands has also been added to amend a drafting error. Figure 3 – Zones for Parking Standards has also been amended to better reflect public transport accessibility standards.

6. IMPACT

- 6.1 The Local Development Plan continues to support the vision of Aberdeen becoming an even more attractive place to live and in which to do business and will ensure that high quality employment

opportunities exist. This process aspires to improve the access that the people of Aberdeen have to high quality services that meet their needs. The development and refinement of fit for purpose Supplementary Guidance to assist the Aberdeen Local Development Plan is paramount to supporting this vision and achieving the goals that Aberdeen aspires to.

- 6.2 The vision for Aberdeen is to be a city which is vibrant, dynamic, forward looking – an even better place to live and work, where people can expect high-quality services that meet their needs. For Planning and Sustainable Development this means making a visible difference to the quality of the city’s urban and natural environment by promoting high quality development and providing an effective infrastructure to make us a world class strategic location.
- 6.3 To do this we must think strategically, facilitate development, engage positively with communities and the business sector and be open and transparent in our decision making. We also have a key role in delivering the vision for the City and Shire as expressed through regional plans and strategies. Planning and Sustainable Development is tasked with seeing that Aberdeen stays at the forefront of planning for the future.
- 6.4 The Supplementary Guidance represented in this report. 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.
- 6.5 The Supplementary Guidance represented in this report meets the vision of the Community Plan in promoting a strong image of the City and a sense of civic pride.
- 6.6 The Supplementary Guidance represented in this report supports the Council’s 5 year Business Plan in terms of protecting and enhancing the built environment, attracting visitors, workers and investment to protect the economic future of the city, and, to facilitate new development projects to improve Aberdeen’s living and working environment.
- 6.7 An Equality and Human Rights Impact Assessment has previously been carried on the Supplementary Guidance This shows that there will be some positive impacts of the Plan on a range of equalities groups.

7. BACKGROUND PAPERS

- Appendix 1 - Summary of representations received, officers' responses and a list of all other minor amendments
- Aberdeen Local Development Plan – Proposed Plan
http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_document_map.asp
- Aberdeen Local Development Plan – Proposed Plan Representations
http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_proposed_plan_representations.asp
- Aberdeen Local Development Plan – Proposed Action Programme
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31716&sID=14342>
- Aberdeen City and Shire Strategic Development Planning Authority: Aberdeen City and Shire Structure Plan
<http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=423&sID=149>
- Planning etc. (Scotland) Act 2006
http://www.opsi.gov.uk/legislation/scotland/acts2006/asp_20060017_en_1
- Scottish Planning Series: Planning Circular 1/2009: Development Planning
<http://www.scotland.gov.uk/Resource/Doc/261030/0077887.pdf>
- The Town and Country Planning (Development Planning) (Scotland) Regulations 2008
http://www.opsi.gov.uk/legislation/scotland/ssi2008/ssi_20080426_en_1

8. REPORT AUTHOR DETAILS

Ross Maclennan
Planner
Rmaclennan@aberdeencity.gov.uk
(01224) 523325

This page is intentionally left blank

Respondent No	Summary of comment	Response to comment	Action/Changes made
Air Quality 408 (57)	<p>We support the inclusion of the Supplementary Guidance on Air Quality Issues in the Local Development Plan which will support any proposed Air Quality policy and in general terms consider that the Supplementary Guidance is of a good standard and will assist the Council in tackling, in a land use context, air quality issues affecting Aberdeen City. We make the following comments which it is considered could further improve the document.</p> <p>Figure 1 is welcomed however it could be further improved by clarifying which parties will be involved at which stage e.g. are pre-application discussions with the Planning Service or Environmental Protection Service? It could also be made clearer which consultees would be involved and at what stage in the application process they would be consulted.</p> <p>Figure 2 is welcomed as it will provide a ready means for Planning Officers to determine the types of developments where Air Quality Assessments will be required; however we recommend that it be clarified further. Terms such as 'small' residential would benefit from further clarification (how many houses/flats/parking spaces?) and the term 'major' could be confusing in the context of the Hierarchy of Development as set out in the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009, which holds a specific definition of 'major' developments. In order to avoid confusion we suggest another term should be used</p>	<p>It is accepted that Figure 1 could be further improved by clarifying which parties will be involved at which stage. Figure 1 will be amended to include further information regarding the various parties involvement in the application process. It is felt however, that making reference to all consultees that would be involved in the planning application process and at what stage they would be involved would over complicate Figure 1 and make it difficult to understand and follow.</p> <p>It is also accepted that Figure 2 could be further improved by clarifying certain terms. Figure 2 will be amended to reflect SEPA's suggestions.</p> <p>It is also accepted that the document "Air Pollution: Action in a Changing Climate 2010" should be added into the related links section at the back of the document.</p>	<p>Amend Figure 1 to include further information regarding the various parties involvement in the application process.</p> <p>Amend Figure 2 to provide greater clarity. Add in "<80 dwellings or 1 ha site" after 'small residential development'. Remove reference to 'major commercial' and replace with "Medium/large commercial". Remove reference to 'PPC registration' and replace with "PPC Permit". Also add in reference to "Scottish Environment Protection Agency" as a key consultee for the category of 'Industrial Development requiring PPC Permit'.</p> <p>Add reference to the document "Air Pollution: Action in a Changing Climate 2010" to the related links section at the back of the document.</p>

Respondent No	Summary of comment	Response to comment	Action/Changes made
	<p>(medium to large-scale). Furthermore in the Development Category Industrial Development requiring PPC registration it is requested that this is amended to Industrial Development requiring PPC Permit and that SEPA is included as well as Environment Protection Service as key consultee for this category of development.</p> <p>DEFRA and the devolved administrations recently published a document that encourages local authorities to integrate climate change and local air quality. Road traffic is the main source of atmospheric pollution in the urban centres and it is also the second largest source of greenhouse gas emissions, therefore the two are inextricably linked and could be addressed as a single issue. The document Air Pollution: Action in a Changing Climate emphasises: Now is the right time to consider how we can achieve these additional benefits, particularly from improving public health, through a closer integration of air quality and climate change policies. It is recommended that this be included in the Related Links section.</p>		

Respondent No	Summary of comment	Response to comment	Action/Changes made
Changes made by officers, not as a result of comments received.			A section emphasising the particular importance of applicants consulting with the Environmental Protection Service when applying for biomass or combined heat and power units has been added and a definition of pollution prevention and control (PPC) permits has been added for greater clarity.
Shopfronts and Advertisements Design TG	No comments received		
Shopfront Security	No comments received		
Transport & Accessibility 254 (2)	The guidance on cycle parking standards is a straight copy of the existing guidance. This current guidance has not prevented planning failure in respect of cycle parking at some recent developments. The guidance thus requires greater clarity and, in places, strengthening. The guidance should clearly state in the opening section that all types of use should provide both short stay cycle parking for visitors/customers and long stay cycle parking for staff. ACF believes the maximum 50m distance away from the main entrance for short stay parking is too far - 25m should be the maximum distance. It should be clear that residential flat developments should provide short stay cycle parking for visitors. The 25m should not involve the crossing of a heavily	The guidance on cycle parking standards was updated following a review of previous cycle parking standards associated with the 2008 Local Plan, which was carried out in partnership with the Aberdeen Cycle Forum. The emerging Transport and Accessibility Supplementary Guidance will form part of the Local Development Plan. In particular, Policy D3, which relates to Sustainable and Active Travel, strengthens the requirement for the provision of cycle access through new	Amend the sentence, "Weather protection is also desirable" to "As weather protection for cycle parking is highly desirable developers will need to consider this at an early stage in the design of new developments". Amend the sentence, "This type of facility should be located in a convenient and prominent position, preferably adjacent to the entrance of a building, with an absolute maximum of 50m from the entrance" to, "This type of facility should be located in a safe, convenient, accessible and prominent position, preferably on-site and adjacent to the entrance of a building, and an absolute

Respondent No	Summary of comment	Response to comment	Action/Changes made
	<p>trafficked road. ACF wishes to see the guidance on weather protection strengthened. The current guidance says weather protection is 'desirable' - this should be upgraded to 'essential' for new build developments. There should be a standard for cycle access. ACF suggests 'Developments should be accessible from the road network by safe cycle links and should, where necessary, provide required cycle infrastructure in the vicinity of the development'. The order of the parking standards should reflect the transport hierarchy in Scottish Planning Policy. Thus the cycle parking standards should come first, and car parking standards last.</p>	<p>development.</p> <p>The Supplementary Guidance includes standards for both short and long term cycle parking within all new developments and it is implicit that both are considered. However, there may be circumstances where the provision of short stay parking may not be appropriate for uses which have little or no visitors and equally there are some locations where a shared facility may be sufficient. It is not therefore considered to be appropriate to apply a combined blanket standard for short and long stay for all developments.</p> <p>The SG requires that long stay parking is covered. The provision of weather protection for short stay parking is supported and can be effectively planned into new developments. Such facilities may not be appropriate where their provision would conflict with heritage and conservation issues and the desire to rationalise street furniture, for example parts of the City Centre. In light of the above,</p>	<p>maximum of 50m from the entrance".</p>

Respondent No	Summary of comment	Response to comment	Action/Changes made
		<p>we can not agree with the suggested change to make the provision of weather protection for short stay parking an essential requirement. However, we suggest the inclusion of the following text to ensure that such facilities are provided in new developments: "As weather protection for cycle parking is highly desirable developers will need to consider this at an early stage in the design of new developments".</p> <p>For some developments a maximum distance of 25 metres from short stay parking facilities to the main entrance may be too restrictive, or unachievable in some circumstances. 50 metres represents an absolute maximum distance and would take less than 30 seconds to walk. We would agree with the objective of not crossing heavily trafficked roads in terms of public safety and would expect to see cycle parking facilities on site and as close to the entrance as possible. In order to strengthen this section, the sentence, "This type of facility should be located in a</p>	

Respondent No	Summary of comment	Response to comment	Action/Changes made
		<p>convenient and prominent position, preferably adjacent to the entrance of a building, with an absolute maximum of 50m from the entrance" will be amended to, "This type of facility should be located in a safe, convenient, accessible and prominent position, preferably on-site and adjacent to the entrance of a building, and an absolute maximum of 50m from the entrance".</p> <p>Policy D3 of the Aberdeen Local Development Plan deals with cycle access to and from new developments and will help to ensure that an appropriate standard of cycle access is provided through the masterplan and planning application process.</p> <p>With reference to the ordering of the standards, these are not presented in any particular order and are not representative of transport hierarchy and/or priority. Policy D3 - Sustainable and Active Travel sets out the priorities in terms of transport hierarchy and states that, "Access to, and movement</p>	

Respondent No	Summary of comment	Response to comment	Action/Changes made
269 (2)	Any new properties should have at least 2 off-road parking spaces per property - I would suggest this is adopted as Aberdeen city is already a nightmare for on-road parking.	<p>between, new and existing developments will prioritise transport modes in the following order - walking, cycling, public transport, car and other motorised vehicles". This reflects the transport hierarchy set out in Scottish Planning Policy.</p> <p>Paragraph 171 of Scottish Planning Policy states that "The availability of parking can have an important influence in reducing reliance on the car" and requires planning authorities to apply maximum car parking standards to encourage modal shift. Therefore, it would not be appropriate to set minimum car parking standards.</p> <p>The car parking standards in the Transport and Accessibility Supplementary Guidance document were established by taking account of current demands and potential future requirements for parking spaces in the City, and other policy measures, such as encouraging alternatives to the car, that are likely to affect this issue.</p> <p>The Transport and Accessibility</p>	None.

Respondent No	Summary of comment	Response to comment	Action/Changes made
		<p>Supplementary Guidance proposes that in Outer City areas the residential car parking standard is a maximum 2 spaces per dwelling for up to 3 bedroom properties, and 3 spaces per dwelling for 4 bedroom properties.</p> <p>Properties that are situated closer to the centre of Aberdeen (Inner City area and City Centre) have more restrictive standards to reflect their location in relation to public transport links. This approach complies with paragraph 172 of Scottish Planning Policy which states that, "where an area is well served by public transport, more restrictive standards may be appropriate."</p>	
1561 (28)	<p>Bancon object to the supplementary guidance (SG) on the grounds that essential information is missing, and that this must be the subject of appropriate public scrutiny. Bancon therefore submit that the SG be subject to appropriate public scrutiny once a detailed set of guidelines can be provided, incorporating the principles of Designing Streets. There must be no potential for conflict between the SG (contributing a material contribution to the determination of planning applications and the preparation of masterplans) and the standards required by the</p>	<p>Section 4 of the draft Transport and Accessibility Supplementary Guidance was intended to be an informative paragraph only, indicating the Council's intention to review its 1998 publication "Guidelines and Specification for Roads within Residential and Industrial Developments". This review takes account of Designing Streets and the Council intends to publish a</p>	<p>Amend Section 4 to reflect the review of "Guidelines and Specifications for Roads within Residential and Industrial Developments".</p> <p>Request six week public consultation period and report back to Council at a later date.</p>

Respondent No	Summary of comment	Response to comment	Action/Changes made
	Roads Service at Roads Construction Consent stage.	revised version of this document in due course. In the meantime, the Council is publishing for consultation an updated Transport and Accessibility Supplementary Guidance which reflects the principles of Designing Streets.	
Changes made by officers, not as a result of comments received.			<p>A figure indicating the required dimensions of Sheffield stands has been added to the section on Sheffield Stand Specifications to add clarity and amend a drafting error.</p> <p>Figure 3 – Zones for Parking Standards has been amended to better reflect public transport accessibility standards.</p>
Low and Zero Carbon Buildings 408 (60)	<p>We welcome the production of Supplementary Guidance to support the delivery of low and zero carbon technology in new developments in order to contribute to meeting Scotland's Climate Change emissions reduction targets. The following comments are made in the interests of improving the clarity of the document.</p> <p>Under the Pre-application Discussions section it is recommended that the following be added. Micro-hydro schemes may require authorisation from SEPA under the Water Environment (Controlled Activities) (Scotland) Regulations 2005.</p>	<p>Agree that Guidance should reference the potential that micro hydro schemes may require authorisation from SEPA.</p> <p>This Supplementary Guidance is restricted to setting further detail on policy R7 and additional requirements can not be added.</p> <p>Agree, that reference should be added. .</p>	<p>Under the Pre-application Discussions section it is recommended that the following be added. Micro-hydro schemes may require authorisation from SEPA under the Water Environment (Controlled Activities) (Scotland) Regulations 2005.</p> <p>SEPA guidance document Supporting Guidance WAT-SG-62 Geothermal Abstraction - Geothermal Energy http://search.sepa.org.uk/sepa?action=search&q=geothermal%20energy is also included under the Useful Documents</p>

Respondent No	Summary of comment	Response to comment	Action/Changes made
	<p>As climate change may lead to more erratic rainfall patters and therefore impact on water supplies there is an increased need to use water more effectively and efficiently, it is therefore requested that the Supplementary Guidance also include a reference to designing new developments to minimise water use.</p> <p>It is recommended that SEPA guidance document Supporting Guidance WAT-SG-62 Geothermal Abstraction - Geothermal Energy http://search.sepa.org.uk/sepa?action=search&q=geothermal%20energy is also included under the Useful Documents section of the Supplementary Guidance.</p>		<p>section of the Supplementary Guidance.</p>
1464(12)	<p>Object to the requirement to be achieved through the use of low and zero carbon technologies. The requirement in the Climate Change (Scotland) Act 2009 in short sighted and a greater emphasis should have been made on the way in which materials and build methods reduce carbon emissions as opposed to the ad-hoc use of LZCTs which can be costly to install and do not in every instance make the required carbon savings, are not always cost effective and have a long pay back period for the householder.</p> <p>Policy should be changed to read: " All new buildings, in meeting building regulations energy requirements must achieve carbon reduction saving methods to reduce the predicted carbon dioxide emissions by at least 15% below the 2007</p>	<p>It is the Council's interpretation of section 3F of the Town and Country Planning (Scotland) Act 1997 that savings for all new buildings must be through the use of low and zero carbon generating technologies.</p> <p>However, it is accepted that the most efficient way to reduce emissions is to improve the efficiency of the building before adding renewable technologies. Therefore, the Supplementary Guidance will include instances in which a lower or no proportion of low and zero carbon</p>	<p>Amend policy to include new section on instances where development of a lower or with no proportion of low and zero carbon generating technologies will be accepted.</p>

Respondent No	Summary of comment	Response to comment	Action/Changes made
	<p>building standards."</p> <p>The policy requires to be flexible to respond to continuing changes in Scottish Government policy. The government are currently reviewing their position at the present time and are considering many other mechanisms to achieve reduced carbon such as carbon offsetting.</p>	<p>generating technologies will be accepted. If an additional CO2 saving can be delivered above current building standards or a contribution to the improvement of the existing stock is made then there would be a net CO2 reduction beyond the policy requirement and this is considered to further contribute to the targets set by the Climate Change (Scotland) Act 2009 and would be considered to meet the requirements of this policy.</p>	
TJ1561 (30)	<p>Bancon object to the above supplementary guidance (SG) on the grounds that it seeks a mandatory 15% of the reduction in carbon emissions from new buildings to be delivered through the installation of Low and Zero Carbon Generating Technologies. This is contrary to the view that carbon emissions are best reduced through a 'fabric first' approach of reducing the energy demand through improving insulation and construction.</p> <p>Bancon therefore submit that Policy R7 and SG8.1 be amended to remove all reference to a percentage requirement for the provision of low and zero carbon generating technologies, in line with both the Climate Change (Scotland) Act 2009 and SPP. Developers should be required to provide detailed sustainability statements, as they do for Building Warrant applications, and this</p>	<p>It is the Council's interpretation of section 3F of the Town and Country Planning (Scotland) Act 1997 that savings for all new buildings must be through the use of low and zero carbon generating technologies.</p> <p>However, it is accepted that the most efficient way to reduce emissions is to improve the efficiency of the building before adding renewable technologies. Therefore, the Supplementary Guidance will include instances in which a lower or no proportion of low and zero carbon generating technologies will be accepted. If an additional CO2</p>	<p>Amend policy to include new section on instances where development of a lower or with no proportion of low and zero carbon generating technologies will be accepted.</p>

Respondent No	Summary of comment	Response to comment	Action/Changes made
	<p>should be assessed appropriately through the planning application process by the Development Management planner. The proposed policy removes any form of common sense from this process, and puts an unreasonable burden on developers to develop buildings that use far more energy than required.</p>	<p>saving can be delivered above current building standards or a contribution to the improvement of the existing stock is made then there would be a net CO2 reduction beyond the policy requirement and this is considered to further contribute to the targets set by the Climate Change (Scotland) Act 2009 and would be considered to meet the requirements of this policy.</p>	
<p>Harmony of Uses 24(8)</p>	<p>The number of licensed premises needs to be cut in the City Centre.</p>	<p>The number of licensed premises is not a planning issue but one for the Licensing department. As a planning authority we determine applications using the Use Classes Order 1997. It is not a planning consideration what the actual use of the unit will be unless it has an affect on amenity (such as residential or environmental). Therefore, as a planning authority we are unable to decrease the number of licensed premises in the City Centre.</p>	<p>No change</p>
<p>373 (8)</p>	<p>Harbour should be included as a 'bad neighbour'. Need to account for the future expansion of Harbour related operations that could give rise to noise complaints. The phrase 'in perpetuity' be added to the end of the first sentence on the 4th paragraph of page 19 of SG 1.5, and that a 5th</p>	<p>We agree that the Harbour should be included within this SG as a 'bad neighbour'. With regards to adding the phrase 'in perpetuity' we disagree that this should be added as there is no</p>	<p>Make suggested changes.</p>

Respondent No	Summary of comment	Response to comment	Action/Changes made
	<p>criteria be added to the list on the same page, as follows: '5. The proposal is located within or in close proximity to the Harbour boundary unless it can be demonstrated through a detailed noise survey that a satisfactory level of residential amenity can be achieved taking account of background noise levels.'</p>	<p>way in guaranteeing residential amenity in perpetuity. We agree in principle with the fifth criteria. However, we have amended the wording to read 'The proposal is located within or adjacent to the Harbour boundary unless it can be demonstrated through a detailed noise assessment submitted prior to determination of any planning application by a suitably qualified consultant that a satisfactory level of residential amenity can be achieved taking account of background noise levels.'</p>	

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	New Draft Supplementary Guidance in support of the Proposed Aberdeen Local Development Plan.
REPORT NUMBER:	EPI/11/217

1. PURPOSE OF REPORT

- 1.1 The Planning etc. (Scotland) Act 2006 paragraph 22 (1) states that a planning authority may adopt and issue guidance in connection with a local development plan. Aberdeen City Council has already prepared a number of draft Supplementary Guidance documents and has consulted on 49 of these alongside the Proposed Aberdeen Local Development Plan for a period of 16 weeks (between 24th September 2010 and 17th January 2011).
- 1.2 The purpose of this report is to obtain Committee approval for two new items of draft Supplementary Guidance, on Archaeology and Natural Heritage, to be issued for public consultation. These documents have been prepared in support of the Aberdeen Local Development Plan (LDP). The public consultation to be undertaken would last 8 weeks, exceeding the statutory minimum of 6 weeks to take account of school holidays in October. These documents provide the means of assessing development proposals affecting the city's natural heritage assets and set out procedures where there are known to be or where evidence suggests there may be archaeological remains.
- 1.3 Two other Committee Reports related to Supplementary Guidance are being presented to the Committee alongside this report. Agenda item 7.4 deals with draft Supplementary Guidance documents which are being presented for approval as interim planning guidance. In addition, draft Supplementary Guidance documents which need to be subject to further consultation are dealt with separately under Agenda item 7.5.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:

- (a) Approve the Natural Heritage and Archaeology draft Supplementary Guidance documents for eight weeks' public consultation.
- (b) Agree that following completion of the relevant consultation, any comments received and subsequent amendments to the draft Supplementary Guidance be presented to a future meeting of the Committee.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report, other than costs incurred through consultation and publicity related to the proposed guidance. Any such expenses incurred can be met through existing budgets.

4. OTHER IMPLICATIONS

- 4.1 There are no known legal or equipment implications arising from this report.
- 4.2 As a major landowner in the city, proposals for the development of land and assets owned by Aberdeen City Council will be subject to assessment in line with the principles and standards set out in the Supplementary Guidance, where applicable.
- 4.3 The progression of these Supplementary Guidance documents will provide a clear framework for decision making, allowing comprehensive guidance for both applicants and officers, thereby making a significant contribution towards the Council's aim of promoting and achieving sustainable development. Detailed topic-based Supplementary Guidance also has value in reducing officer time spent on pre-application discussions.
- 4.4 The proposed Supplementary Guidance on Natural Heritage brings clear environmental benefits, as it is intended to inform officers in their assessment of the natural heritage implications of any given development proposal, thereby allowing effective safeguarding of the biodiversity and geodiversity of the city. Similarly, the proposed Archaeology Supplementary Guidance provides protection for known or recorded archaeological sites and allow for investigation prior to development where there is reason to believe that a development proposal may affect an area containing archaeological remains.
- 4.5 These items of new draft Supplementary Guidance will be incorporated when finalising the Strategic Environmental Assessment (SEA) environmental report at the end of the Local Development Plan process.

5. BACKGROUND/MAIN ISSUES

- 5.1 The Council agreed the content of the Proposed Plan on 18 August 2010. The Proposed Plan was a critical stage in the plan preparation process and was the result of a significant amount of assessment and public consultation.
- 5.2 Those items of Supplementary Guidance to be carried over from the extant Aberdeen Local Plan have been subject to public consultation and are the subject of separate reports, depending on whether further consultation is required on changes made. The Natural Heritage and Archaeology draft Supplementary Guidance documents have been newly produced and so public consultation is necessary to gain the views of stakeholders on the guidance proposed.
- 5.3 The purpose of these Supplementary Guidance documents is to provide further information and detail in respect of policies set out in the Local Development Plan, in accordance with the Scottish Government's intention that the Local Development Plan itself focuses on vision, the spatial strategy, overarching and other key policies, and proposals.
- 5.4 The draft Supplementary Guidance on Archaeology and Planning gives advice and guidance regarding development proposals within or close to archaeological sites and Scheduled Ancient Monuments. The guidance sets the parameters whereby planning permission would be granted. A previous draft of the proposed Supplementary Guidance on this topic was consulted on for just over 16 weeks as part of the Aberdeen Local Development Plan – Proposed Plan. Although no representations were received, officers determined that the draft guidance could be more robust, presenting more explicit and well-structured guidance for both officers and applicants. The Supplementary Guidance enclosed within this report represents a marked change from the previous draft and so has been considered as an entirely new document. The new guidance outlines a stronger and clearer position on relevant criteria that would be applicable when determining a planning application within or close to archaeological sites and Scheduled Ancient Monuments.
- 5.5 The draft Natural Heritage Supplementary Guidance is intended to support Natural Heritage Policy NE8, as contained in the Proposed Plan. This new document sets out the Council's various legal obligations to aspects of the natural environment, sets out the principles which underpin successful protection of natural heritage assets, identifies designated sites and protected species present within the City area and sets out what will be required of applicants where such designations or species may be affected by development.
- 5.6 Due to the size of these Supplementary Guidance documents, hard copies have not been attached to this report but are available in the Members' Lounge and from the Local Development Plan team. Full

copies of the draft Supplementary Guidance can also be accessed from

http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_proposed_plan.asp

6. IMPACT

- 6.1 The Local Development Plan continues to support the vision of Aberdeen becoming an even more attractive place to live and in which to do business and will ensure that high quality employment opportunities exist. This process aspires to improve the access that the people of Aberdeen have to high quality services that meet their needs. The development and refinement of fit for purpose Supplementary Guidance to assist the Aberdeen Local Development Plan is paramount to supporting this vision and achieving the goals that Aberdeen aspires to.
- 6.2 The vision for Aberdeen is to be a city which is vibrant, dynamic and forward looking – an even better place to live and work, where people can expect high-quality services that meet their needs. This means making a visible difference to the quality of the city’s urban and natural environment by promoting high quality development and providing an effective infrastructure to make us a world class strategic location.
- 6.3 To do this we must think strategically, facilitate development, engage positively with communities and the business sector and be open and transparent in our decision making. We also have a key role in delivering the vision for the City and Shire as expressed through regional plans and strategies. Planning and Sustainable Development is tasked with seeing that Aberdeen stays at the forefront of planning for the future.
- 6.4 The Supplementary Guidance represented in this report. 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.
- 6.5 The Supplementary Guidance represented in this report meets the vision of the Community Plan in promoting a strong image of the City and a sense of civic pride.
- 6.6 The Supplementary Guidance represented in this report supports the Council’s 5 year Business Plan in terms of protecting and enhancing

our high quality natural and built environment, attracting visitors, workers and investment to protect the economic future of the city, and, to facilitate new development projects to improve Aberdeen's living and working environment.

- 6.7 An equalities and human rights impact assessment (EHRIA) has been carried out in relation to the proposed Supplementary Guidance documents, with the results included as Appendix 1 to this report.

7. BACKGROUND PAPERS

- Aberdeen Local Development Plan – Proposed Plan
http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_document_map.asp
- Aberdeen Local Development Plan – Proposed Action Programme
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31716&sID=14342>
- Aberdeen City and Shire Strategic Development Planning Authority: Aberdeen City and Shire Structure Plan
<http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=423&sID=149>
- Planning etc. (Scotland) Act 2006
http://www.opsi.gov.uk/legislation/scotland/acts2006/asp_20060017_en_1
- Scottish Planning Series: Planning Circular 1/2009: Development Planning
<http://www.scotland.gov.uk/Resource/Doc/261030/0077887.pdf>
- The Town and Country Planning (Development Planning) (Scotland) Regulations 2008
http://www.opsi.gov.uk/legislation/scotland/ssi2008/ssi_20080426_en_1

8. REPORT AUTHOR DETAILS

Gavin Evans
Planner
GEvans@aberdeencity.gov.uk
01224 522 871

This page is intentionally left blank

Equality and Human Rights Impact Assessment - the Form

Eight steps to an equality and human rights impact
assessment



EPI/11/217 – Appendix 1

There are separate guidance notes to accompany this form – “Equality and Human Rights Impact Assessment – the Guide.” Please use these guidance notes as you complete this form.

STEP 1: Identify essential information (To complete this section please use the notes on page 8 of the guide to the Equality and Human Rights Impact Assessment.)

1. Name of function, policy or procedure

Aberdeen Local Development Plan – Interim Supplementary Guidance

2. Is this function, policy or procedure New Reviewed

3. Officers completing this form

Name	Designation	Service	Directorate
Louise MacSween	Planning Trainee	Planning and Sustainable Development	Enterprise Planning and Infrastructure

4. Date of Impact Assessment 11 July 2011

5. Lead council service(s) involved in the delivery of this function, policy, procedure

Planning and Sustainable Development

6. Who else is involved in the delivery of this function, policy or procedure? (for example other Council services or partner agencies)
(if none go to question 8)

7. How have they been involved in the equality and human rights impact assessment process?

STEP 2: Outline the aims of the function, policy or procedure (To complete this section please use the notes on pages 9 -10 of the guide to the Equality and Human Rights Impact Assessment.)

8. What are the main aims of the function, policy or procedure? Please list

The purpose of these Supplementary Guidance documents is to provide further information and detail in respect of policies set out in the Local Development Plan, in accordance with the Scottish Government's intention that the Local Development Plan itself focuses on vision, the spatial strategy, overarching and other key policies, and proposals.

At present, the Council has no specific Supplementary Guidance in relation to Archaeology or Natural Heritage and, subject to any representations received and amendments made as a result of the consultation process, it is intended that these documents be subsequently adopted as interim Supplementary Guidance. On successful adoption of the Local Development Plan, these documents would gain the status of policy alongside the Plan.

Archaeology - The supplementary guidance on archaeology and planning gives advice and guidance regarding planning permission within or close to archaeological sites and Scheduled Ancient Monuments. The guidance sets the parameters where by planning permission would be granted.

Natural Heritage - This supplementary guidance has been designed to support the Natural Heritage Policy of the Local Development Plan and to assist planning officers and others involved in development to assess the natural heritage implications of a development proposal, and to help them avoid recommending for approval, works which may lead to damage of important natural heritage in Aberdeen.

The progression of these Supplementary Guidance documents will provide a clear framework for decision making, allowing comprehensive guidance for applicants and thereby making a significant contribution towards the Council's aim of promoting and achieving sustainable development.

9. Who are the main beneficiaries of the function, policy or procedure? Please list

Residents and businesses in Aberdeen, including stakeholders who have been involved in the preparation of the Aberdeen Local Development Plan – the development industry, key agencies, citizens and other Council services.

10. Is the function, policy or procedure intended to increase equality of opportunity by permitting positive action or action to redress disadvantage?

Yes

No

Give details

The document provides people with the opportunity to contribute to the preparation of Supplementary Guidance regarding Archaeology and Natural Heritage. As part of the modernisation of the planning system in Scotland, public consultation plays a vital role in the preparation of development plans, meaning that people's involvement can make a real difference to the content of the plan.

The Natural Heritage Supplementary Guidance will help to improve the quality of life of all citizens in Aberdeen. The consultation process will enable local communities, groups and individuals get involved in the content of the document that has been designed to help protect and improve their natural environment.

11. What impact will the function, policy or procedure have on promoting good relations and wider community cohesion?

The document invites people to participate by submitting representations, regardless of who they are, or where they live.

STEP 3: Gather and consider evidence (To complete this section please use the notes on pages 11 - 12 of the guide to the equality and human rights impact assessment)

12. What evidence is there to identify any potential positive or negative impacts?

Evidence	Details
Consultation	<p>The Local Development Plan team has consulted widely on the Local Development Plan.</p> <p>The Supplementary Guidance documents on Archaeology and Natural Heritage will be subject to 6 weeks consultation. These will be made available in all local libraries and a press notice will be released in the local newspaper.</p> <p>The Natural Heritage supplementary guidance is linked to the Implementation Plan for the Council's Nature Conservation Strategy 2010-2015 which was also subject to a full public consultation for 8 weeks involving community councils, challenge forums, external organisations and partnerships.</p>
Research	<p>An SEA was carried out with the Aberdeen Local Development Plan – Proposed Plan and associated Supplementary Guidance which was approved by Council in August 2010. There will be a review of the SEA when we receive the Reporters recommendations from the current examination of the Plan.</p>
Officer knowledge and experience (including feedback from frontline staff)	<p>Other members of staff were consulted on specific issues both individually and through group meetings. Key Agencies were also involved in the preparation of the Supplementary Guidance documents, offering specialist knowledge and experience.</p>
Equality monitoring data	<p>People submitting representation forms to the Main Issues Report were asked to fill in an equalities monitoring form (EMF) which was available online and with the paper representation forms. 56 filled out the EMF out of 990 submissions (5.7%) – a low rate probably reflecting the fact that the EMF's were voluntary. We found that 5% had a disability, and there was a 40/60 split between females and males. In terms of ethnicity, we had 16% British, 14% English, 66% Scottish and 3.6% gypsy traveller. In retrospect, it would have been useful to know age breakdowns because we spoke to the Youth Council and engaged the Young Scot website (with a link to the Local Development Plan), SHMU Radio and</p>

	<p>Bebo. Our basis for doing this is that today’s younger people will have to live with the decisions we take now. Obtaining an age breakdown would be useful in future monitoring arrangements. We did this in the consultation on the Development Options in June 2009 and found that the average age of those attending the meetings was 55.</p> <p>During the Proposed Local Development Plan consultation people were asked to fill in an EMF. This was made available on the web and with the paper representation forms. 13 filled out the EMF out of 1550 submissions (0.8%) – a much lower rate than the Main Issues Report consultation probably reflecting the fact that the EMF’s were voluntary and people were preoccupied submitting their representations with their proposed modifications to the Plan. We found that 7% had a disability, and there was a 40/60 split between males and females. In terms of ethnicity, we had 76.9% Scottish, 7.7% English, 7.7% British and 7.7% stating that they were another European ethnic group.</p> <p>EMFs will not be used in the consultation on Supplementary Guidance.</p>
<p>User feedback (including complaints)</p>	<p>Supplementary Guidance will be subject to statutory consultation periods during which the documents will be made available in all local libraries and a press notice will be released in the local newspaper. Also see above on consultation.</p>
<p>Other</p>	<p>N/A</p>

STEP 4: Assess likely impacts on equality strands (To complete this section please use the notes on pages 13 –14 of the guide to the Equality and Human Rights Impact Assessment)

13. Which, if any, equality target groups and others could be affected by this function policy or procedure? Place the symbol in the relevant box.

Equality Target Group	Positive Impact(+)	Neutral Impact (0)	Negative Impact(-)
Race*		√	√
Disability		√	
Gender **		√	
LGB***		√	
Belief		√	
Younger		√	
Older		√	
Others		√	

* Race include Gypsies/Travellers

** Gender includes Transgender

*** LGB: Lesbian, Gay and Bisexual

14. From the groups you have highlighted above, what positive and negative impacts do you think the function, policy or procedure might have?

Detail the impacts and describe the groups affected.

Positive impacts (describe groups affected)	Negative Impacts (describe groups affected)
The publication of Supplementary Guidance is an invitation for all groups to engage with planning issues within Aberdeen. Once we publish the Supplementary Guidance there will be a chance for everyone to make comments on the documents.	The Natural Heritage SG could have indirect negative impacts on Gypsies or Travellers that set up illegal camps on designated sites such as Local Nature Reserves (LNRs). This problem could be addressed through the identification of more suitable sites to meet their needs.

STEP 5: Apply the three key assessment tests for compliance assurance (To complete this section please use the notes on pages 15 – 17 of the guide to the Equality and Human Rights Impact Assessment.)

15. Does this policy/procedure have the potential to interfere with an individual’s rights as set out in the Human Rights Act 1998? State which rights might be affected by ticking the appropriate box(es) and how. **If you answer “no”, go to question 19.**

- | |
|--|
| <input type="checkbox"/> Article 3 – Right not to be subjected to torture, inhumane or degrading treatment or punishment
<input type="checkbox"/> Article 6 – Right to a fair and public hearing
<input type="checkbox"/> Article 8 – Right to respect for private and family life, home and |
|--|

EPI/11/217 – Appendix 1

correspondence

Article 10 – freedom of expression

Other article not listed above

How?

Legality

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

Legitimate aim

17. Is the aim of the policy a legitimate aim being served in terms of the relevant equality legislation or the Human Rights Act?

Proportionality

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

STEP 6: Monitor and review (To complete this section please use the notes on page 18 of the guide to the Equality and Human Rights Impact Assessment).

19. How will you monitor the implementation of the function, policy or procedure? (For example, customer satisfaction questionnaires)

After the Supplementary Guidance is agreed by Council the public will be invited to make representations on these documents.

20. How will the results be used to develop the function policy or procedure?

Comments on the draft supplementary guidance will inform the finalised version of the documents.

21. When is the function, policy or procedure due for review?

EPI/11/217 – Appendix 1

Supplementary Guidance will be reviewed along with a review of the Local Development Plan. This is scheduled for 2013.

STEP 7: Report results and summary of EHRIA to the public (To complete this section please use the notes on page 19 of the guide to the Equality and Human Rights Impact Assessment).

22. Where will you publish the results of the Equality and Human Rights Impact Assessment?

Please indicate as follows by ticking the appropriate box(es).

Summary of EHRIA will be published in committee report under section “Equality Impact Assessment”

Full EHRIA will be attached to the committee report as an appendix

Summary of EHRIA to be published on council website within relevant service pages

Other, please state where:

23. Please summarise the results of the Equality and Human Rights Impact Assessment and give an overview of whether the policy, procedure or function will meet the Council’s responsibilities in relation to equality and human rights. This summary needs to include any practical actions you intend to take / have taken to reduce, justify or remove any adverse negative impacts.


The document provides people with the opportunity to contribute to the preparation of two Supplementary Guidance documents.

EPI/11/217 – Appendix 1

STEP 8 SIGN OFF (To complete this section please use the notes on page 20 of the guide to the Equality and Human Rights Impact Assessment)

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


Person completing the impact assessment

Name	Date	Signature
Louise MacSween	14/07/2010	

Quality check: document has been checked by

Name	Date	Signature

Head of Service (Sign-off)

Name	Date	Signature
Margaret Bochel		

Now –

Please send a copy of your completed EHRIA form together with the Policy/Strategy/Procedure to:

Head of Service
Community Planning and Regeneration,
Strategic Leadership
Aberdeen City Council
St. Nicholas House
Broad Street
Aberdeen
AB10 1GZ

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	OP40 Kingswells Development Framework and Phase One Masterplan.
REPORT NUMBER:	EPI/11/22

1. PURPOSE OF REPORT

- 1.1 This report outlines the Kingswells Business Park Development Framework and Phase One Masterplan, prepared as a guide for the future development of land identified as Opportunity Site OP40 in the Proposed Aberdeen Local Development Plan (ALDP).
- 1.2 The OP40 Kingswells Development Framework and Phase One Masterplan (September 2011) is a large document containing a lot of illustrative material and can be viewed by accessing the following link: http://thezone/PI/SL_stratlead_reports.asp
- 1.3 A summary of the Development Framework is attached as Appendix 1 to this report. A hard copy of the Development Framework is available in the Members' Lounge or at the Main Reception of Marischal College.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- 2.2 Adopt the OP40 Kingswells Development Framework and Phase One Masterplan as interim planning advice and, pending Council approval for adoption of the Aberdeen Local Development Plan, agree for officers to implement the process to ratify the framework as Supplementary Guidance by the Scottish Government.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report outwith normal officer time to evaluate the Development Framework and Masterplan. The developers have met the cost of preparation of the Development Framework and Masterplan including all consultation and engagement. The proposals will result in efficiencies in the determination of future planning applications related to the development framework and masterplan, leading to a reduction in Council staff time to assess future detailed proposals.

4. OTHER IMPLICATIONS

- 4.1 There are no known property, legal or equipment implications arising from this report.
- 4.2 The Development Framework and Masterplan reduce the risk of piecemeal and inappropriate development in the site area. Mixed use development and the efficient use of land will contribute towards the Council's aim of promoting sustainable development.
- 4.3 Approving the Development Framework will contribute to efficiencies in determining future planning applications. By encouraging acceptable forms and uses of new development to be agreed publicly, it allows more informed decision making to be made earlier, saving time and resources for staff, applicants and the public.
- 4.4 In accordance with the Proposed Local Development Plan, Appendix 4, The Proposed Action Programme and the Infrastructure and Developer Contributions Manual, the Development Framework and Masterplan explicitly references how the development will address requirements for cumulative and local transport infrastructure; public transport along with walking and cycling.
- 4.5 A Strategic Environmental Assessment has been undertaken on the Kingswells business park site as part of the preparation for the proposed Aberdeen Local Development Plan.
- 4.6 Proposal of application notices have been submitted for plots 1 and 2 of the Development Framework area. This has focused the consultation and helps to make the planning process transparent. Combining the consultation exercises for masterplanning and pre-application ensures that there is a joined up approach and consistency in the process.
- 4.7 Screening opinions for plots 1 and 2 have been submitted and it has been confirmed that an Environmental Impact Assessment is not required for either of the sites.

5. BACKGROUND/MAIN ISSUES

5.1 Site Description

5.1.1 The site is located to the West of Kingswells on an area that has been identified within the Aberdeen City Local Development Plan, proposed plan as OP40 for 50ha of high quality business land suitable for company headquarters.

5.1.2 The Kingswells Park and Ride is located immediately to the east of the site and the A944 to the south. The proposed route of the Aberdeen Western Peripheral Route runs to the west of the site with one junction adjacent to the site and the other on the North of Kingswells.

5.1.3 Drum Property Group Ltd has assembled a multi-disciplinary design team to produce a Development Framework and Phase 1 Masterplan for OP40 Kingswells Business Park site.

5.2 Policy

5.2.1 The Kingswells Business Park Framework and Masterplan is intended to act as interim planning advice, pending Council approval for adoption of the Aberdeen Local Development Plan.

5.2.2 The Development Framework and Masterplan has been prepared following the Council's adopted Aberdeen Masterplanning Process and contributes to the Scottish Government and Aberdeen Local Development Plan policy aims of raising design quality in new development, through the 6 key qualities of creating successful places, namely – distinctive, welcoming, safe and pleasant, adaptable, easy to get to and move around, and resource efficient.

5.2.3 The site is designated for development over the first two periods of the Proposed Local Development Plan (2007-2016 and 2017-2023). Two hundred and ninety seven representations related to this site have been received by the Council as part of the Local Development Plan consultation process. The largest number of comments received agree with the provision of employment land but raised concerns that the site is too large and disproportionate to the size of Kingswells. Other comments included support for the site, concern over impact of development on the consumption dyke, concern that the site is too sensitive for development, a suggested alternative boundary and the need to produce a development framework to inform the future planning of the site.

Key Issues

5.3 Design Principles

5.3.1 The Development Framework sets out a clear vision for the business park: to “create a business park with an exemplary working environment where quality architecture is set in a landscape which both enhances the buildings themselves and provides the highest levels of amenity for all” and “to provide a sustainable, well integrated extension to Kingswells which includes essential high quality business accommodation and employment opportunities to enhance the economic growth of the wider City Region.”

5.3.2 The key objectives for the Development Framework are to:

- Create a landscape which reflects the rural character of this area of Aberdeen; relates to the surrounding area and takes its references from the natural heritage;
- Create settings for buildings which are sympathetic, balanced and mitigate their visual impact on the landscape;
- Create external environments which enhance the daily living experience;
- Create a high quality environment by the considered design of external features such as footpaths, street furniture, woodland belts and boundary walls;
- Provide multiple connections and maximum choices for people to use sustainable travel modes to travel to work, e.g. walk, cycle, or bus.

5.4 Response to the Historic Environment

5.4.1 Full consideration has been given to the existing historic features on and adjacent to the site – Kingswells House - B listed building, Kingswells Consumption Dyke - Scheduled Ancient Monument and B listed building and the Ancient Woodland.

5.4.2 The character and setting of Kingswells house has been protected and the habitat connectivity afforded by the Ancient Woodland has been preserved and enhanced within the framework.

5.5 Consumption Dyke

5.5.1 One of the main issues relating to the site is the outstanding objection from Historic Scotland to the Local Development Plan relating to the Consumption Dyke. The Development Framework has carefully considered the relationship of proposed development and the setting of the Consumption Dyke. On page 33 the Framework highlights that it is paramount the monument and its physical context is protected. An open space provision of approximately 120m has been safeguarded between the dyke and development to provide, protect and enhance its setting. This area will be preserved and may take the form of wild grasses with informal access. Building orientation perpendicular to the dyke, material selection and heights of buildings will also help mitigate

against any visual impact. The field boundaries are to be retained and enhanced with landscaping.

5.5.2 Although the results of the examination of the ALDP are as yet unknown, the development framework has been prepared to minimise the effect of development on the consumption dyke should the reporters be minded to support allocation of the OP40 site in full. Should the objection from Historic Scotland be upheld, the Phase One Masterplan has been designed to be capable of a “standalone” development, thereby reducing the risk of an undeliverable site.

5.6 Development and landscape strategy and framework

5.6.1 The site has been divided into 3 distinctive zones to enable integration with the surrounding landscape; these are the southern, central and northern zones. (p 26)

5.6.2 Southern Zone

The ALDP states that the OP40 site is suitable for company headquarters. The southern zone (adjacent to A944 and Park and Ride access) creates an opportunity for the development of a significant gateway building of this nature, particularly with its backdrop of mature trees and adjacent green space network. The extension of the mature landscaping will result in the formation of external rooms.

5.6.3 Central Zone

Existing development in this area includes Kingswells House and the Kingswells Park and Ride. Tree planting around these existing features contributes significantly to the landscape setting of the site. The proposal is to contain new buildings in this central zone in a similar way, producing development within tree lined ‘rooms’. This will ensure that new buildings and carparking are integrated within the landscape.

5.6.4 Northern Zone

Development in this zone must respect the consumption dyke and minimise any visual impact, given that this area is the highest part of the site. Orientation and heights of the buildings will be controlled and boundary treatments will be shelter planting along existing field boundaries with reintroduction of dry stone dykes. This will give the northern aspect a more rural feel and ensure a more successful integration with the surrounding fields.

5.7 Integration

5.7.1 Detailed consideration has been given to integrating the individual buildings and the overall development into the landscape. An extensive landscape framework has been developed complementing and enhancing existing landscaping. Development ‘rooms’ will be within the southern part of the site reflecting the existing structure around

Kingswells House. The area to the North of the site will reflect and enhance the existing field boundaries.

5.8 Connectivity and Circulation

5.8.1 The site is located adjacent to the Kingswells Park and Ride and offers strong sustainable transport links to the city centre and Bridge of Don. The site is located on the cycle network with a core path close by at Kingswells. The development considers it important to have a dedicated network of pedestrian and cycle routes through and to the site. (see p 36)

5.8.2 The site is also located adjacent to two junctions onto the proposed Aberdeen Western Peripheral Route, making it easily accessible to other parts of the North East and beyond, one of the junctions is adjacent to the site and the other on the North of Kingswells.

5.8.3 Details of the Junction Strategy will be assessed and addressed through the Transport Assessment currently being produced, but two potential accesses have been indicated, one from the A944, combining the P+R access and the other from the Kingswells by-pass. The primary street within the site will run east / west and will be of a rural character. The secondary streets will provide access to and from the individual buildings plots (p37). Parking will be allocated to the rear and sides of the buildings to reduce any potentially adverse visual impact and encourage pedestrian activity between buildings.

5.9 Public spaces

5.9.1 The agricultural setting of the Kingswells Consumption Dyke will be retained and restored with public access to it. The pedestrian/cycle network through the site will take the form of linear parks and linkages. Two main public squares are proposed at the hub (east) and west of the site. Significant landscaping around individual buildings is also planned to help with integration and ensure a high quality environment across the whole site. Further details on these points can be seen on page 39 of the Framework.

5.9.2 Development rooms and development clusters

The layout, derived from existing features, shows development “rooms” of varying size contained within the original field patterns and woodland planting. These “rooms” vary in terms of building sizes and heights depending on their location within the overall site. Buildings within the southern and central zones will be contained in a setting of existing mature woodland below the level of the highest part of the site. (see p40)

5.9.3 By designing development clusters, as shown on page 41, external spaces can be maximised and the opportunities for creative rural landscaping enhanced.

5.10 Building height

The Framework highlights the fact that the varying topography of the site needs to be reflected in the varying heights of the proposed buildings. The southern section (Adjacent to A944) could accommodate a 4 storey building of approximately 16metres, the central area occupying the southern slope could accommodate 3 storey buildings of approximately 12 metres and the Northern area should be limited to 2 storey buildings of approximately 8 metres in height. This will ensure the buildings are sensitive to their surroundings. These heights can clearly be seen on page 42 of the Framework.

5.11 Opportunities

The development framework identifies a number of issues that will be addressed:

- Existing and historic field pattern delineated with drystone walling;
- Existing tree structure;
- Proximity to the park and ride;
- Positive connections to Kingswells in the wider footpath and cycle route;
- Existing cycle route adjacent to the site;
- Future AWPR junctions;
- Encourage a better understanding of the history of Kingswells Consumption dyke.

The overhead power lines, proximity to the scheduled consumption dyke and B listed building, location of the Den Burn and Green Space Network and the sloping nature of the site were all identified as constraints, however it is noted that many of these once analysed also offer opportunities.

5.12 Phase One

The plot adjacent to the A944, if developed for a single building, can accommodate a four storey structure. The building should however be located toward the western end of the site where the existing mature tree belts will provide an appropriately scaled setting. Other sites within Phase One should be limited to three-storey. The section of the framework covering phase one (from p46) includes details of layout, parking, foyer spaces, pathways, roads, along with building form and materials.

5.13 Sustainability

A number of sustainability measures have been incorporated into the

buildings and landscaping in terms of energy management, waste management, communities and ecology and biodiversity.

5.14 Community Consultation

The masterplan process has involved local people and stakeholders in the design and development process. The consultation has been carried out following best practice guidance as set out in Planning Advice Note 81, Community Engagement and Aberdeen City Council's Guidelines for Community Engagement.

A number of meetings and events were held:

- 24 November 2009 and then 10 May 2010 previous owner gauged opinion on the views on developing the site in principle.
- 5 August 2010 meeting to update progress to community council
- 10 August 2010 site meeting to walk the line of the consumption dyke with the community council, discuss how dyke can be protected
- 25 October 2010 update presentation and meeting with the community council
- 1 November 2010 meeting to discuss previous points raised with community council
- 16 November 2010 meeting to discuss approach to the representation to the Local Development Plan with community council
- 1 June 2011 meeting to discuss with community council the approach to the Development Framework and agree the publicity for the public event
- 30 June 2011 Public event 16:30 – 20:30 Kingswells primary school – Involve the local community in developing detailed proposals for Phase one register shows 35 attendees
- 18 July 2011 meeting with Community Council to discuss comments received at the public event
- Website – A public website was launched from 20 July – 15 August 2011, 7 online responses were received and focused mainly on those issues raised at the event on 30 June 2011.

Key points raised	Outcome
<p>Accessibility and Traffic</p> <p>Concern about the ability of the local road to accommodate the development (Particularly A944)</p> <p>AWPR positive to the potential impact</p> <p>Park and ride should be</p>	<p>It is acknowledged that there is likely to be an increase to traffic and congestion and as such the details need to be considered via a transport assessment. It is also acknowledged that the AWPR should be in place prior to implementation of any of the later phases of the business park.</p>

promoted by the businesses.	Studies have been undertaken at local level to identify improvements to the area to mitigate any immediate impacts from Phase One. A green travel plan will be produced to ensure future employees utilise sustainable transport.
Community Facilities Lack of local facilities at present, these could be provided in the hub area – 75% of respondents agree that the development could provide facilities. Not too far to travel to the Westhill facilities.	It is considered that providing a hub of this type would link the Business Park development to Kingswells and provide the benefits that are lacking for the existing community. The hub would be located to the east of the site, in close proximity to existing development.
Design Approach Pleased with the proposed high quality design but the standards must remain high and encouraged by the masterplanning process. Consider renewable heat and power provision.	Ensuring that the high quality design continues throughout the whole site is essential and one of the main objectives of the Framework.
Other	
Concerns were raised about the scale, traffic, potential for the industrial nature of the site and the potential visual impact.	The Transport Strategy is to be further evolved to ensure these concerns are alleviated.
Reiterate the importance of visual impact and the desire for greater access to the consumption dyke and woodland.	This point was agreed and has been considered within the Framework.
Integration with Park and Ride and links to Kingswells identified as important.	Acknowledged that this is an important feature.
Query about the retention of pylons and note the ecological potential of the site.	The developer proposes to underground the pylons within the site. .

5.15 Phasing

Page 67 of the Development Framework demonstrates phasing of the site. It is important to note that phase 2 will include the community hub area. Infrastructure Delivery is covered on page 68 of the Development Framework and gives detail on how the proposed

Aberdeen Local Development Plan emerging policies, Supplementary Guidance and Action Programme will be addressed.

6. IMPACT

- 6.1 The framework includes improved access to cycle and walking provision, links through to Kingswells and the Park and Ride to provide more sustainable travel options in line with Community Planning aspirations.
- 6.2 The framework contributes to the following Single Outcome Priorities: 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 and enhance it for future generations.
- 6.3 The proposal contributes to the 5 year Business Plan in terms of working with our partners to attract visitors, workers and investment to protect the economic future of the city, encouraging the growth of local businesses through support of existing business sectors and development of new sectors and facilitating new development projects to improve Aberdeen's living and working environment.
- 6.4 The proposal is consistent with the Council's Corporate Plan in particular delivering high levels of design from all development, maintaining an up-to-date planning framework, sustainable development and open space provision.
- 6.5 The proposal is consistent with the Planning and Sustainable Development Service plan, in particular engaging the community in the planning process, and the delivery of masterplans/development frameworks in line with the Aberdeen Masterplanning Process.
- 6.6 An Equalities and Human Rights Impact Assessment has been prepared. In summary, many of the aims of the proposal will have positive benefits, including;
- General – improved access to the development site via new footpaths, cycleways and adjacent park and ride and would be integrated into the existing community of Kingswells.
 - Disability – disabled access and parking will be provided throughout the development.

7. BACKGROUND PAPERS

- 7.1 **OP40 – Kingswells** Development Framework and Phase One Masterplan Report
http://thezone/PI/SL_stratlead_reports.asp
- 7.2 Aberdeen Local Development Plan: Proposed Plan September 2010
http://www.aberdeencity.gov.uk/Planning/ldp/pla_local_development_plan.asp
- 7.3 Aberdeen Local Plan: June 2008
http://www.aberdeencity.gov.uk/Planning/pla/pla_LocalPlan_home.asp
- 7.4 Aberdeen Masterplanning Process 2008 (article 22, Planning Committee Minute, 6/11/08)
http://www.aberdeencity.gov.uk/Planning/pla/pla_planningbriefs.asp

REPORT AUTHOR DETAILS

Laura Robertson
Senior Planner
larobertson@aberdeencity.gov.uk
01224 522246

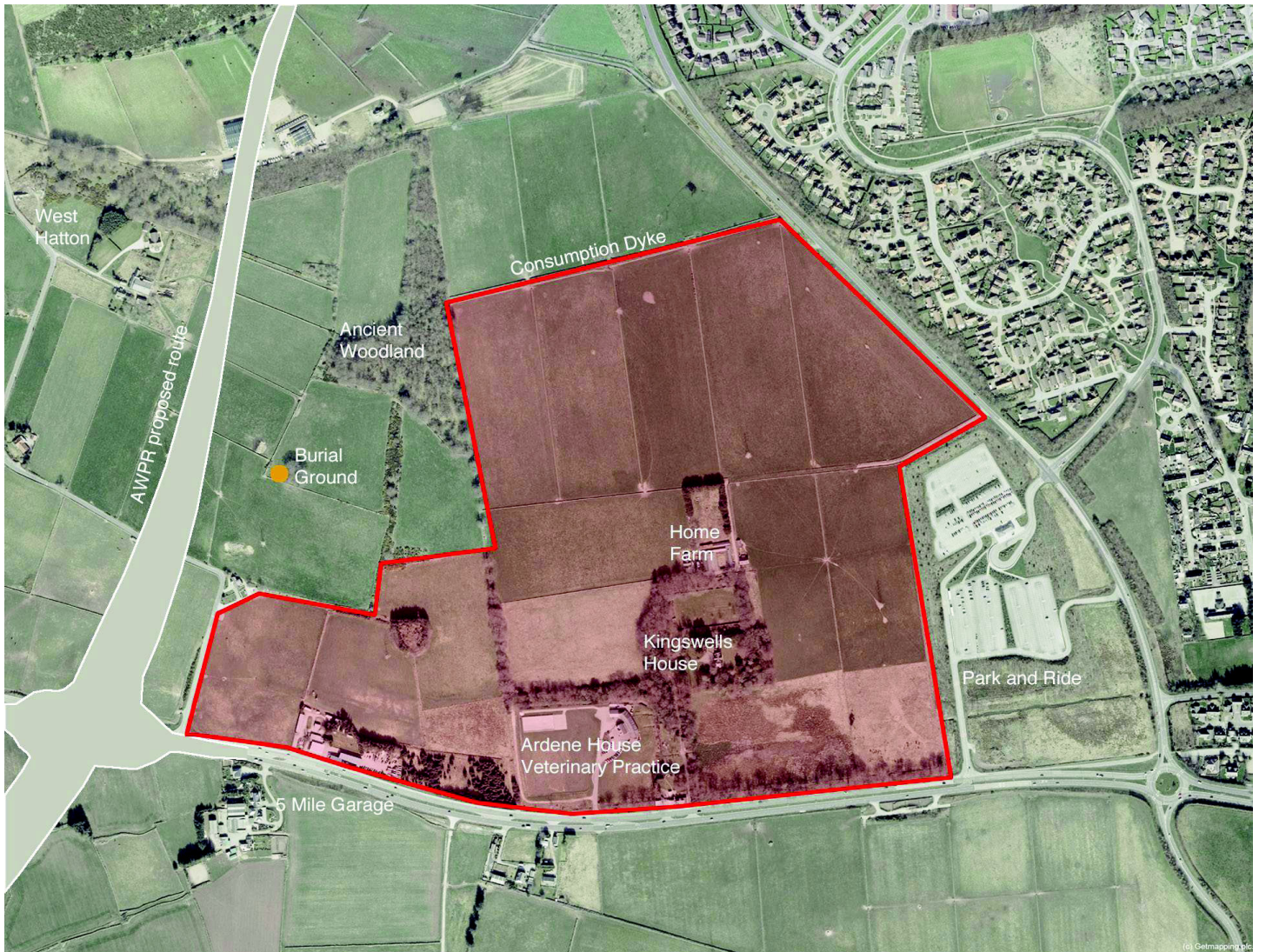
This page is intentionally left blank



**Summary Document
OP40 - Kingswells**

Development Framework and Phase One Masterplan
September 2011

Prepared by Halliday Fraser Munro on behalf of Drum Property Group Ltd



OP40 Kingswells site plan

Preface

This summary document has been produced to provide a synopsis of the OP40 Kingswells: Development Framework and Phase One Masterplan. It discusses key guidance and principles. For a comprehensive understanding of the process, aims and outcomes of the Framework and Phase One Masterplan, the document itself should be consulted.

The Framework and Masterplan document has been prepared in the context of guidance prepared by Aberdeen City Council on the Masterplanning Process. It is the hope that the document will be adopted by Aberdeen City Council as Interim Planning Advice until the adoption of a new Aberdeen Local Development Plan (ALDP) in 2012. After the ALDP is adopted, the document would become Supplementary Guidance.

The OP40 site is within the Aberdeen City Council local authority boundary, four miles to the west of Aberdeen city centre and adjacent to the settlement of Kingswells.

Within the North East of Scotland the site is unrivalled in respect of opportunities to provide a high quality, properly masterplanned, business park. The site is located adjacent to a key junction of the proposed Aberdeen Western Peripheral Route and an existing public transport hub (Park and Ride). A large residential catchment is also located within walking distance.

Drum's main objective is to ensure the confirmed demand from International energy companies for high quality accommodation can be met at Kingswells, thus ensuring that these companies stay and expand within Aberdeen City.

Drum envisage a Business Park which will set a new standard in the provision of employment space in the North East of Scotland. They see the site developing an acclaimed status, commensurate with the City's own status as the energy capital of Europe.

In their endeavours to achieve this vision, Drum have assembled a multi-disciplinary design team to prepare this Development Framework and Phase One Masterplan. The design team have worked closely with the local community to provide a well considered and appropriate masterplan response to the site. The opportunity to enhance existing community facilities with a new 'Community Hub' area has also been considered.

The document is set out in five parts:

- 1. Introduction**
- 2. The Site**
- 3. Development Framework**
- 4. Phase One**
- 5. Delivery**

The following provides a brief description of the key principles and guidance contained within each of these parts.



Part One

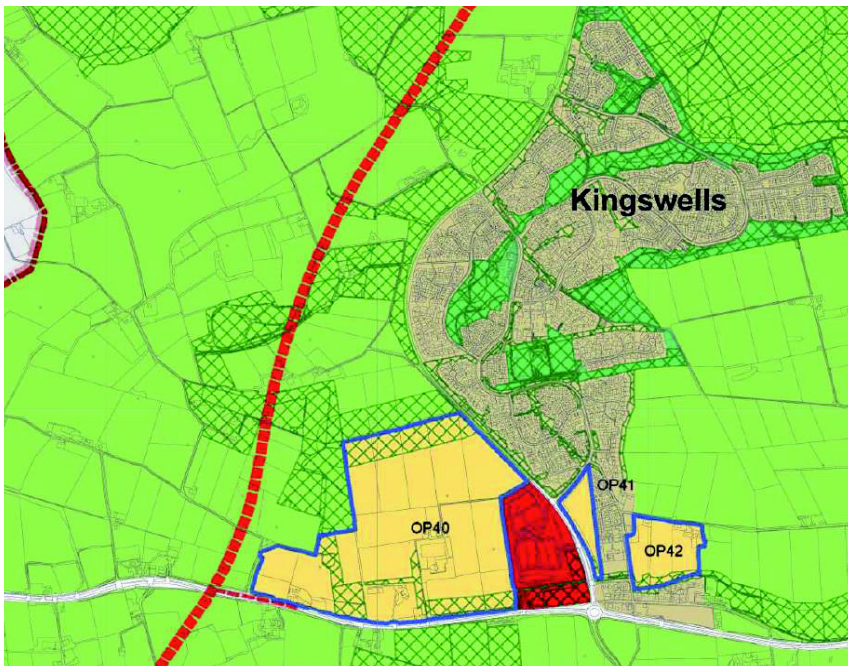
Introduction

Part One looks at setting a Vision for the site, and provides a town planning context by identifying relevant national, regional and local town planning policies and guidance. Part One also discusses the extensive consultation which has been undertaken with local residents, Kingswells Community Council, and other key stakeholders over the last 18 months.

Town Planning Context

The approved Aberdeen City and Shire Structure Plan notes that the Aberdeen City Strategic Growth Area has a target to achieve at least 60 hectares of land available to businesses at all times and in a range of places. Of this 60 hectares, at least 20 hectares should be of a standard which would attract high-quality businesses or be suitable for company headquarters.

Within this context, The Proposed Aberdeen Local Development Plan was published in August 2010 identifying the OP40 Kingswells site as suitable for the provision of employment opportunities in a part of the city where there is currently no allocated employment land.



OP40 site allocation in local development plan



Consultation

Community Consultation

Consultation with the local community on the Kingswells site first began in November 2009 and from the start has adopted a strategy of 'consultation with' the community rather than 'presentation to'.

As detailed site analysis and concept ideas have evolved, meetings with Kingswells Community Council representatives have also proved invaluable in providing feedback on, and input to, our early conceptual ideas.

A detailed table of consultation is provided within Part One of the Development Framework, along with specific details of the public events which have been undertaken, and how feedback from such has informed the production of the Development Framework and Phase one Masterplan.

Detail is also provided within this Section on the website launched after the public event in order to consult a larger proportion of the community on the proposals. An opportunity to fill in a Comments Form / Questionnaire was included within this website.

Key issues raised during the consultation process included transport, provision of community facilities and design approach.

We intend to continue a process of active consultation with the community as proposals for the site develop. We are especially keen to ensure any community facilities provided reflect local needs and aspirations.



Consultation display board



Part Two

Site Analysis

Part two provides a detailed analysis of the site and surrounding environs. The site is within the Aberdeen City Council local authority boundary, four miles to the west of Aberdeen city centre and adjacent to the settlement of Kingswells. It is approximately two miles from Westhill (Aberdeenshire Council) and its southern boundary abuts the A944 Aberdeen/Westhill dual carriageway and Core Path / Cycle Network.

The site area comprises a collection of farmland, woodland and existing residential and commercial operations. A series of overhead power lines and three pylons also occupy the site. The site area is noted as 50ha.

To the north the site is bounded by the Kingswells Consumption Dyke (Scheduled Ancient Monument and Category B Listed Building). Archaeological survey work has been undertaken to consider any impacts on this feature. Appendix 1 of the Framework reports on the findings of this assessment.

Kingswells House (Category B Listed Building) is also within the site area, but excluded from the area proposed for development.

In terms of its topography, the site is undulating, its highest point being an east/west ridge just above the Park and Ride.

From this ridge, the ground slopes to the north towards the Consumption Dyke, and more significantly to the south towards the A944.

The site topography therefore creates three distinct landscape character areas:

- **Northern Zone** comprising a broad, flat topped ridge and northerly slope
- **Central Zone** comprising a south facing southern slope facing the A944
- **Southern Zone** comprising the low lying, flat area immediately adjacent to the A944.



Zone Plan



Green Space Network Plan



Site Accessibility Plan

To the immediate west of the site lies an area covered by the West Hatton Local Nature Conservation Site. This area is also on the Ancient Woodland inventory as long established woodland (of plantation origin).

The site area also includes trees covered by Tree Preservation Orders (TPOs), predominately along the southern edge of the site, adjacent to the A944.

Aberdeen City Council have identified areas to the west, the north and the south of the site as Green Space Network (GSN). The aim of the GSN is to help ensure that existing areas of green space are linked so as to improve wildlife habitats, landscape and access opportunities.

Part Two concludes by summarising the detailed analysis undertaken and demonstrating how this can be identified as 'opportunities' and 'constraints' for future development proposals.

Part Three

Development Framework

Part Three is the Development Framework for the site.

This Framework sets the strategic parameters for development and guidelines for building and landscape design. The Framework has been informed by the site analysis exercise and consultation with the local community.

It is the intention that the OP40 site will provide a balance of high quality business land, exemplary working environments, meaningful public open spaces, and a Community Hub with a mixture of uses.

Part Three therefore sets out the key elements of the Development Framework which will be a reference point in the development of future stages. These include establishing a landscape framework, consideration of connectivity and circulation, and establishing public spaces, development rooms and building heights.

Landscape Framework

A Landscape Framework has been prepared for the site, the principle aim of which is to incorporate new buildings into the landscape in a manner which is sympathetic to the rural character of the area.

The existing landscapes provides an architectural design vocabulary which lends itself to this aim.

This Landscape Framework indicates that the existing regular field grid identified during the site analysis should be maintained and restored to define development plots and circulation routes



Landscape Framework

Connectivity and Circulation

The Development Framework demonstrates a high level strategy for the delivery of the key transport Infrastructure, internal and external pedestrian and cycle links and public transport for the site.

A Transport Assessment is currently being developed for the delivery of Phase One and will be subject to agreement with the Aberdeen City Council as Roads, Access and Transport Authority. The same exercise will be carried out for later phases of the Development.

A key aim for establishing a connectivity strategy for the site has been to continue and enhance existing linkages wherever possible, and to consider future connections to the Aberdeen Western Peripheral Route (AWPR)

A hierarchy of routes and their different functions is recognised in this section, with pedestrians and cyclists considered in advance of private vehicles.

A major asset of the site is its proximity to the Park and Ride facility, and a large proportion of the site lies with 400m of this public transport hub. Discussions with public transport operators (First and Stagecoach) have taken place in order to discuss provision of public transport to the site.

Connections with the Park and Ride should form a key feature of the Park to ensure maximum numbers of staff and visitors are encouraged to use sustainable transport modes to get to and from the site

In terms of vehicles, the community consultation exercise undertaken on the Development Framework identified that traffic is a key concern to local residents.

The internal network and connections to the wider network will be informed by a Transport Assessment.

Proposals will comply with the emerging Local Development Plan Policy and the Structure Plan Supplementary Guidance for delivering Identified Projects through a Strategic Transport Fund

This is a major development area which will require to contribute to a Strategic Transport Fund via an emerging model to deliver the strategic transport interventions identified in the Cumulative Impact Assessment.



Transport Links

Development Rooms and Clusters

In considering the landscape and connectivity strategies, a layout is then proposed within the Development Framework which shows development “rooms” of varying size contained within the original field patterns and woodland planting. This concept is derived from historical precedent (e.g. as demonstrated at Kingswells House).

These “rooms” allow a variation in terms of possible building sizes and heights depending on their location within the overall site.

The “rooms” also offer opportunities to ‘cluster’ buildings together within the site to maximise external spaces and opportunities for effective rural landscaping. Clustering also promotes greater interaction between buildings, and greater pedestrian activity, dialogue, sociability etc.

Buildings

An initial assessment of site topography and the heights of surrounding tree belts suggest a variety of building heights could be accommodated across the site, ranging from 4 storeys at the lowest part of the site, adjacent to the A944, to 2 storeys as the site rises to the north.

These general principles will be considered when assessing individual proposals. All new buildings must demonstrate that they are sympathetic to setting and relate to the scale of landscape features.



Development Rooms and Clusters

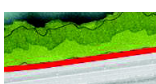
Development Framework

Part 3 concludes by presenting a Development Framework for the site. This drawing illustrates the following key principles that will have to be addressed in future development:

- How existing landscape features and planting could be enhanced
- How traditional patterns of fields and woodlands can be used as design inspiration
- The different approaches taken to the different topography across of the site.
- Relationship to the Kingswells Consumption Dyke and the Green Space Networks
- The footpath, cycle, and road networks and how they support and encourage sustainable travel to and around the site, as well as how they link to the surrounding infrastructure.



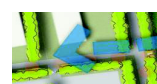
Development Framework



OP40 boundary



Agricultural Setting to Consumption Dyke



Potential Access



Indicative Building Positions



Hard Landscaping

Part Four

Phase One

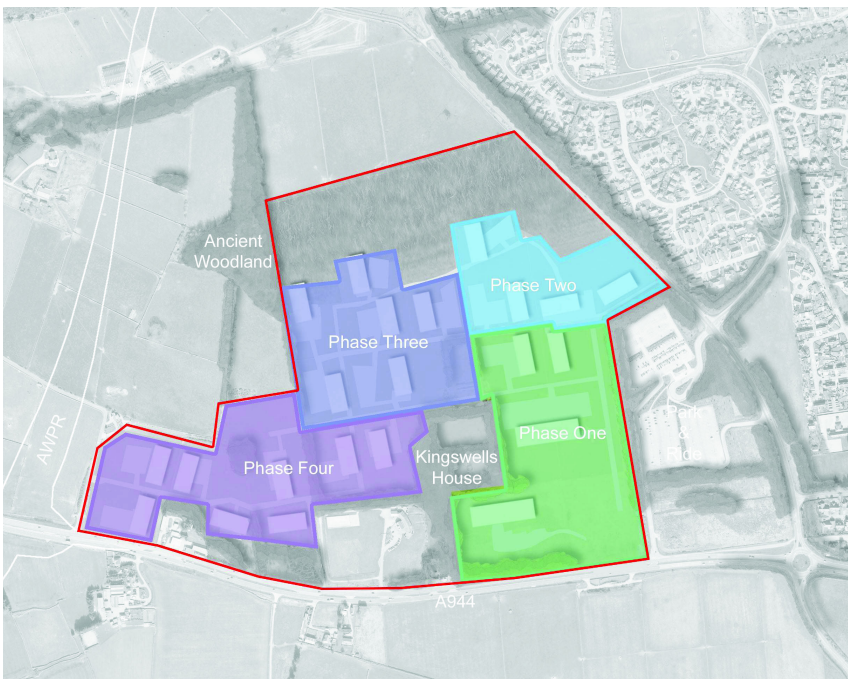
The Development Framework sets parameters on site layout, landscape design and building form.

These parameters will ensure a consistent approach is maintained throughout the lifetime of the development and ensure that the strong identity sought for the site is clearly defined from the start.

Part Four further develops the approach to design, landscape and access specific to the first phase of development.

It also addresses technical aspirations such as accessibility, infrastructure and sustainability measures. It describes in detail the key design elements relevant to this part of this site, and addresses real building requirements.

Accessibility strategies for the site and its wider context are also explored here.



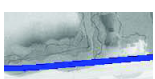
Phase one development strategy

Phase One includes four potential building plots. The overall design principles for this area are as follows:

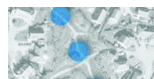
- Phase One sites should provide appropriate settings for major 'landmark' buildings.
- Buildings should be set within the landscape and not dominate their individual sites.
- Parking should be discrete and, where possible, provided below ground level.
- Development "rooms" should be enclosed with new or existing tree planting.
- The plot adjacent to the A944, if developed for a single building, can accommodate a four storey structure.
- Other sites within Phase One should demonstrate that they are sympathetic to setting.



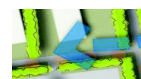
Phase One Masterplan



OP40 boundary



Path Network



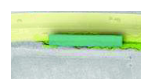
Potential Access



Phase One Boundary



Dedicated Cycle Path



Public Transport Routes

Part Five

Delivery

Drum Property Group Ltd are committed to delivering the proposals for the entire OP40 site, as set out within the Development Framework.

Drum is aware that the high quality of development envisaged will require them to adopt a strong leadership and management role to ensure that the overall vision is maintained, and inappropriate development is avoided.

Part Five of the document outlines a proposed Phasing Strategy and Infrastructure Delivery Plan for the site in order to ensure aspirations outlined in the Local Development Plan Action Programme can be fully considered as early as possible.

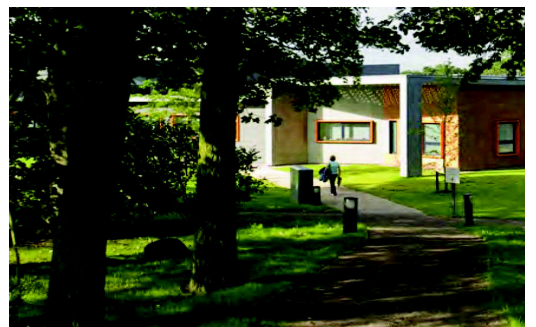
In terms of phasing, each Phase will be predominately Class 4 Office Use, with the obvious exception of the Community Hub, which will include complementary facilities, e.g. hotel, retail and restaurants. Community consultation on the specific uses to be located within this area will be undertaken as the masterplanning of this area progresses.

Next Steps

As discussed, it is anticipated that the southern area of the site, encompassing the area between Kingswells House and the Park and Ride facility, will be developed as Phase One. This phase will likely include 4.no building plots. There may also be the opportunity to commence part of the Hub within this phase.

In the event that the Development Framework is adopted as interim advice, the developer intends to submit early planning applications for Plots 1 and 2 and, to this end, public consultation exercises are ongoing.

Drum have confirmed strong operator interest in both Plots 1 and 2 and with legal negotiations under way in Plot 2, Drum hope to be able to announce the identity of the operator shortly. If detailed planning consents are achieved then Drum hope to start construction on this part of the site in the first half of 2012





DRUM
PROPERTY
GROUP



ABERDEEN
CITY COUNCIL

Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB
www.aberdeencity.gov.uk

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	13 th September 2011
CORPORATE DIRECTOR	Gordon McIntosh
TITLE OF REPORT	North Dee – development update
REPORT NUMBER	EPI/11/221

1. PURPOSE OF REPORT

To update Members on developments opportunities within the emergent North Dee Business Park, the need to progress a controlled parking zone (CPZ) for this area (defined by the main railway line, Market Street and North Esplanade West) as an integral component to encourage and enhance further inwards investment and economic development in Aberdeen, and to seek approval for undertaking a feasibility study in anticipation of the implementation of a CPZ for the area

2. RECOMMENDATION(S)

Members are recommended to

- 1 Agree that the relevant officers commences the initial design and related studies for the North Dee Controlled Parking Zone (NDCPZ), and to report back to this Committee on its feasibility and the results of the informal consultations prior to the commencement of the legal process for the required Traffic Regulation Order.
- 2 Authorise the use of funding secured from various developments in the North Dee area to support the completion of the study

3. FINANCIAL IMPLICATIONS

The initial cost of the study can be funded from contributions made by developers towards traffic management improvements in the area and is estimated to be in the order of £30,000. Final approval for the implementation of the CPZ would be sought in the autumn of 2012, and the estimated cost would be in the order of £250,000

4. OTHER IMPLICATIONS

The development of North Dee as envisaged will help address a number of environmental and land management issues, and will assist in seeking to secure external funding for the implementation for environmental and amenity projects.

Without further investment, the area could continue to decline in prominence as development opportunities may go elsewhere.

5 REPORT

5.1 Context of the study

Site specific developments within the North Dee area have been successfully completed over the last ten years and have changed the appearance and character of this formerly predominant fish processing locality. The emergence of Union Square as a premier retail destination has not only helped change the amenity of the area but also added to a continuing need to address infrastructure and traffic management needs within the North Dee area. A plan showing the proposed boundary for the CPZ is shown at appendix 1.

There is an approved City Centre Development Framework that was adopted in May 2011 and an imperative to give early consideration as to immediate demands to secure new inward investment and job creation opportunities within the generally defined City Centre locations. To date, Members are asked to note that inward investment in North Dee has developed sites to the value of some £45million and has led to the creation of 2500 jobs (this excludes the Union Square development).

The Director of Enterprise, Planning and Infrastructure and the Project Director, Economic and Business Development have recently held discussions with leading developers who advise that Aberdeen has a growing demand for high quality, city centre office facilities that will support growth in the North East economy. However, it is now increasingly recognised that there is an early need to improve traffic management conditions and the infrastructure in North Dee to reduce the poor conditions that currently exist as they are an impediment to attracting the new potential investments to the area.

It is the considered view of the Director of Enterprise, Planning and Infrastructure and the Project Director, Economic and Business Development that developments to date have highlighted out the inadequate traffic management and loading facilities in the area. This report therefore proposes that an immediate start needs to be made to address the current traffic management conditions by undertaking the required studies and assessments for the implementation of a CPZ for North Dee that will assist in regularising the use of the highways infrastructure. At the meeting of this Committee held on 15th March 2011 – article 4 refers, Members gave consideration to the identified areas for potential CPZs in Aberdeen, and placed the development of North Dee as the next priority scheme to be progressed

5.2 Aim of the study

If the recommendations in this report are approved by Members, the required work will progress over the next year and will provide a fully detailed and financially assessed model in line with legislation that can be then be presented for formal consideration by Members. Elements of the work to be undertaken will have an added complication of the varying business needs in the North Dee area and will also recognise that displacement of current on-street parking in this area will filter into Torry and neighbouring parts of Ferryhill.

This study will be led by the Road Safety and Traffic Management Team, and will include car parking beat surveys, proposals for rationalising the on-street parking bay layouts, detailed cost estimates, consultation with all residents and businesses, and the whole life-cycle costs for the scheme. In conjunction with this CPZ study, Officers will also undertake to cost infrastructure solutions in North Dee and the means by which they can be funded. The development of the CPZ model and infrastructure needs assessments will also be linked to the on-going Masterplanning work that will be discussed with key stakeholders in the North Dee area.

5.3 Further infrastructure issues

There are others infrastructure aspects that will have to be considered and if required, addressed to enable this large area adjacent to the city centre to be redeveloped. Capacity of public services; electricity, water, sewage, telephony etc are all as important to bringing about major changes as traffic management or road capacity. The roads in the area are, like many others in the city, in need of planned maintenance and the timing of such works would be better undertaken following any upgrading of service infrastructure. Senior officers would therefore consider it an important step to bring the utilities to the table at an early stage to discuss future infrastructure needs and how such improvements can be planned to minimise future disruption.

6 IMPACT

Corporate

Vibrant, Dynamic, Forward Looking Aberdeen (VDFL)

The improvement of the physical environment and amenity spaces within the North Dee area actively develops the delivery of VDFL under the aspects of Economic Development and the Environment as it will bring together key organisational and support staff public and private sectors

The development of the initiatives outlined in this report will be in accord with the Five-Year Corporate Business Plan as adopted by the City Council

Single Outcome Agreement (SOA)

The future development of North Dee also assists in delivering on the SOA related to National Outcomes 1,2,3,10 and 12

Public

The overall development of the North Dee Business Park can result in the creation of thousands of city centre jobs in the oil, engineering, office and supply sectors. The physical and environmental improvements of the area will be enhanced by the overall creation of a localised Masterplan linking the Union Square development to the amenity areas of the River Dee.

A full equality and human rights impact was not required, as this proposal will have a positive impact for all the equality target groups.

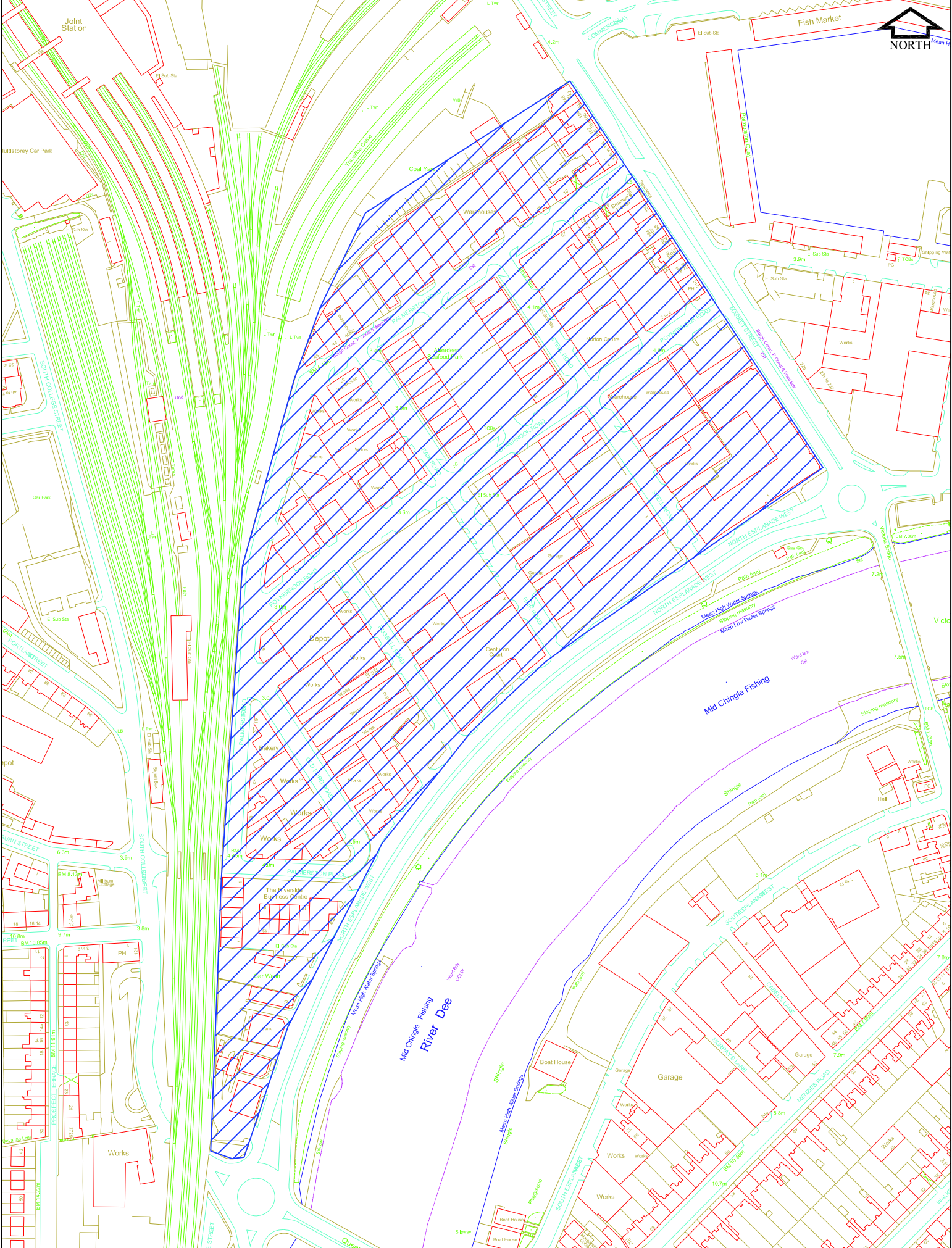
7 BACKGROUND PAPERS
Report to EP&I Committee, 15th March 2011, article 4 refers

8 REPORT AUTHORS

David Fryer, Projects Manager
Dfryer@aberdeencity.gov.uk
01224 230286


Doug Ritchie, Engineer, Road Safety and Traffic Management
dritchie@aberdeencity.gov.uk
01224 538055

This page is intentionally left blank



MC 1708/11	PH Lines
MC 1708/11	Managers
MC 1708/11	
NOT TO SCALE	

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Aberdeen City Council 100023401 (2006).

KEY
 - PROPOSED CONTROLLED PARKING ZONE
 PALMERSTON AREA (APPENDIX 1)



ABERDEEN CITY COUNCIL
PALMERSTON CPZ
BOUNDARY PLAN



ABERDEEN CITY COUNCIL
 Neighbourhood Services South
 30 North Street, Aberdeen AB10 1BX
 Telephone: 01224 521007 Fax: 01224 636001

This page is intentionally left blank

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	A Response to the North Sea Region 2020 Draft Document for Consultation
REPORT NUMBER:	EPI/11/269

1. PURPOSE OF REPORT

This report advises members on content the North Sea Region (NSR) 2020 Draft document for consultation as approved at the North Sea Commission's Annual Business Meeting on 21 June 2011 in Bruges, Belgium. It also presents the Committee with officers' proposed response to the consultation based on Council Policy.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- a. approves the response, and
- b. notes that Councillor Dean is now the Chair of the North Sea Commissions Innovation & Education Group

3. FINANCIAL IMPLICATIONS

There are no direct financial implications to this report.

4. OTHER IMPLICATIONS

This consultation response aims to ensure that the NSR 2020 supports the priorities within Aberdeen City's Single Outcome Agreement. In particular the potential to anchor the oil and gas industry in Aberdeen; Diversify Aberdeen's economy, ensure high quality education opportunities, a sufficient number of skilled people, reduce carbon emissions and minimize our environmental impact. Similarly, the response supports the Vibrant Dynamic and Forward Looking initiatives in particular promoting Aberdeen as an Energy Capital, addressing the skills shortage in the city, ensuring a sustainable economy and advancing the Council's target of being carbon neutral overall by 2020. The response aims to advance the European Union's 2020 growth strategy for a smarter, sustainable and inclusive Europe along with the priorities of the Scottish Government which are most relevant to Aberdeen and the North East of Scotland.

5. BACKGROUND/MAIN ISSUES

The North Sea Commission has developed a draft document for consultation (See Appendix 1), NSR 2020 in order to address the objectives of the Europe 2020 strategy (Europe 2020). Europe 2020 puts forward **three mutually reinforcing priorities**:

- Smart growth: developing an economy based on knowledge and innovation,
- Sustainable growth: promoting a more resource efficient, greener and more competitive economy, and
- Inclusive growth: fostering a high-employment economy delivering social and territorial cohesion.

These priorities are achieved through 7 **'Flag ship initiatives'**:-

- i. "Innovation Union" to improve framework conditions and access to finance for research and innovation so as to ensure that innovative ideas can be turned into products and services that create growth and jobs.
- ii. "Youth on the move" to enhance the performance of education systems and to facilitate the entry of young people to the labour market.
- iii. "A digital agenda for Europe" to speed up the roll-out of high-speed internet and reap the benefits of a digital single market for households and companies.
- iv. "Resource efficient Europe" to help decouple economic growth from the use of resources, support the shift towards a low carbon economy, increase the use of renewable energy sources, modernise our transport sector and promote energy efficiency.
- v. "An industrial policy for the globalisation era" to improve the business environment, notably for Small and Medium-sized Enterprises, and to support the development of a strong and sustainable industrial base able to compete globally.
- vi. "An agenda for new skills and jobs" to modernise labour markets and empower people by developing their skills throughout the lifecycle with a view to increase labour participation and better match labour supply and demand, including through labour mobility.
- vii. "European platform against poverty" to ensure social and territorial cohesion such that the benefits of growth and jobs are widely shared and people experiencing poverty and social exclusion are enabled to live in dignity and take an active part in society.

5.1 Aberdeen City Council's priorities

The current Administration Policy aims for Aberdeen to be a vibrant, dynamic and forward looking city. 'An even better place to live and work, where people can expect high quality services that meet their needs'.

Aberdeen City Council's Strategic priorities

The Council's 5 year business plan 2011 -2016 encapsulates the council's priorities. They are:-

1. Provide for the needs of the most vulnerable people
2. Help to ensure that all schoolchildren reach their potential
3. Manage our waste better and increase recycling
4. Encourage the building of new affordable housing
5. Ensure a sustainable economic future for the city
6. Ensure efficient and effective delivery of services by the council and with its partners.

Delivering these strategic priorities

In order to deliver these priorities the Council says it will:

- Make best use of the financial resources available to us, ensuring best value for the public purse;
- Have a flexible, skilled and motivated workforce;
- Listen to, and be responsive to, our customers, shaping our services around their needs and focusing our resources where they are most needed; and
- Work closely with our partners, including local communities, to deliver a single set of outcomes for all the citizens of Aberdeen.

The Council's action and financial plans, included in its business plan, are built on the delivery of these priorities, and it will measure its performance in terms of the success in achievement.

5.2 Since 2002 this Council has taken positive steps to reduce the impact of Climate Change and to progress Local Agenda 21 through a range of sustainability strategies and policies. This commitment is ongoing with Elected Members approving on 24 May 2011 Securing the Benefits from the Next Energy Revolution Policy Statement. The policy statement also aims to ensure the legacy from a low carbon economy must be real, sustainable and socially inclusive.

5.3 A sustainable low carbon economy is founded on the right mix of access to education and opportunities to green jobs available at the right time. The Council aims to enable and support the industries required to keep Aberdeen in the forefront of the energy sector.

5.4 The Council will work collaboratively to ensure that the city is well placed to build on its existing credentials to enable green jobs in the city and region.

6. NSR 2020

6.1 The main factors of the consultations

- The NSR 2020 sets out a strategy how the NSR will meet the objectives of EU2020 to contribute in order to contribute to smart, sustainable and inclusive growth for Europe. It is aimed to be a common strategy to further develop co-operation efforts, ideas

- and needs in the NSR. It is designed to ensure that the NSR remains competitive and further develops as a sustainable, attractive region and an engine for growth. The document focuses on the marine environment as this is an area of opportunity for economic, environmental and social inclusion
- Five priority areas have been identified with promoting innovation, sustainable development and excellence as the running horizontal priority. The identified priority areas are:-
 - Managing Maritime space- the need for marine spatial planning, exploitation of marine resources by addressing the Common Fisheries Policy to form a North Sea maritime stakeholder forum organised by interested stakeholders to bring forward proposals for Marine protected areas and other marine reforms.
 - Increasing accessibility and clean transport- Focussing on promoting the development of multimodal transport corridors and facilitate modal shift from road to sea, Optimising the performance of multimodal logistic chains; consider clean transport by shortening the logistical chains and introducing clean alternative fuels to reduce greenhouse gases to lower transport emissions, and clean shipping in order to reduce sulphur levels by applying Annex VI of the International Maritime Organisation's MARPOL¹
 - Tackling climate change –promote strategies which increase the resilience of other policies to ensure Climate change adaptation, promote new innovations in low carbon technology & energy efficiency (green technologies) through collaborations including the private sector, collaborate in renewable energy and the North Sea energy grid.
 - Attractive and sustainable communities- to work collaboratively in the competitiveness of sectors and enterprises in new areas and culture and tourism, respond to the demographic changes that are likely to increase by 2020 in an aging population and migration. In order to respond to this, the NSR aims to, capitalise on developing the maritime sector to promote 'blue growth'² in the development of skills and employability.

 - The NSR 2020 requires the development of an action plan which identifies funding needs, sources and bodies responsible for the implementation. The action plan must address the prioritisation and ranking. It will also require specific targets. At the heart of the implementation needs to be cooperation with organisations such as the International Local Authorities Environmental Organisation (KIMO International), North Sea Regional Advisory Council (NSRAC) and OSPAR³. It also identifies the Interreg IVB North Sea Programme (2014-2020) as an important funding

¹ Maritime Pollution

² A European Term meaning to focus on economic growth in the ocean environment.

³ Convention for the Protection of the Marine Environment of the North-East Atlantic

- source. The document proposes that a 'North Sea Maritime Stakeholder Forum' is established as a governance mechanism with supporting thematic forums.
- NSR 2020 aims to strengthen the policies and legislation implementation by providing political support to current initiatives in order to raise their visibility

6.1 The proposed response

It is noteworthy that when this document was agreed by the North Sea Commission that this was prior to the recent financial pressure with the European austerity measures for member states and the global impact of the 'Double Dip' recession in the United States. It is with these additional facts and based off the Council's, Scottish and EU2020 priorities that this response is prepared.

- The NSR 2020 would benefit from aligning itself closer to the EU2020 3 priorities of a smarter, sustainable and inclusive Europe and the 7 Flagship Initiatives. This would make it clearer as to how the 4 NSR Priority strategic areas will advance EU2020 and demonstrate the alignments to the Flagship Initiatives. This would also make the development of an NSR 2020 Action Plan easier to achieve.
- Priority Area Managing Maritime Space- Many member states already have national legislation and policies regarding the management of marine spatial planning. This element would benefit by acknowledging this fact and considering mechanisms for joint trans-national working. It is suggested that instead of calling the priority focus Exploitation of marine resources, it is called Stewardship of marine resources. This gives a more positive approach to how the NSR considers its marine resources and assuming a collaborative approach rather than a positional approach. This section would also benefit by informing the reader as to the benefits of a North Sea Maritime Stakeholder Forum.
- Priority Area 2 Increasing Accessibility and Clean Transport – In promoting development of multimodal transport corridors it excludes air transport yet cargo is also sent by airfreight. If air freight is excluded it would be helpful for the reader to understand why as Logistical chains will include air freight for many of the products developed and taken to market. This section, as with Priority 1, is heavily focused on the marine and land environments. It would be good to see how it compliments with OSPAR and KIMO International work. Shipping and road transport are well established in industry and this paper addresses the environmental side somewhat but it would benefit in demonstrating how this priority will improve the NSR's competitiveness and social inclusiveness.

- Priority 3 Climate Change This section is environmentally robust but would benefit in specifically saying how it contributes to Europe's competitiveness and social inclusiveness. In addition to this, the section would be stronger if it elaborated how this contributes to the resilience of the NSR especially in the form of Green Infrastructure.
- Priority 4 Attractive and Sustainable Communities this priority focuses on the Maritime sector as an area to contribute to sustainable economic growth this is an opportunity worthy of consideration. Another opportunity is in the area of renewables which is also an area identified by EU2020 as an area of sustainable economic growth. The NSR is renowned for its expertise of engineering in deep and hostile waters in the Oil and Gas sector. Such skills and infrastructure can be transferable to marine renewables It would be of benefit to consider this aspect. The area that may be advantageous to consider is the need for the NSR to attract investment in order to attract skilled people whilst retaining and developing its people. It is noteworthy that recent research reveals that skilled people tend to be attracted to place rather than job.
- The horizontal priority- Promoting Innovation, Sustainable Development and Excellence. This is very interesting and will benefit from expressing how this can contribute to enabling communities and specifically in job creation. While considering the current global economic situation it would be helpful to state how this will make a collaborative Europe within member states and a globally competitive Europe.
- Implementation, cooperation and coordination- This is an ambitious implementation plan which will require a commitment, resource and effort from the members within the NSR. In the current economic climate this plan would need to be affordable and advance the region's economic and social competitiveness.

7. Response to the consultation

As this is a response to a consultation neither an Equalities Human Rights Impact Assessment nor a Strategic Environmental Assessment is required for this Policy Statement.

7. BACKGROUND PAPERS

Securing the Benefits of Scotland's Next Energy Revolution on 29 November 2010

Scotland's Low Carbon Economy Strategy

UK Climate Change (Scotland) Act 2009

The European 2020 Strategy

Aberdeen City Council Business Plan 2011-2016 (February 2011)

Aberdeen City Council's The Aalborg Commitments Report 2006,
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=7385&sID=3795>

9. REPORT AUTHOR DETAILS

Jan Falconer, Manager Projects, Partnerships and Funding
jfalconer@aberdeencity.gov.uk
Phone (52) 2662

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE: **Environment, Planning and Infrastructure**

DATE: **13th September 2011**

DIRECTOR: **Gordon McIntosh**

TITLE OF REPORT: **Various small scale traffic management and development associated proposals (New Works)**

REPORT NUMBER: **EPI/11/196**

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 officers. It also brings forward proposals associated with new developments as part of the development management process. In addition to these measures, this report also includes proposals for individual parking spaces for Blue Badge holders which now require to be progressed through the normal legal process for the required Traffic Regulation Order.

2. RECOMMENDATION(S)

That the Committee:

1. Approve the proposals in principle.
2. Instruct the appropriate officers 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. Instruct the appropriate officers to commence the combined statutory consultation for the traffic regulation order for the list of Blue Badge parking spaces and report back to a future meeting of this Committee.
4. Instruct officers that no further action is required with regard to The Green Townscape Heritage and that the existing loading bays in Stirling Street and Exchange Street should remain as previously installed.

3. FINANCIAL IMPLICATIONS

The current Five Year Business Plan has identified savings from the Road Safety and Traffic Management budget. There has also been a comprehensive review of the Capital Plan which will result in proposals having to await funding for implementation.

There are no financial implications as a result of The Green Townscape Heritage Initiative

Budget	Implementation costs (£)	Maintenance costs (£) after 5 years	Comments
(●) Cycling, Walking, Safer Streets (Scot Gov grant-funded)	9,950	6,570	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
(❖) Developer financed	-	250	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
(➤) Disabled Parking	No locations submitted this cycle	-	Some of these spaces will require to be relined approximately every 10 years at a cost of £100 per space and some will require removal before this time at a cost of £108 per space.
(o) No funding required	-	-	-

4. 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.

5. BACKGROUND/MAIN ISSUES

There are traffic management proposals for 16 locations brought forward during the course of routine examination of road safety and traffic flows and 5 proposals resulting from a request from a developer.

An additional proposal with regard to the loading bays within The Green Townscape Heritage Initiative is also incorporated within this report
There are no applications for blue badge spaces being promoted this cycle.

Key:
<ul style="list-style-type: none">• Funded from the Cycling, Walking, Safer Streets grant funded budget❖ Funded by the developer➤ Funded from the current Disabled Parking revenue budget○ No funding required

- **The following proposals will be funded from Cycling, Walking, Safer Streets budget**
- **Abbotswell Crescent / Redmoss Road** - proposed prohibition of waiting “At any time”

Nigg Community Council has raised concerns over vehicles being parked in the vicinity of the Redmoss Road / Abbotswell Crescent Junction. Specifically vehicles parked on Abbotswell Crescent on the immediate approach to the junction with Redmoss Road can, on occasion, hinder bus turning movements at the junction. Whilst on Redmoss Road vehicles are being parked on both sides of the road adjacent to the Police Station and leaving a running lane for a single vehicle. These practices in turn are causing obstruction in the vicinity of the junction as vehicles wait to allow opposing vehicles to pass parked vehicles. It is therefore proposed to introduce lengths of prohibition of waiting at any time on both these roads and additionally a Bus Stop ‘Clearway’ on Abbotswell Crescent. These aforementioned proposals will ensure vehicle movements are unhindered within the vicinity of the junction.

The proposals are indicated on the plan below.

Implementation cost - £1,000

Estimated maintenance cost – £900 every 5 years

Ward (13) – Kincorth/Loirston

Elected members – Cooney, Dean, McCaig

- **Berryden Road** – Extension of Zone M to include Nos 3 and 5 Berryden Road and proposed “At any time” and “timed” waiting restrictions.

Since the introduction of Zone M in 2005 the residents of the flats at Nos 3 and 5 Berryden Road have parked their vehicles in the empty area of ground on the east side of the street. However, for reasons of security and safety access to this area of waste ground has been denied. Residents are now parking on Berryden Road causing a major obstruction to the flow of traffic at peak times of the day.

A temporary Traffic Regulation Order has been implemented to restrict parking on this key route to ensure unrestricted flows at peak times. This will continue to be operational until a permanent Traffic Regulation Order is finalised.

It is now proposed to include the two blocks of flats into Zone M in order that they may have the opportunity to park in the surrounding streets providing they purchase a residents permit.

It is also proposed that the waiting restrictions on Berryden Road be rationalised in order that traffic flow is maintained at all times.

The proposals are indicated on the plan below.

Implementation cost - £700

Estimated maintenance cost – additional £600 every 5 years

Ward (7) – Midstocket/Rosemount

Elected members – Corall, Cormie, Laing

- **Binghill Road, Milltimber** – proposed lengths of prohibition of waiting “At any time”

Residents in Milltimber have contacted officers to voice concerns over vehicles being parked on Binghill Road in the vicinity of the signal controlled junction with the North Deeside Road. Such parking reduces the width of the road to a single running lane and there are occasions where vehicles are forming queues to let opposing vehicles pass parked cars. In this regard, instances have been reported where a queue forms on Binghill Road and subsequently hinders traffic flow on the North Deeside Road. It is therefore proposed to introduce certain lengths of prohibition of waiting at any time to ensure the signal controlled junction operates efficiently and traffic flow is maintained.

The proposals are indicated on the plan below.

Implementation cost - £920

Estimated maintenance cost – £920 every 5 years

Ward (9) – Lower Deeside

Elected members – Boulton, Malone, Milne

- **Brunswick Place** – Proposed “At Any Time” waiting restrictions

A request has been received from a resident in Brunswick Place to extend the “At any time” waiting restrictions along the north side of the street. Site visits have confirmed that vehicles are being parked just behind the existing “At any time” waiting restrictions which forces vehicles exiting Brunswick Place into Bright Street onto the “wrong” side of the road. This results in these vehicles coming into conflict with vehicles entering this section of Brunswick Place.

The proposals are indicated on the plan below.

Implementation cost - £120

Estimated maintenance cost – £120 every 10 years

Ward (12) – Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie

- **Claymore Avenue** – Proposed “At any time” waiting restrictions

Claymore Avenue is an adopted road maintained by Aberdeen City Council. Since its adoption vehicles have been able to park along its full length.

During major events held in the Aberdeen Exhibition and Conference Centre (AECC) this road becomes a preferred parking place for many vehicles and the density of parking causes access problem to the many businesses there.

These businesses have associated car parking facilities and it is therefore proposed that “At any time” waiting restrictions be promoted over this road in order that access can be maintained at all times.

The proposals are indicated on the plan below.

Implementation cost - £3,000

Estimated maintenance cost – £3,000 every 5 years

Ward (2) – Bridge of Don

Elected members – Jaffrey, Leslie, Reynolds, Young

- **Fonthill Road** – revocation of “POLICE” bays and replace with Residents Only bays

In recent months a purpose-built medical centre incorporating a new police office, has opened on Whinhill Road on the old NHS Grampian site at Great Southern Road.

The Police office on Fonthill Road has now been vacated and the parking bays that were reserved for the exclusive use by police vehicles are no longer required. This bay allowed for 4 police vehicles to park on-street and it is now proposed to replace this bay with a “Resident permit holders only” bay to accommodate 3 vehicles on street whilst maintaining access to the property.

The proposals are indicated on the plan below.

Implementation cost - £350

Estimated maintenance cost – no increase in maintenance costs

Ward (12) – Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie

- **Greenfern School** – proposal to revoke the “School Keep Clear” zig-zag restrictions associated with this school and to propose “At any time” waiting restrictions in surrounding streets.

Greenfern School (nursery and infant) and Kingsford School (primaries 4 – 7) occupied adjacent sites between Springhill Road and Sheddocksley Road.

Some years ago Greenfern School closed with the nursery/infant pupils relocating to the adjacent Kingsford School. The empty building remained as an option for future educational needs until last year when it was demolished. The site has now been declared surplus to educational requirements and the zig-zags associated with the school now required to be revoked and removed.

It is now proposed that these zig-zags (3 sets) currently on Springhill Road, Maidenhead Place and Sheddocksley Road, be revoked; the lining and signage removed and the kerbside returned to being unrestricted.

The proposals are indicated on the plan below.

Implementation cost - £1,650

Estimated maintenance cost – reduction in maintenance costs

Ward (3) – Kingswells/Sheddocksley

Elected members – Ironside, Stephen, Stuart

- **Hardgate** – proposal for “At any time” waiting restrictions.

A request was received from a resident of Bethany Gardens to have a section of timed restrictions, Mon – Sat, 8:00am to 6:00pm, on the Hardgate replaced with “At any time” waiting restrictions. This section is on the east side of the Hardgate between Bethany Gardens and Rosebank Terrace.

This was requested when larger vehicles, delivering to the small businesses on the Hardgate, were being obstructed by vehicles parked on the single yellow line and overhanging the restrictions.

Several visits were made to this area where officers confirmed this to be a problem. It is now proposed to replace a 5m section of timed waiting restriction with “At any time” waiting restrictions to facilitate the passage of larger vehicles along this one-way street whilst still allowing evening parking for two vehicles on the timed waiting restriction.

The proposals are indicated on the plan below.

Implementation cost - £50

Estimated maintenance cost – minimal increase in maintenance costs

Ward (12) – Torry/Ferryhill

Elected members – Allan, Cormack, Donnelly, Kiddie

- **Hermitage Avenue** – proposed relocation of “Pay & Display” bays and “At Any Time” waiting restrictions.

Residents contacted the Traffic Management Team during the implementation of the parking controls surrounding the University in Old Aberdeen where it was suggested that the position of the “Pay and Display” bays on the north side of Hermitage Avenue restricted entry to, and exit from, the driveways of nos. 1 – 6 Hermitage Avenue on the south side of the road.

Following a site visit it was noted that access could still be maintained to these properties with the bays in place, however an alternative location was identified some distance away from these driveways that could be utilised for these Pay and Display parking bays. This alternative would maintain the current driveway access, however there would be a loss of space.

It is therefore proposed to relocate this Pay and Display bay from opposite these properties westwards to an alternative section on the south side of Hermitage Avenue. The “At any time” waiting restrictions will remain opposite the driveways.

The proposals are indicated on the plan below.

Implementation cost - £350

Estimated maintenance cost – no increase in maintenance costs

Ward (6) – Tillydrone/Seaton/Old Aberdeen

Elected members – Collie, Noble, Robertson

- **High Street** – revocation of “POLICE ” bays

Recently, the police office situated in the High Street of Old Aberdeen has been relocated to Tillydrone with the High Street office being vacated.

A parking bay, exclusively for marked Police vehicles, was implemented last year to allow unhindered access but is not now required.

It is therefore now proposed to revoke this bay and return it to “At any time” waiting restrictions

The proposals are indicated on the plan below.

Implementation cost - £100

Estimated maintenance cost – no increase in maintenance costs

Ward (6) – Tillydrone/Seaton/Old Aberdeen

Elected members – Collie, Noble, Robertson

- **Howe Moss Drive** – proposed length of prohibition of waiting at any time.

Officers have been contacted by a haulage firm based in Howe Moss Drive where staff are expressing concern with regard to vehicles parking on a bend on the road. The issue is the lack of forward visibility for drivers, as vehicles have to pass the parked vehicles using the lane for opposing traffic. The forward visibility for drivers is being limited by an industrial building adjacent to the inside of the bend. This has led to occasions where the drivers of Heavy Goods Vehicles are confronted by an oncoming vehicle and in turn have to brake sharply and in some cases have to reverse . It is therefore proposed to introduce a length of prohibition of waiting at any time that will keep the bend clear of parked vehicles.

The proposals are indicated on the plan below.

Implementation cost - £350

Estimated maintenance cost – £350 every 5 years

Ward (1) – Dyce, Bucksburn, Danestone

Elected members – Crockett, McDonald, MacGregor, Penny

- **McDonald Court** – Proposed “At Any Time” waiting restrictions.

It has been highlighted by the Residents Association that vehicles are being parked within the turning head of this development despite there being adequate parking within the area. This indiscriminate parking restricts the ability of larger vehicles, such as emergency vehicles, refuse collection lorries and delivery vans, to turn and exit in a forward gear. Evening observational surveys by officers have confirmed this to be the case.

This turning head does not currently have any waiting restrictions over it, however it is now proposed to introduce “At any time” restrictions over the turning head.

The proposals are indicated on the plan below.

Implementation cost - £200

Estimated maintenance cost – £200 every 10 years

Ward (8) – George Street/Harbour

Elected members – May, Hunter, John Stewart

- **Morningfield Road** – Proposed “At Any Time” waiting restrictions

This street, along with Carnegie Crescent, Carnegie Gardens, Moray Place and Rubislaw Den North, were removed from the recently implemented Zone X parking controls. New parking pressures are now apparent in the surrounding streets and Morningfield Road is probably now the most densely parked street just outside this new zone.

Although there should be no parking along the front of the garages on Morningfield Road at its junction with Forest Road, the garage owners have reported that on a number of occasions vehicles have been parked across these entrances preventing access to and from their garages.

This has no doubt been as a result of displaced parking from the new zone and in this instance it is proposed to implement “At any time” waiting restrictions across the garage entrances in order that this stretch of road remains clear of indiscriminately parked vehicles.

The proposals are indicated on the plan below.

Implementation cost - £250

Estimated maintenance cost – £250 every 5 years

Ward (10) – Hazlehead/Ashley/Queens Cross

Elected members – Farquharson, Greig, Jennifer Stewart, John West

- Osborne Place** – proposed “At any time” waiting restrictions
 Following routine inspections of the culvert that runs under Osborne Place it was found that the culvert was unable to withstand the everyday loading related to normal traffic movements. A temporary weight restriction was imposed along this section of road preventing heavy goods vehicles using this section of road until a solution was found to either permanently reduce the vehicle loading or to strengthen the culvert to withstand these loads.
 Approval was given at the Enterprise, Planning and Infrastructure Committee meeting on 7th September 2010 to form build-outs on either side of Osborne Place where the culvert traverses the street thereby reducing the width in order that only one vehicle can travel over the culvert at any one time.
 The construction of these build outs requires that the existing parking layout be altered to accommodate them.

The proposals are indicated on the plan below.

Implementation cost - £400

Estimated maintenance cost – £250 every 5 years

Ward (10) – Hazlehead/Ashley/Queens Cross

Elected members – Farquharson, Greig, Jennifer Stewart, John West

- Queen’s Road** – Proposed waiting restrictions, “At any time” and Mon – Fri; 8am – 6pm on the south side only

There have been a number of complaints from road users regarding the vehicles parked on Queen’s Road between Hazledene Road and the Hazlehead roundabout. When vehicles park on the south side of the road, they force all vehicles travelling westbound into the offside lane creating a bottleneck and this has had an adverse effect on the peak flows especially in the evenings.

Currently a short section on the south side of the road is unrestricted except for a bus clearway and a small number of vehicles take advantage of this parking, however clearing this section of parked vehicles over the peak flow times would improve traffic flows.

It is proposed to extend the existing “At any time” waiting restrictions by 10m westwards at Hazledene Road and to also restrict the remainder of the southern carriageway with a Mon – Fri; 8:00am to 6:00pm waiting restriction. This should improve the traffic flows at peak times but still allow evening parking.

The proposals are indicated on the plan below.

Implementation cost - £260

Estimated maintenance cost – £260 every 3 years

Ward (10) – Hazlehead/Ashley/Queens Cross

Elected members – Farquharson, Greig, Jennifer Stewart, John West

- **Riverside Drive** – Proposed “At any time” waiting restrictions.

Some years ago the entry/exit to Duthie Park from Riverside Drive was reversed. At that time the exit was adjacent to the rail bridge and the visibility eastwards under the bridge was poor. The changeover has improved the situation considerably, however it has recently been brought to our attention that, when major events are held in the Park, vehicles are being parked on Riverside Drive at either side of the exit creating visibility problems.

It is therefore proposed to install “At any time” waiting restriction at either side of the exit to improve both visibility and the means to exit safely.

The proposals are indicated on the plan below.

Implementation cost - £250

Estimated maintenance cost – £250 every 5 years

Ward (13) – Kincorth/Loirston

Elected members – Cooney, Dean, McCaig

The following proposals will be funded by the developer

- ❖ **Belgrave Mansions (Lane)** – Proposed “At any time” waiting restrictions.

A request was received from the factor of this development to have “At any time” waiting restrictions implemented on both sides of this lane. As this lane is unrestricted within a controlled area it is seen as a real opportunity for free parking for visitor/commuters to the area at the expense of the residents’ access.

The proposals are indicated on the plan below.

There will be no implementation nor maintenance costs involved

Ward (7) – Midstocket/Rosemount
Elected members – Corall, Cormie, Laing

- ❖ **Scott Cassie Circle** – Stopping up (part)

As part of the continued development of the Robert Gordon University, additional buildings are currently being constructed to the south of the existing turning circle adjacent to the Health Centre. The developer proposes to make Scott Cassie Circle a private access and application is being made for a Stopping Up order over this road.

Bus access will not be removed as a result of this proposal.

The extent of the proposed area to be stopped up is indicated on the plan below.

Ward (11) – Airyhall/Broomhill/Garthdee
Elected members – Townson, Wisely, Yuill

- ❖ **Scott Cassie Circle** – Prohibition of Driving (part)

Also in association with the new building works, and prior to the implementation of any Stopping up Order, there requires to be a Prohibition of Driving introduced over the lower part of this road to facilitate the construction works.

The extent of the proposed Prohibition of Driving is indicated on the plan below.

Ward (11) – Airyhall/Broomhill/Garthdee
Elected members – Townson, Wisely, Yuill

❖ **Cairn Road, Peterculter** – Proposed “At any time” waiting restrictions

As a part of this small development of three detached properties, a new footway has been constructed on the west side of Cairn Road and, as part of the Planning Conditions, “At any time” waiting restrictions are required along the length of this site.

It is therefore proposed to promote these “At any time” waiting restrictions.

The proposals are indicated on the plan below.

Implementation cost – funded by developer

Estimated maintenance cost – £500 every 5 years

Ward (9) – Lower Deeside

Elected members – Boulton, Malone, Milne

❖ **East North Street Car Park** – removal of car park.

Due to the impending development of the Community Health and Care Village planned for the sites between East North Street and Frederick Street, the East North Street Car Park now requires to be taken off the Off-street car park Traffic Regulation Order. This will be replaced with a new 6-storey car park on the north side of Frederick Street.

The car park area is indicated on the plan below.

Ward (8) – George Street/Harbour

Elected members – May, Hunter, John Stewart

○ **The following proposal does not require any funding**

- **Loading Bays** – The Green Townscape Heritage Initiative, Public Realm Streetscape Works

Background

A report was submitted to the Controlled Parking areas Working party on 24 February 2011, the minute of which was then presented to the 15 March 2011 E P & I committee.

Recommendation 12 from the above report was that residential parking bays be established between 6.00pm and 8.00pm at locations within the city centre where pay and display bays now applied until 8.00pm but single yellow lining nearby ceased to apply at 6.00pm.

The committee resolved to approve recommendation 12 from the report and to request officers to investigate and report back to committee on the issue of loading bays in The Green.

The issues to be investigated related to the usage of the existing loading bays and whether any of them could be revoked and returned to pay & display parking. Concerns had been raised by constituents through Councillor John Stewart that these loading bays were not being utilised by the businesses.

Existing Layout

Within The Green Townscape Heritage initiative, four loading bays were implemented which operate Mon to Fri 8.00am to 6.00pm. Outwith these times the bays return to pay and display parking where they can be used by the general public or by residents with a valid residential permit.

Two loading bays were installed on Exchange Street and two on Stirling Street (see appendix 1 for locations). These bays were located adjacent to local businesses within The Green area to allow them to operate and accept deliveries.

Within The Green restricted parking and 20 mph zone the area was enhanced by the environmental improvements to the streetscape. This involved the majority of the footways being widened and shared footways created, thus reducing the width of the carriageway and the available space to provide designated parking bays.

The proposals saw an increase in the available day time parking areas from around 33 spaces to 44, including the introduction of the four restricted loading bays. This resulted in a reduction from 62 spaces to 44 in the evening and overnight parking spaces.

Surveys

Surveys were carried out on the 18th July 2011 between 8.00am and 2.00pm and the following observations were made:

- It was noted that all four loading bays were used intermittently throughout the survey period with a total of 15 light goods vehicles or HGVs making deliveries.
- The Northern bay on Exchange Street could not be used for the majority of the survey period due to cars illegally parked within the loading bay. Although 1 HGV was recorded within the bay it should be noted that the majority of nearby businesses are currently lying vacant.
- The surveys recorded a total of 14 cars illegally parking within the loading bays.
- On 2 occasions cars were parked within the immediate bay, stopping delivery vehicles from entering. This resulted in two lorries parking over the footpath causing a road safety concern to pedestrians and partially blocking the carriageway.

Consultations

From the surveys carried out it was identified that the vehicles using the existing loading bays were serving a number of local businesses.

A total of 8 businesses were visited in The Green area, adjacent to the loading bays and consulted on their use and requirements. On all occasions officers were informed that they were an integral requirement for their businesses to function and should not be removed. Deliveries vary from day to day in both type and size of vehicles used.

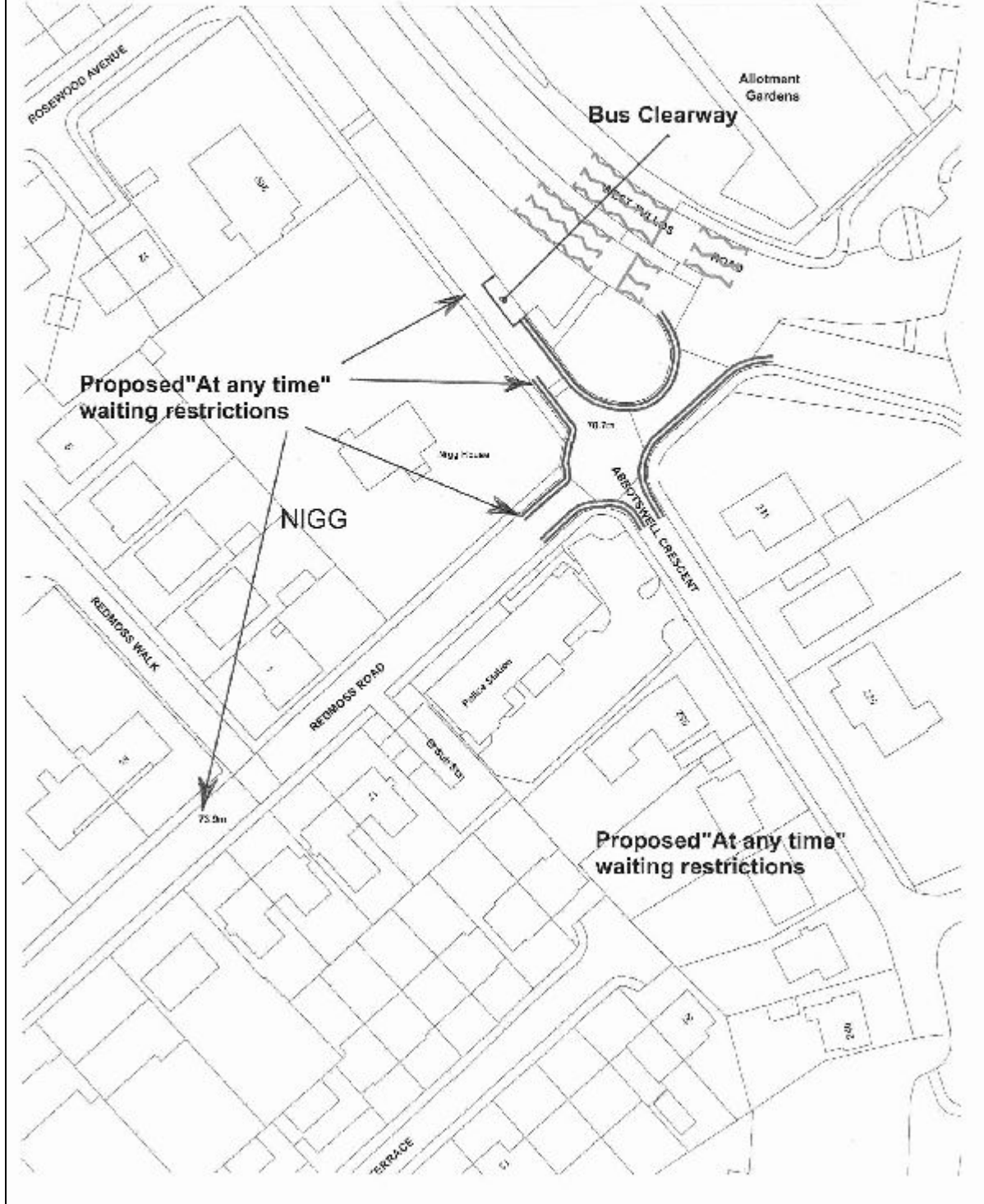
Conclusions

Officers would have serious concerns if these loading bays were removed. Shoppers / commuters are already parking within these loading bays making it difficult for some of these businesses to operate. Delivery vehicles are often not able to access these bays and block the street or more often, park partially on the footpaths. This causes congestion, blocks the carriageway for larger vehicles to access / egress the area and causes a road safety hazard to pedestrians. The removal of these loading bays would only exacerbate this problem.

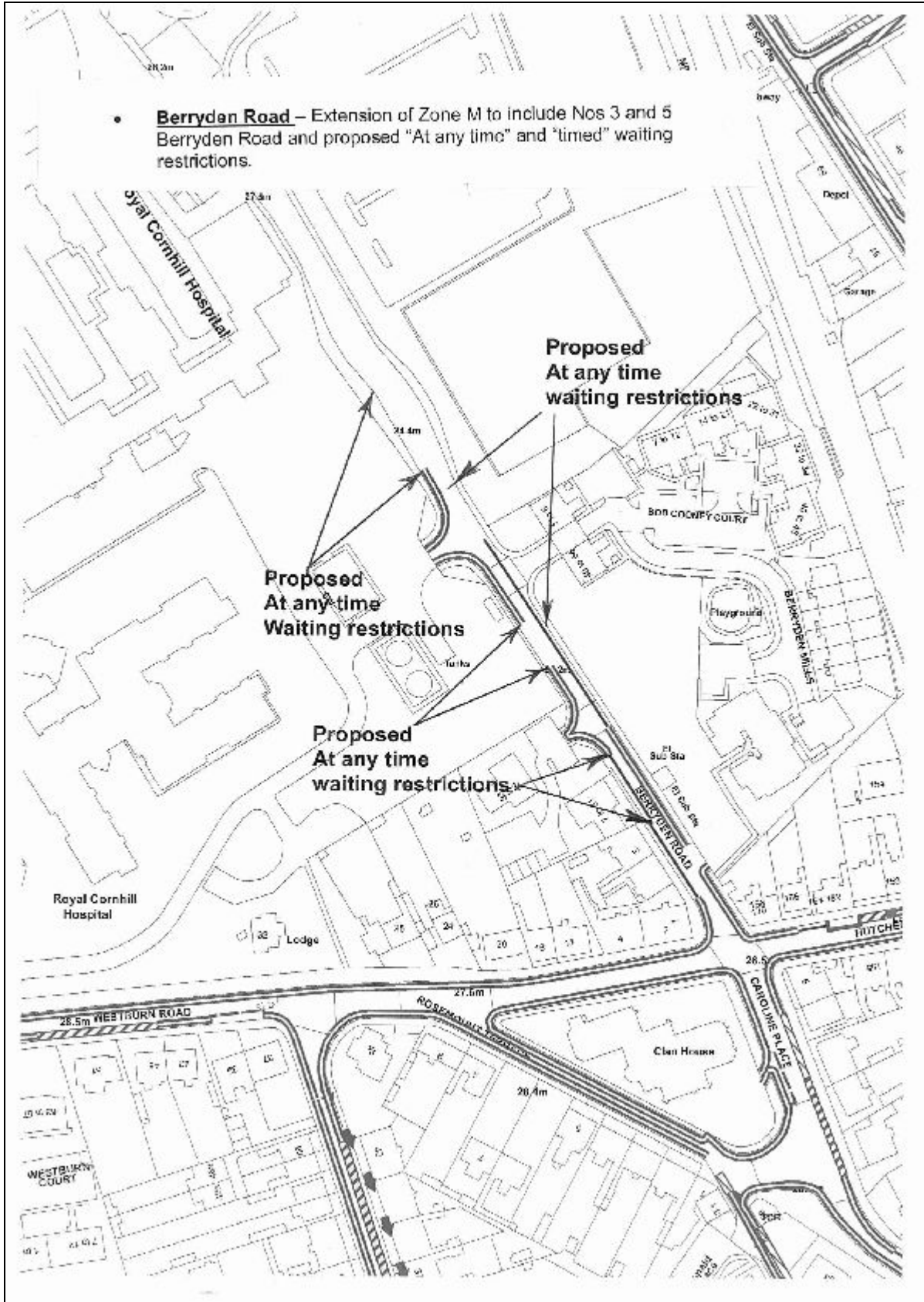
The existing loading bays are currently strategically placed next to office developments or licensed premises. If the committee were minded to remove any, this would result in difficulty in delivering such things as paper, beer barrels and spirits.

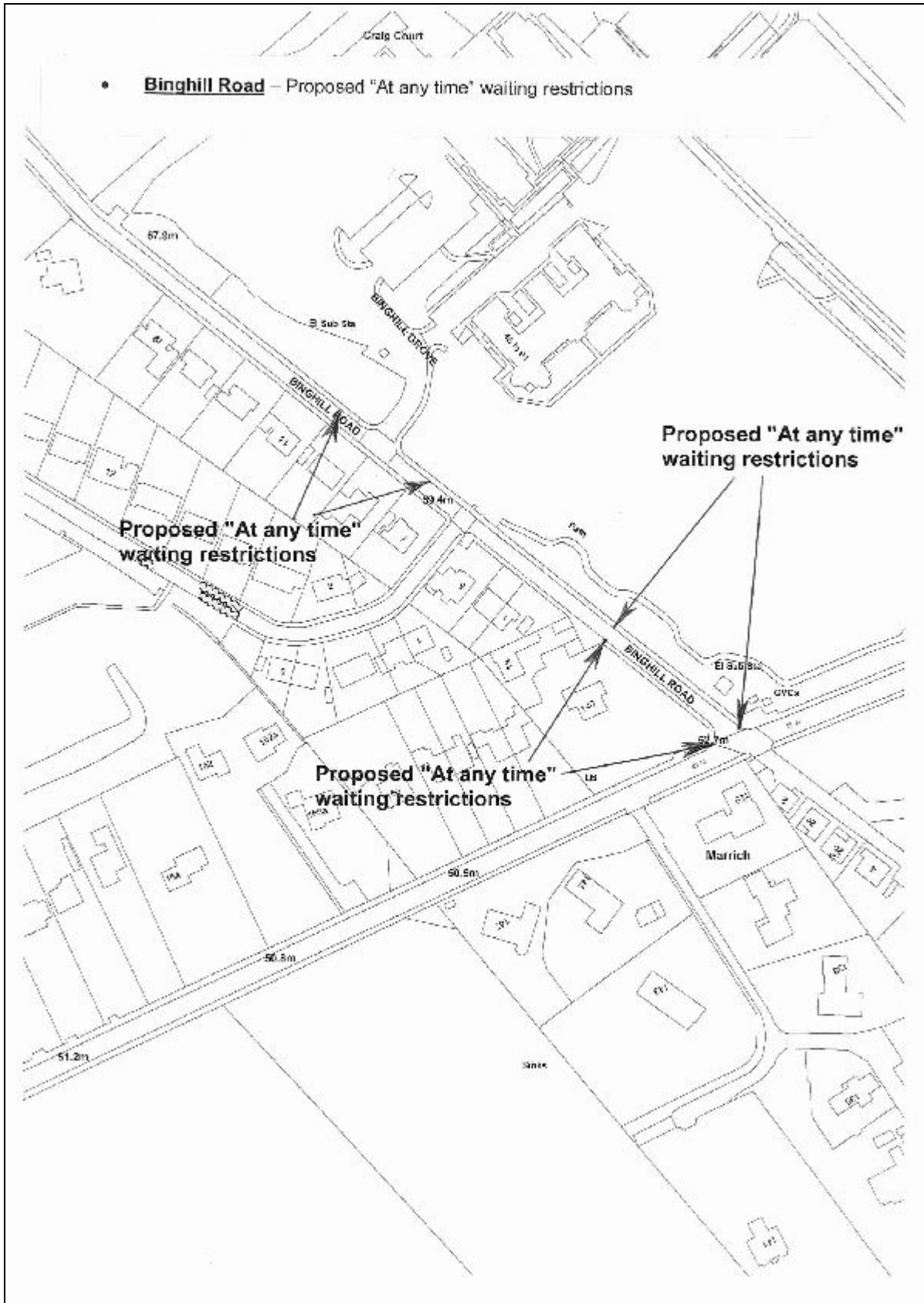
This area is now known as the Merchant Quarter and still has a number of vacant premises. The removal of any loading bays may inhibit growth and discourage new businesses being attracted to the area in the future.

- **Abbotswell Crescent / Redmoss Road** – Proposed "At any time" waiting restrictions

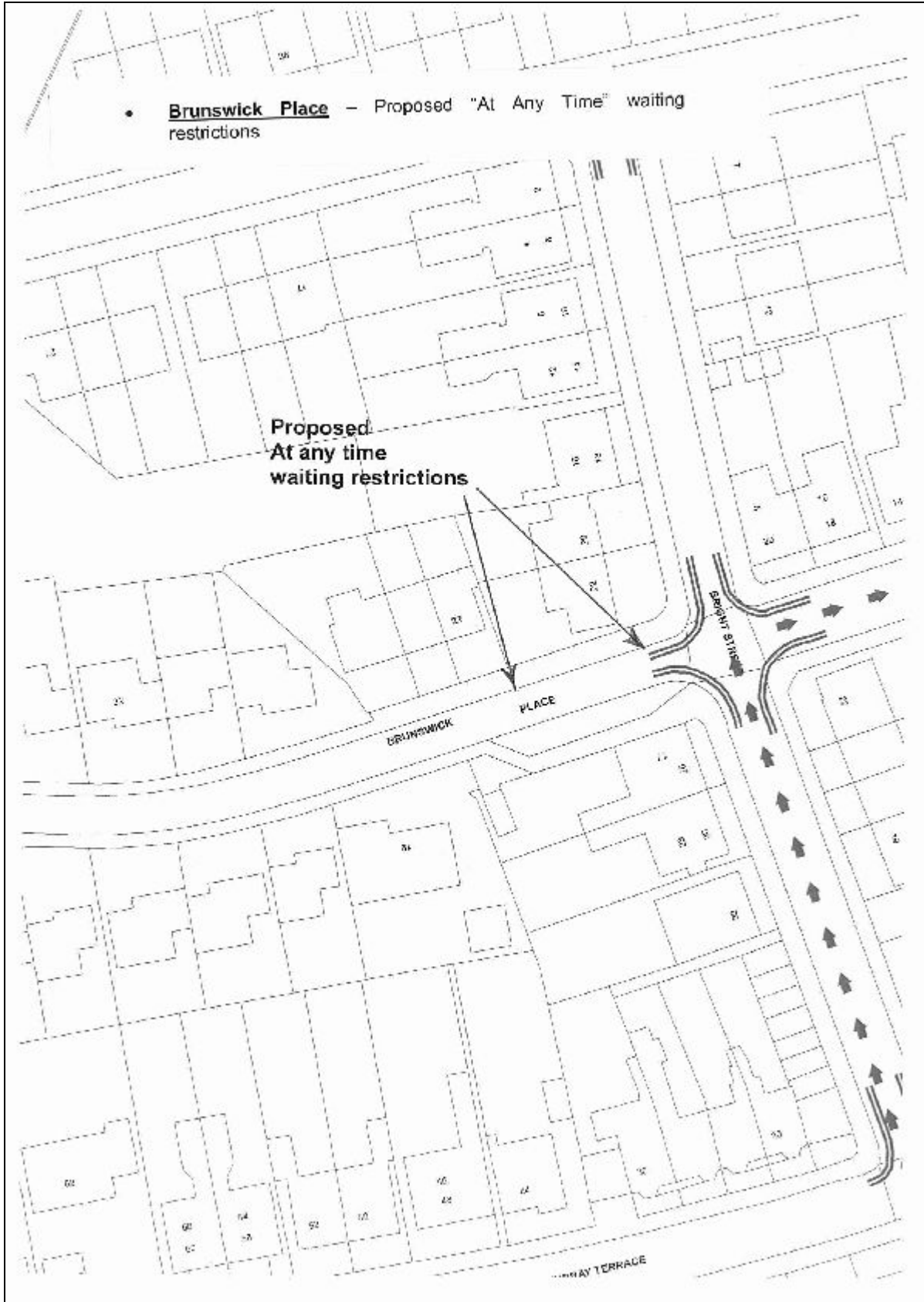


- **Berryden Road** – Extension of Zone M to include Nos 3 and 5 Berryden Road and proposed “At any time” and “timed” waiting restrictions.

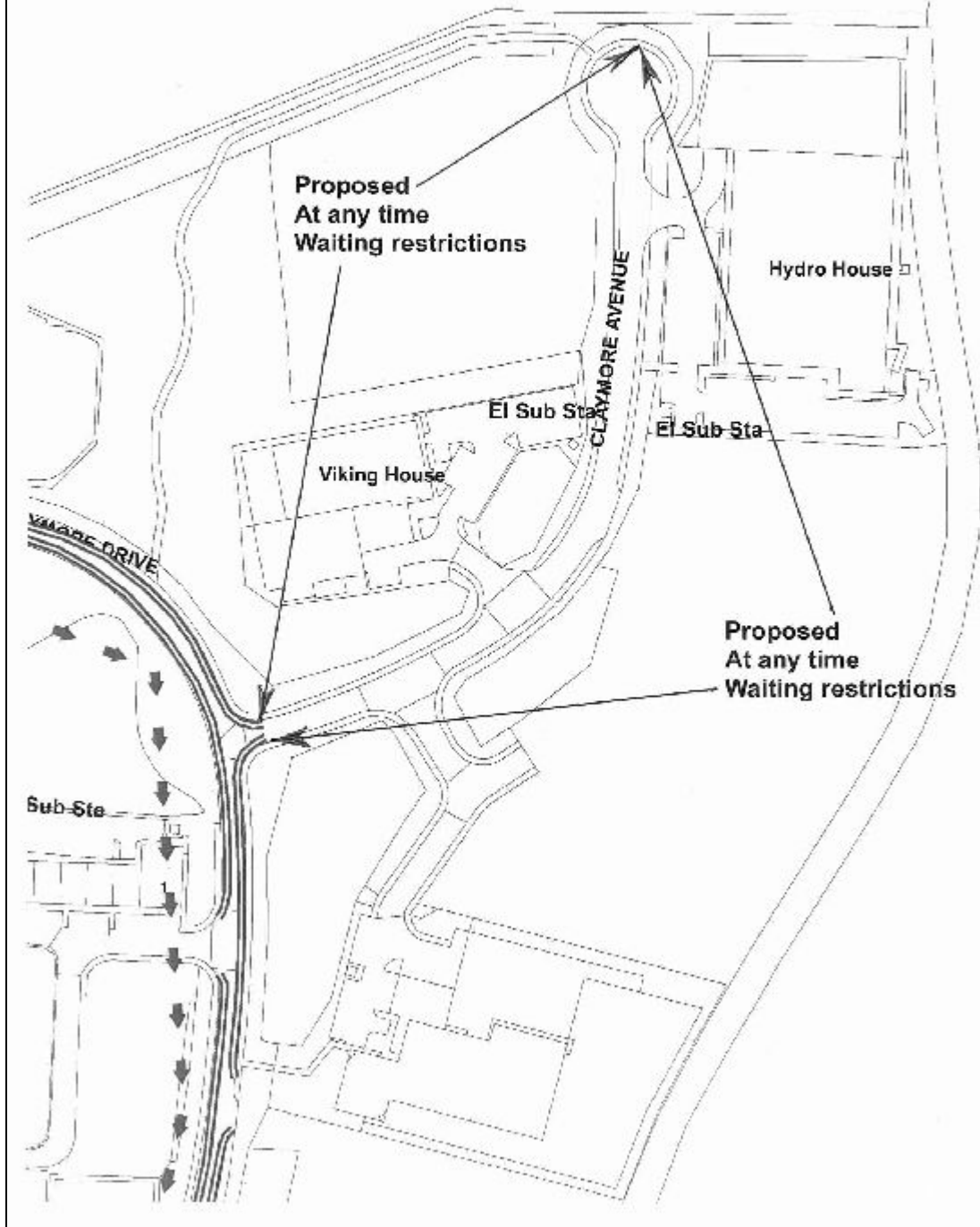


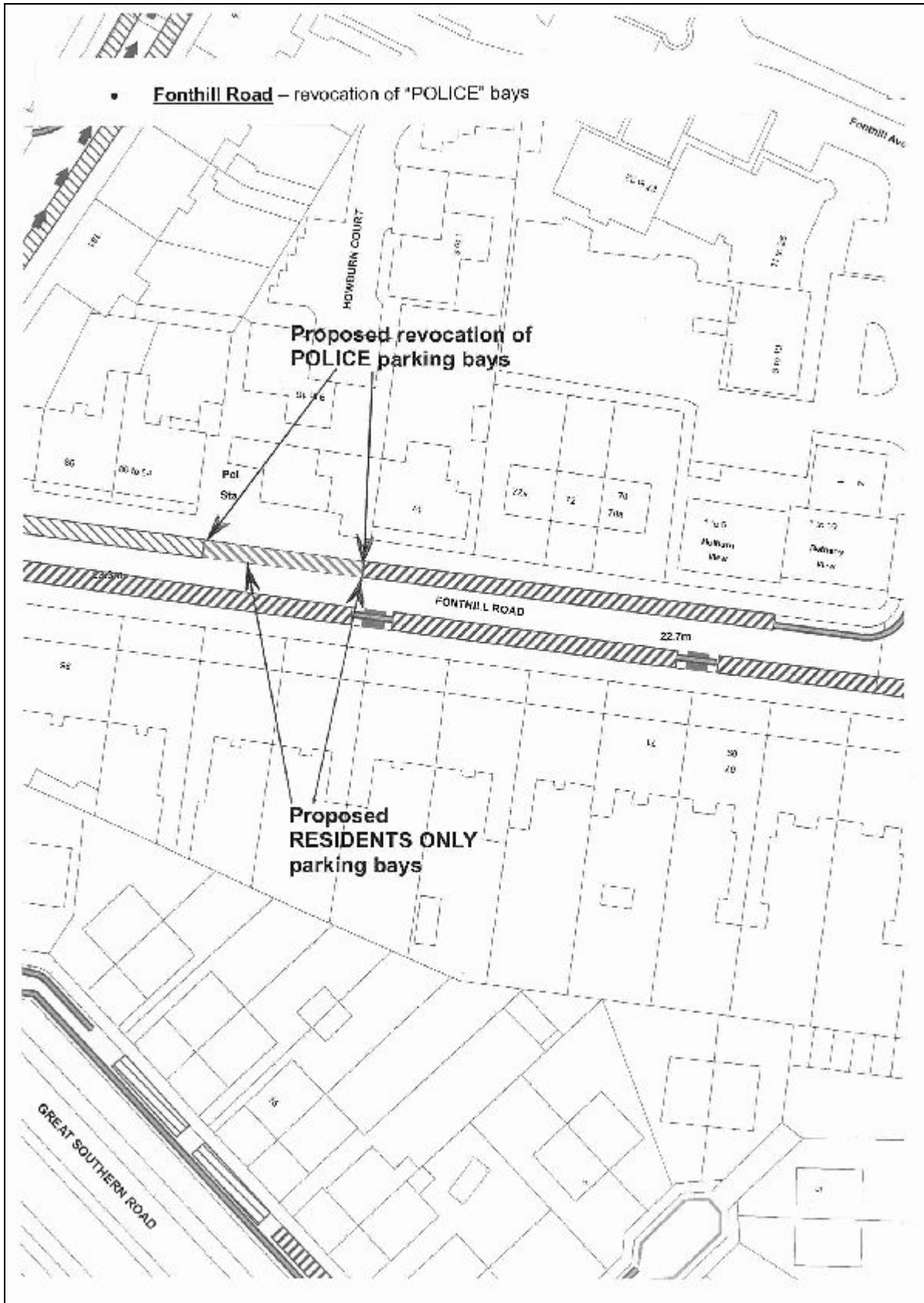


- **Brunswick Place** – Proposed “At Any Time” waiting restrictions

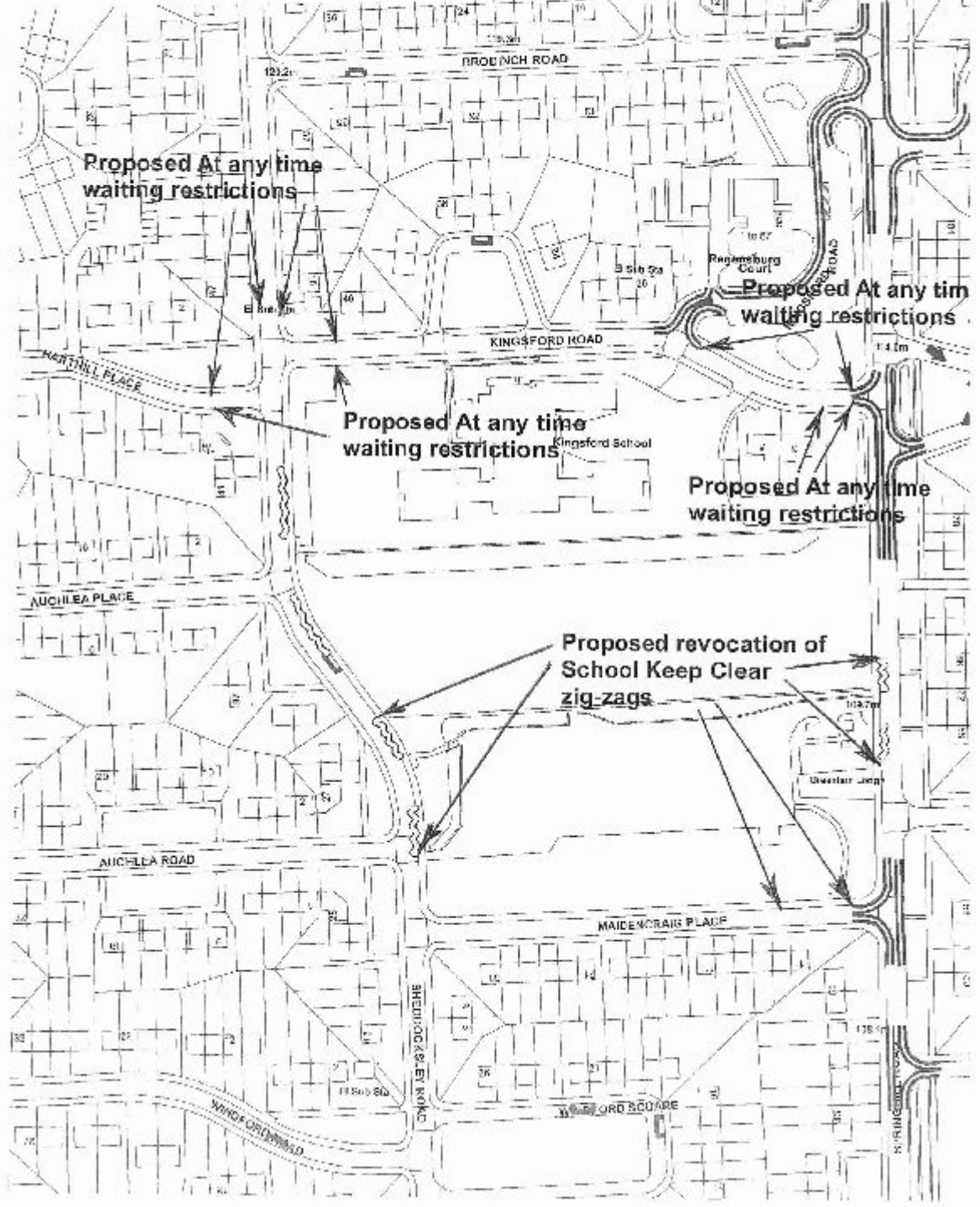


- **Claymore Avenue** – Proposed "At any time" waiting restrictions

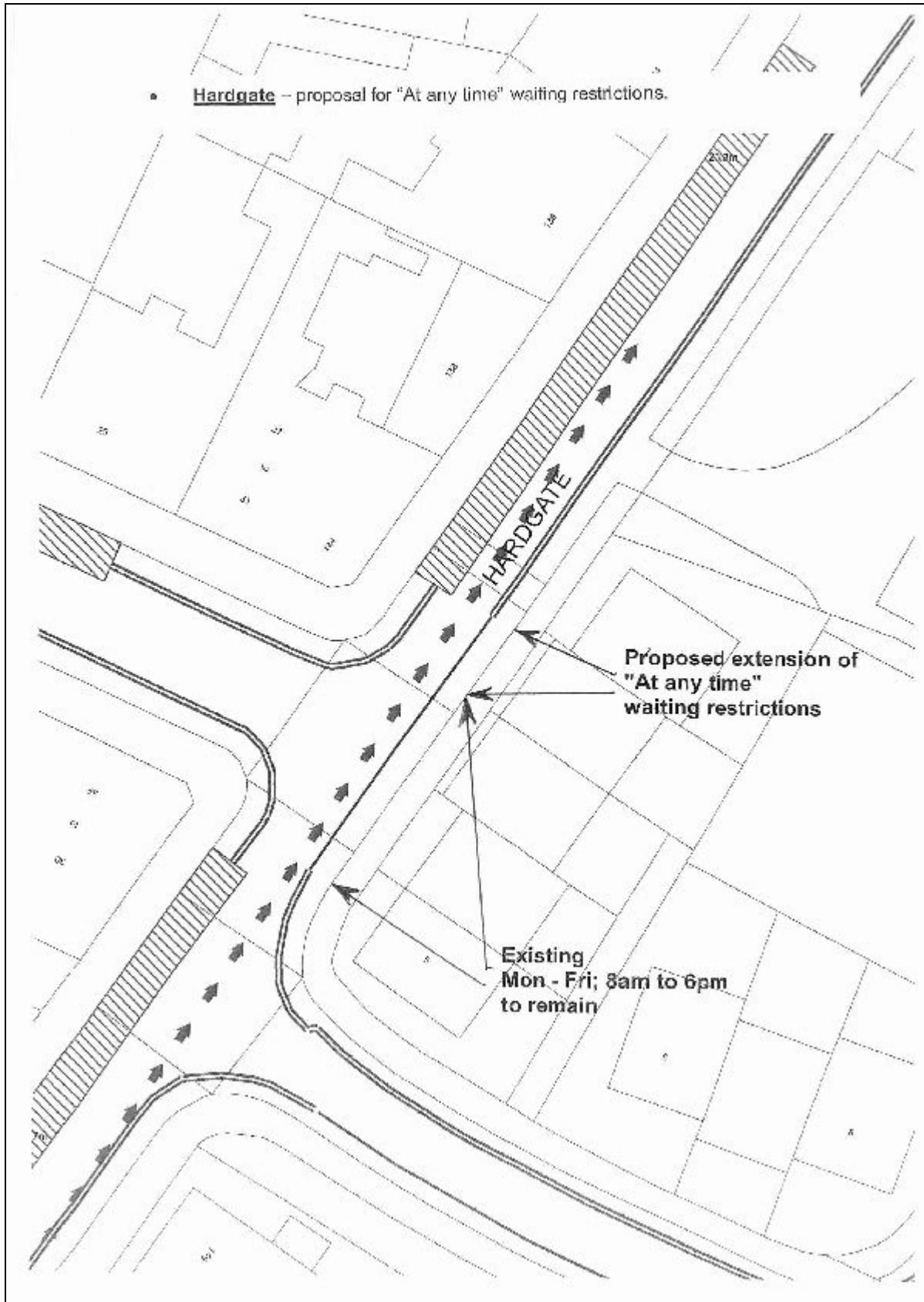




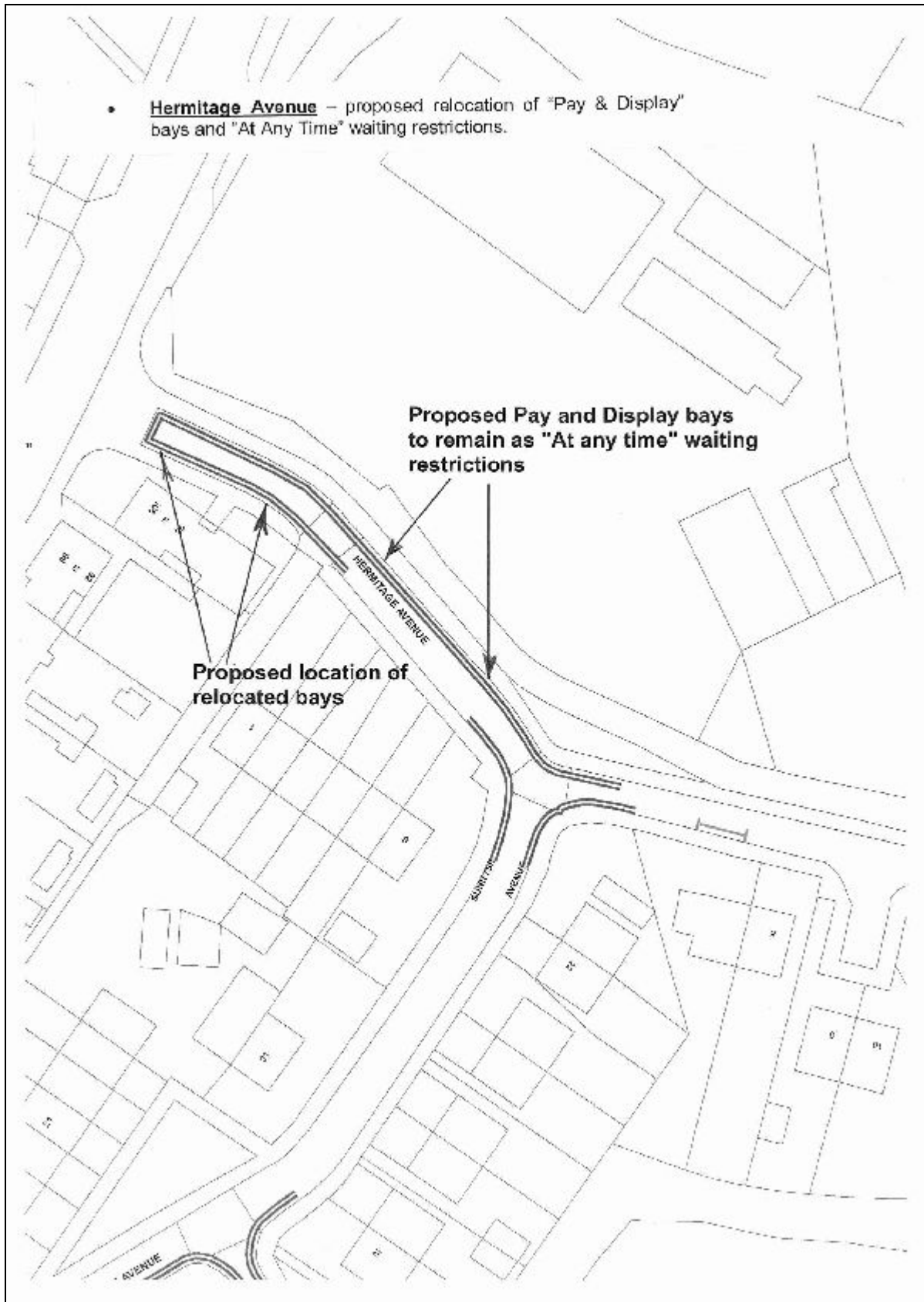
- Greenfern School** – proposal to revoke the "School Keep Clear" zig-zag restrictions associated with this school and to propose "At any time waiting restrictions in surrounding streets.

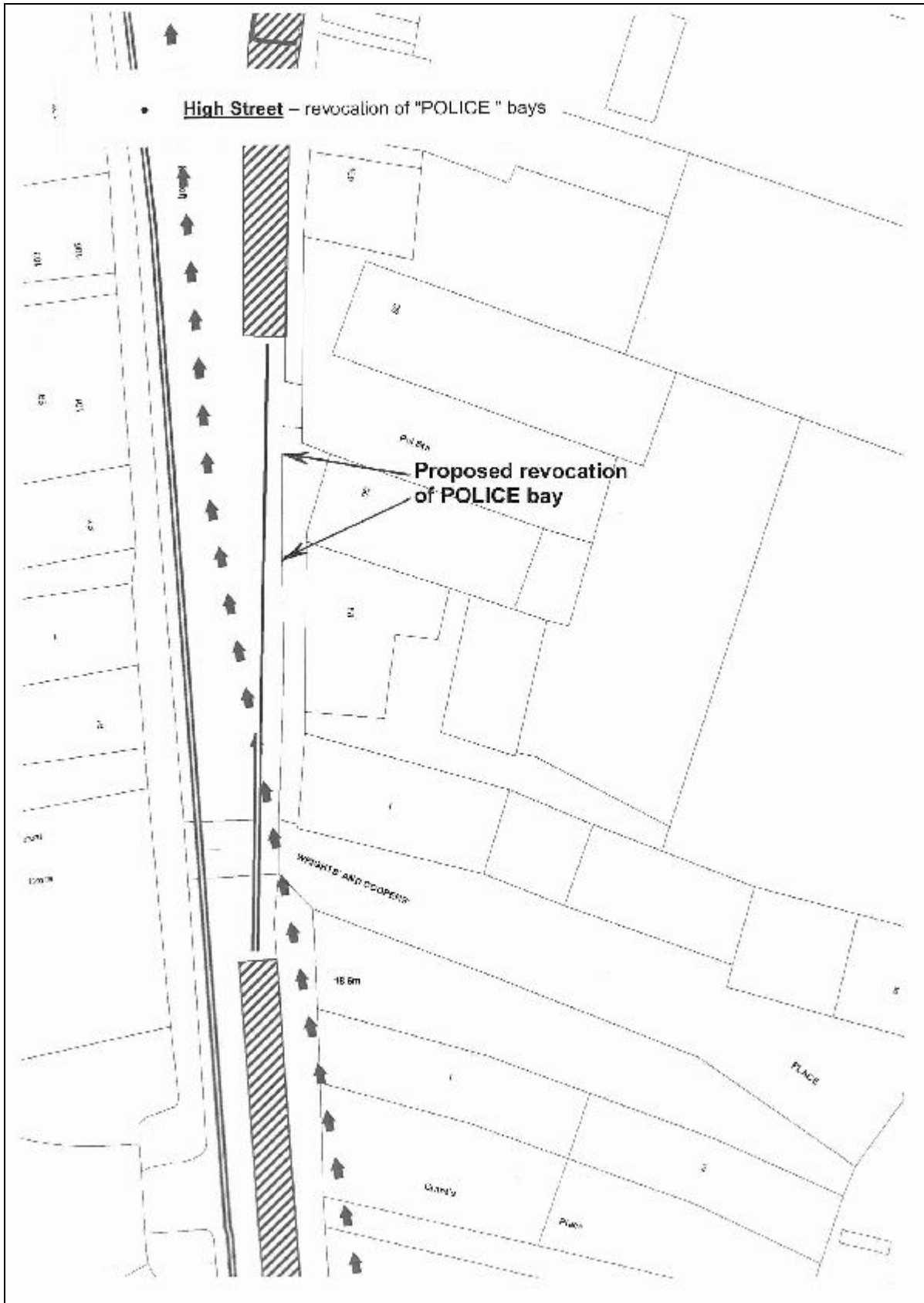


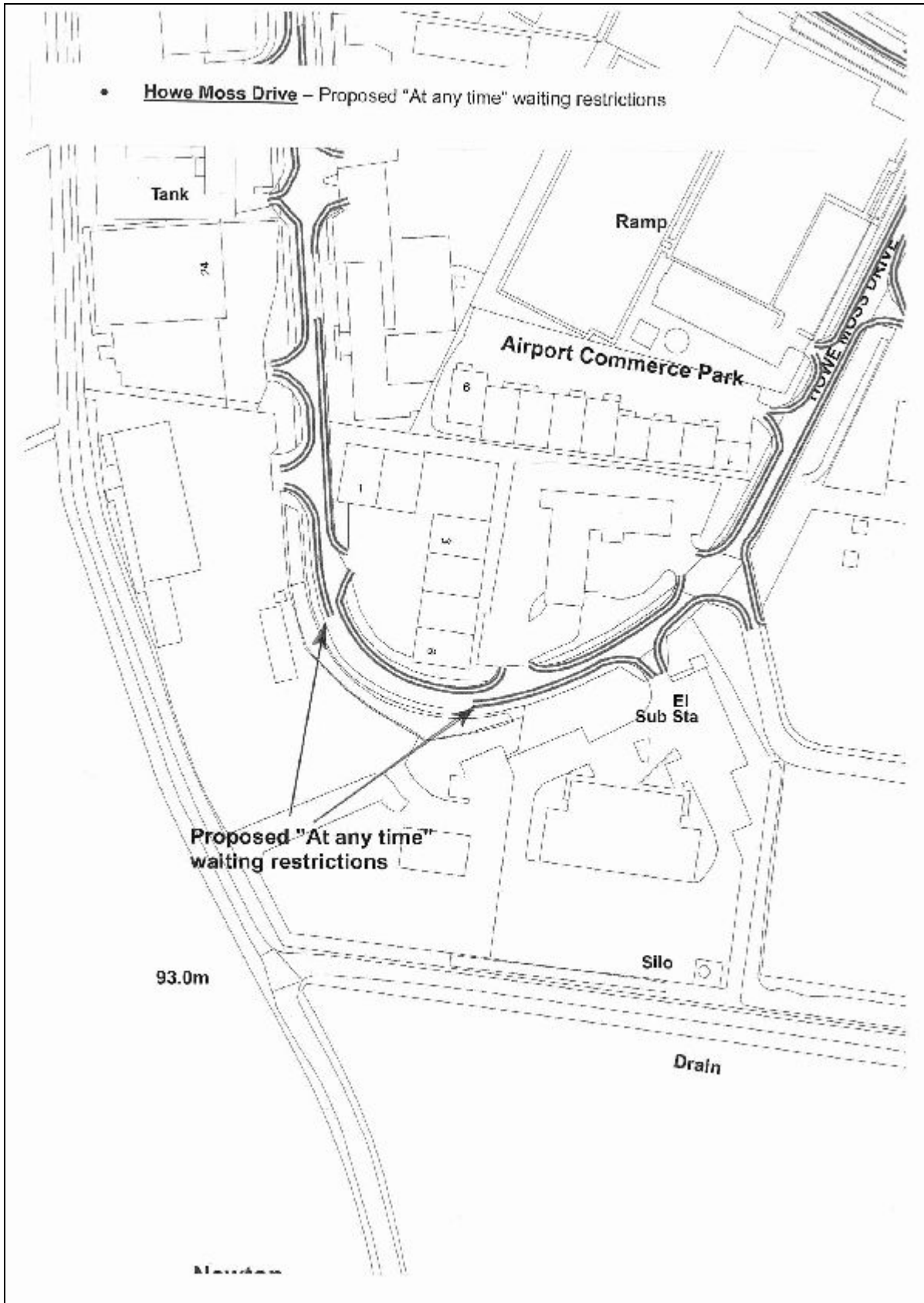
- **Hardgate** – proposal for "At any time" waiting restrictions.

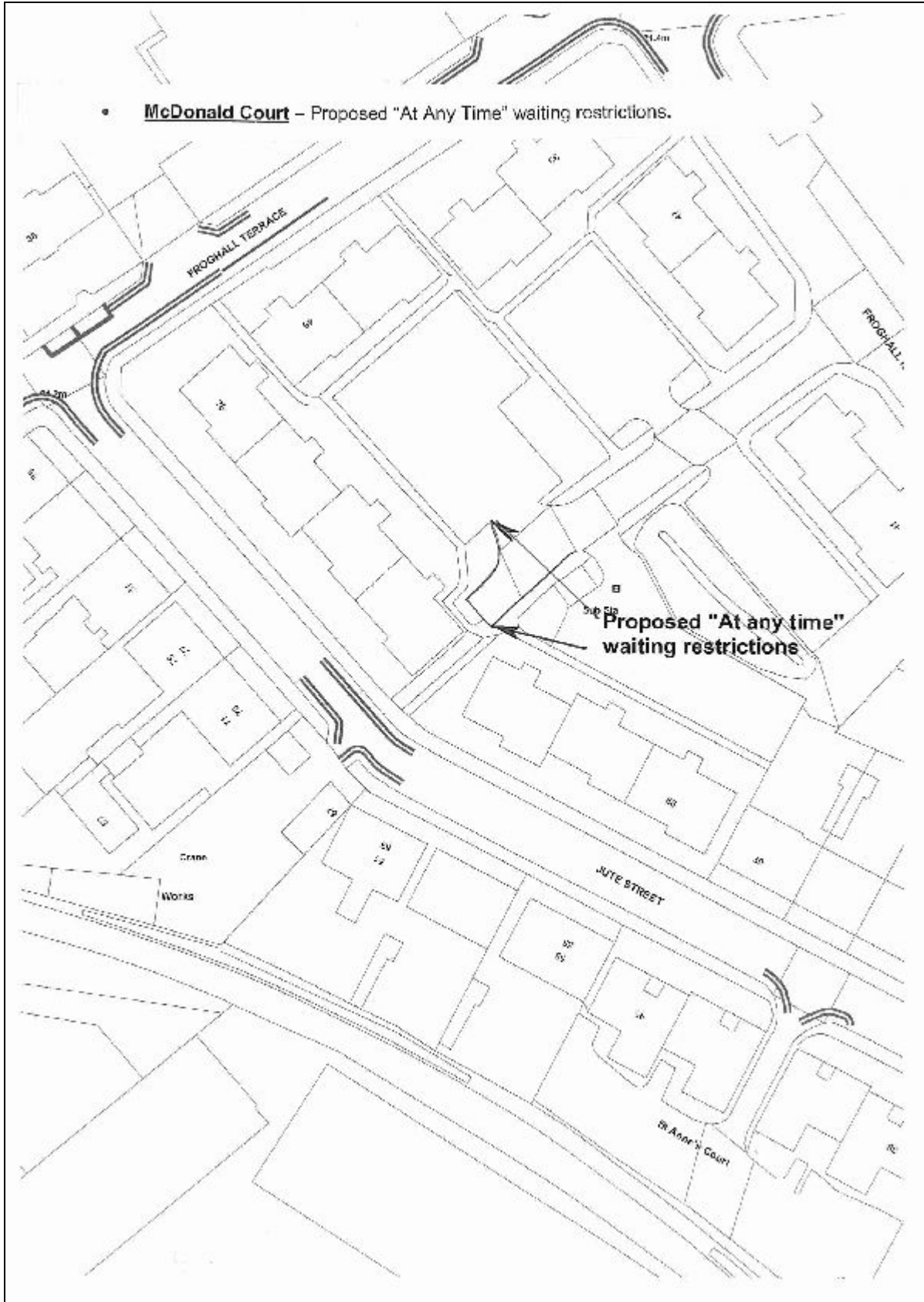


- **Hermitage Avenue** – proposed relocation of "Pay & Display" bays and "At Any Time" waiting restrictions.



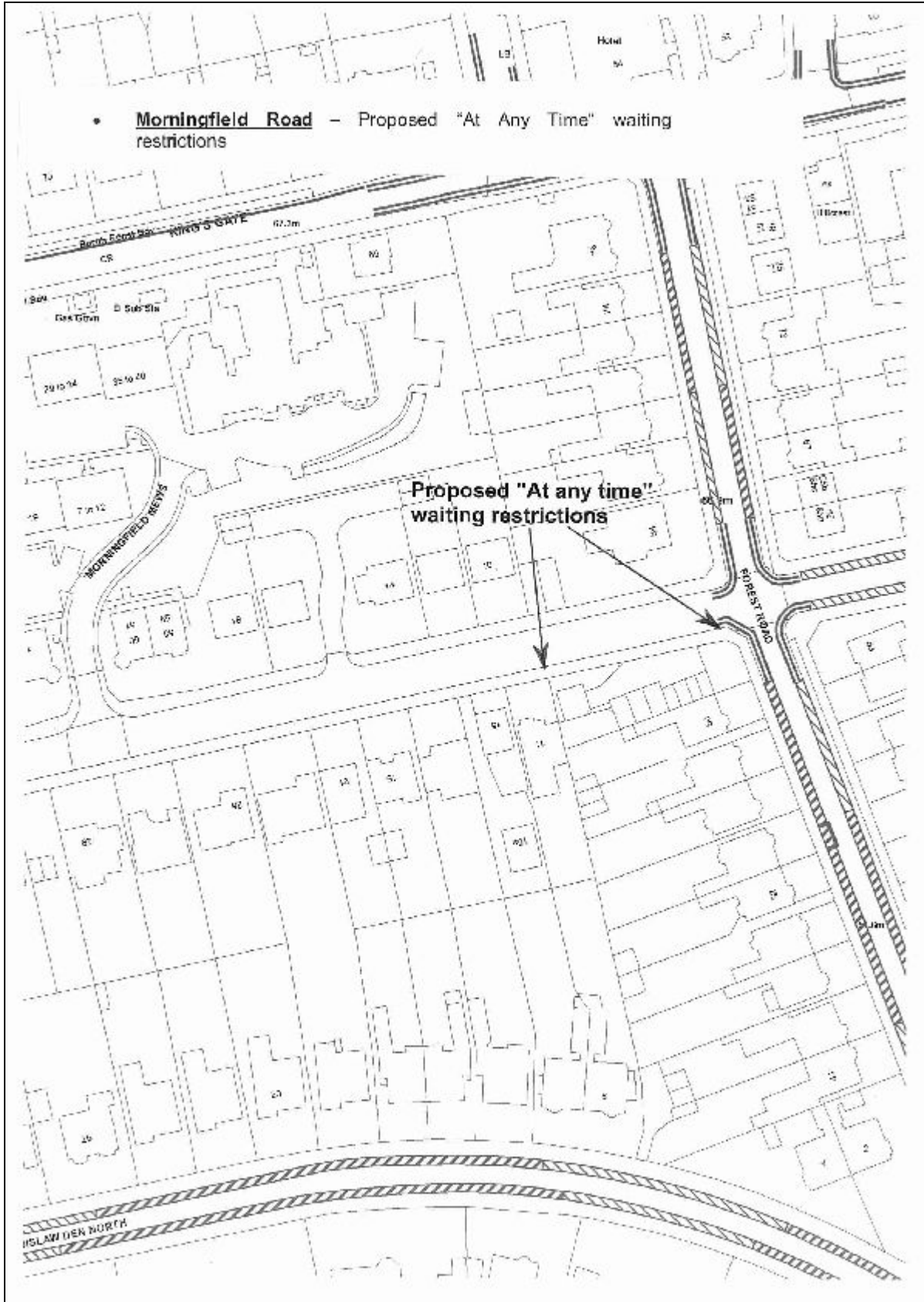




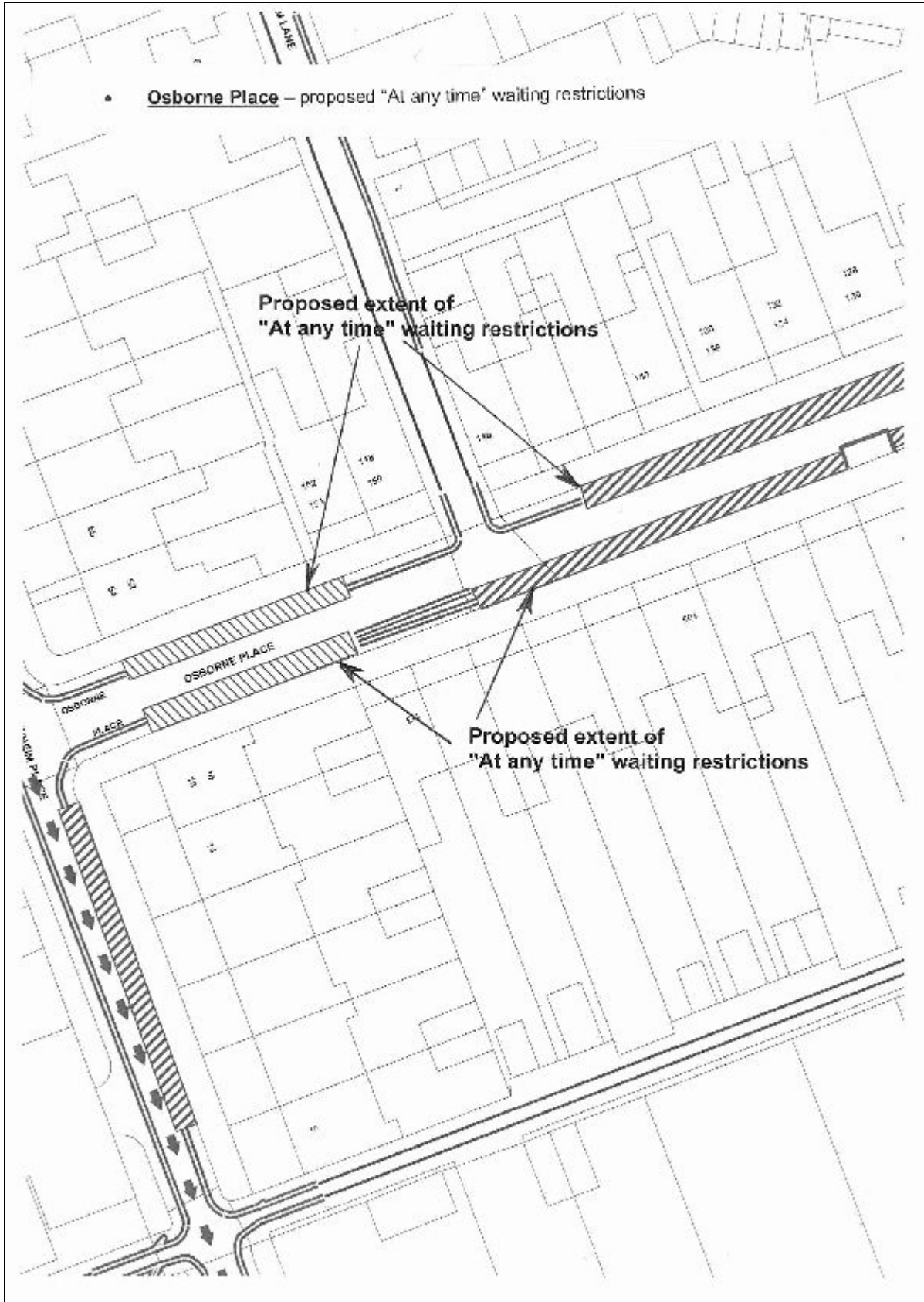


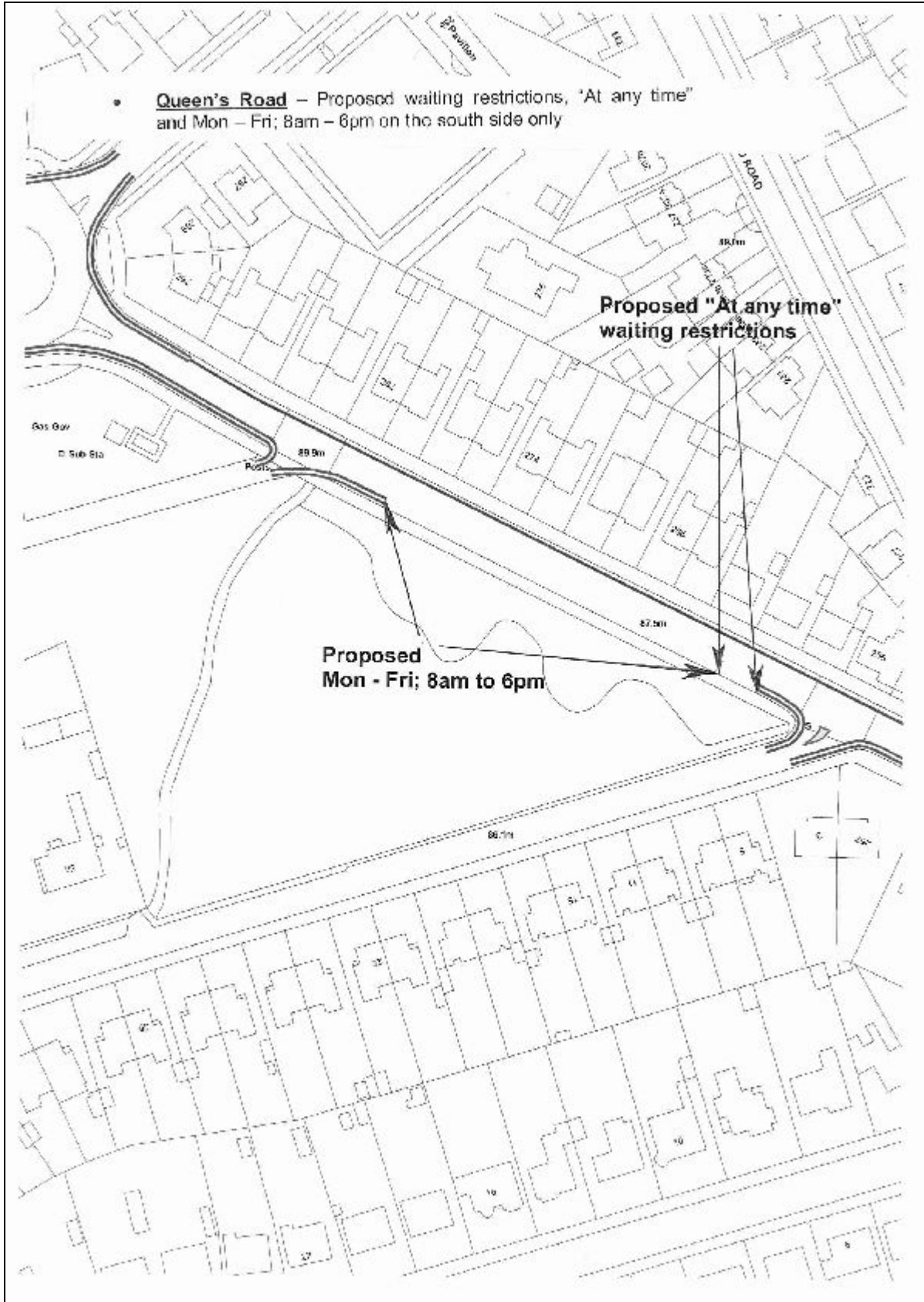
- **McDonald Court** – Proposed "At Any Time" waiting restrictions.

Proposed "At any time" waiting restrictions



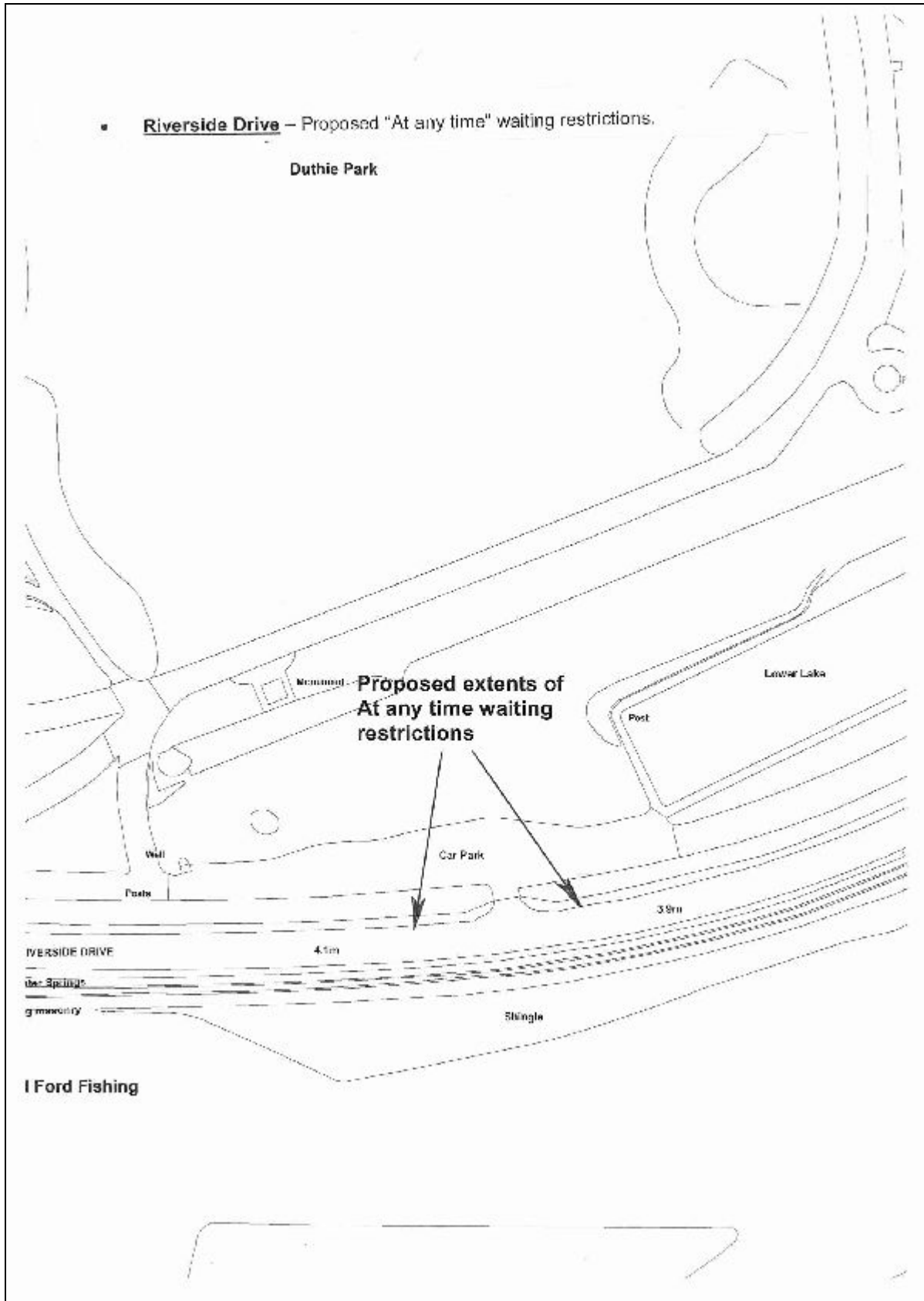
- **Osborne Place** – proposed "At any time" waiting restrictions

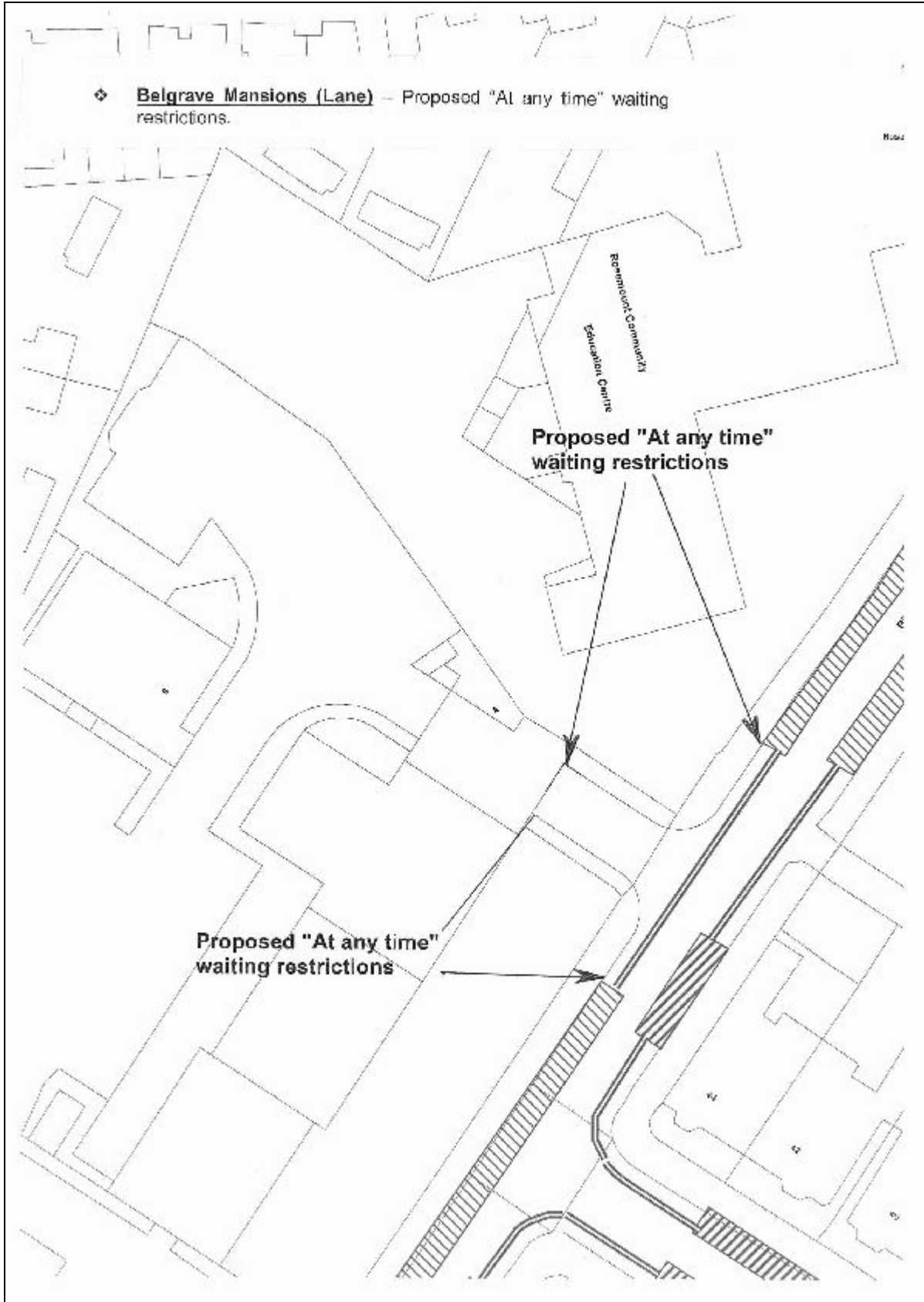


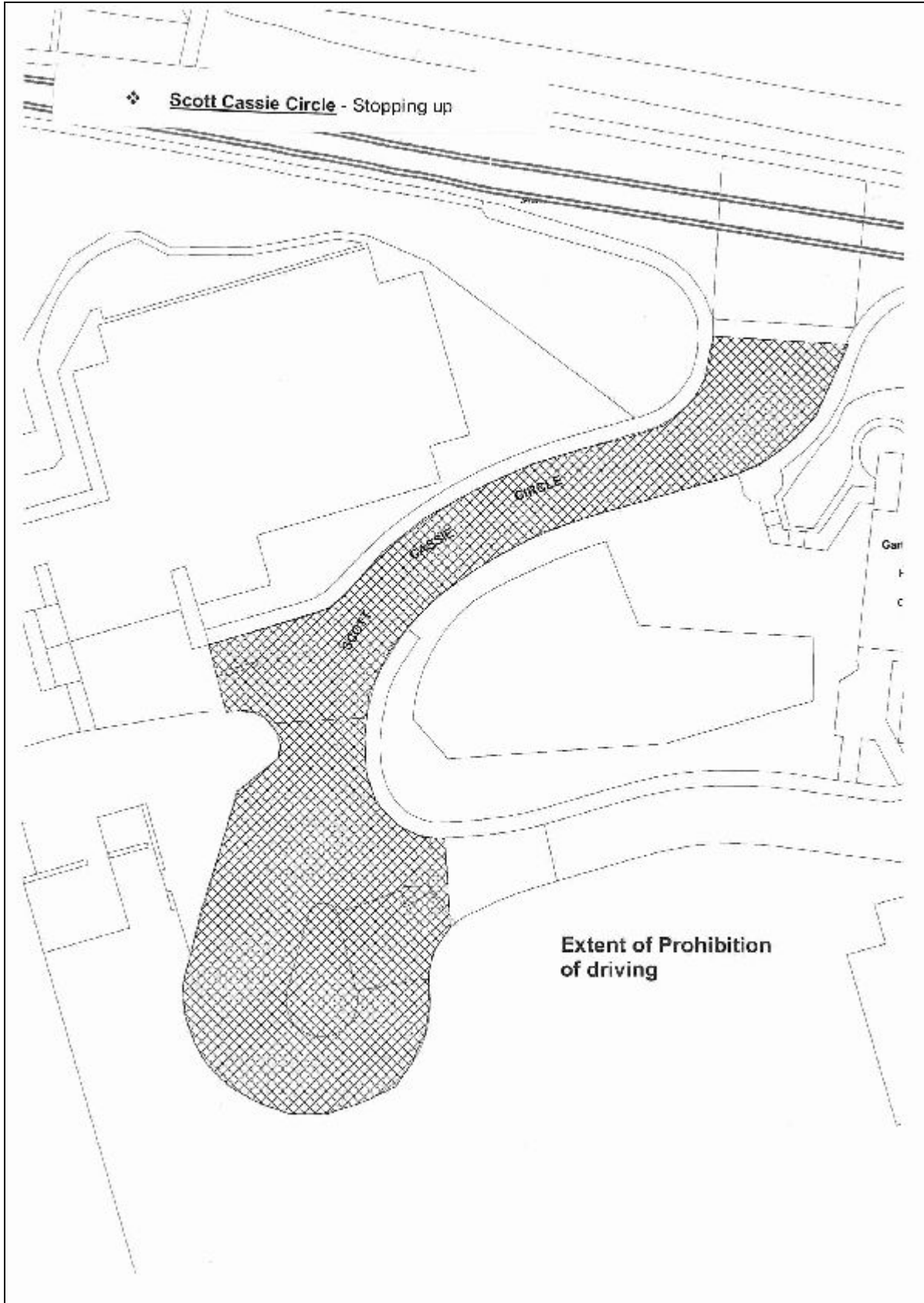


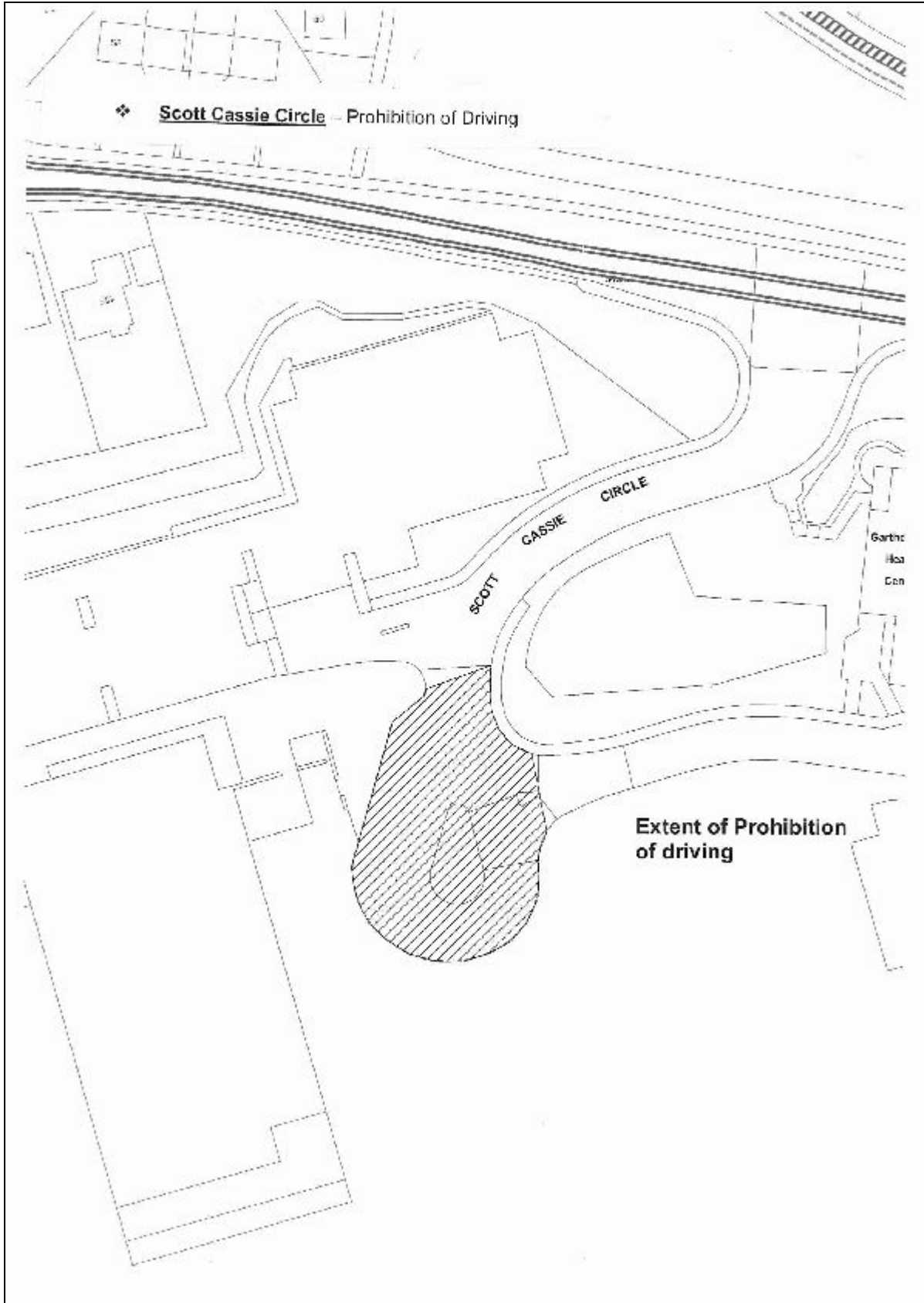
- **Riverside Drive** – Proposed "At any time" waiting restrictions.

Duthie Park

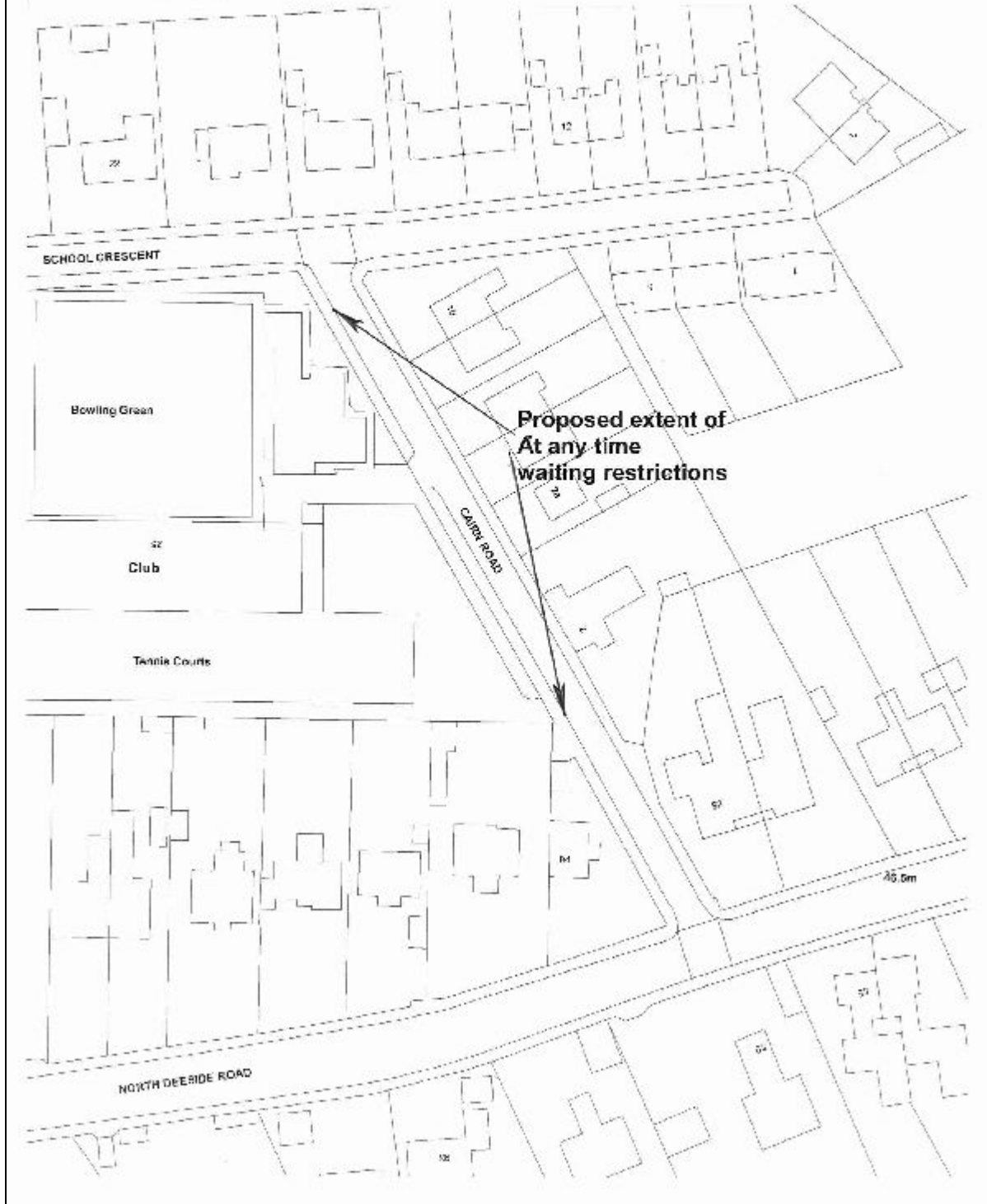


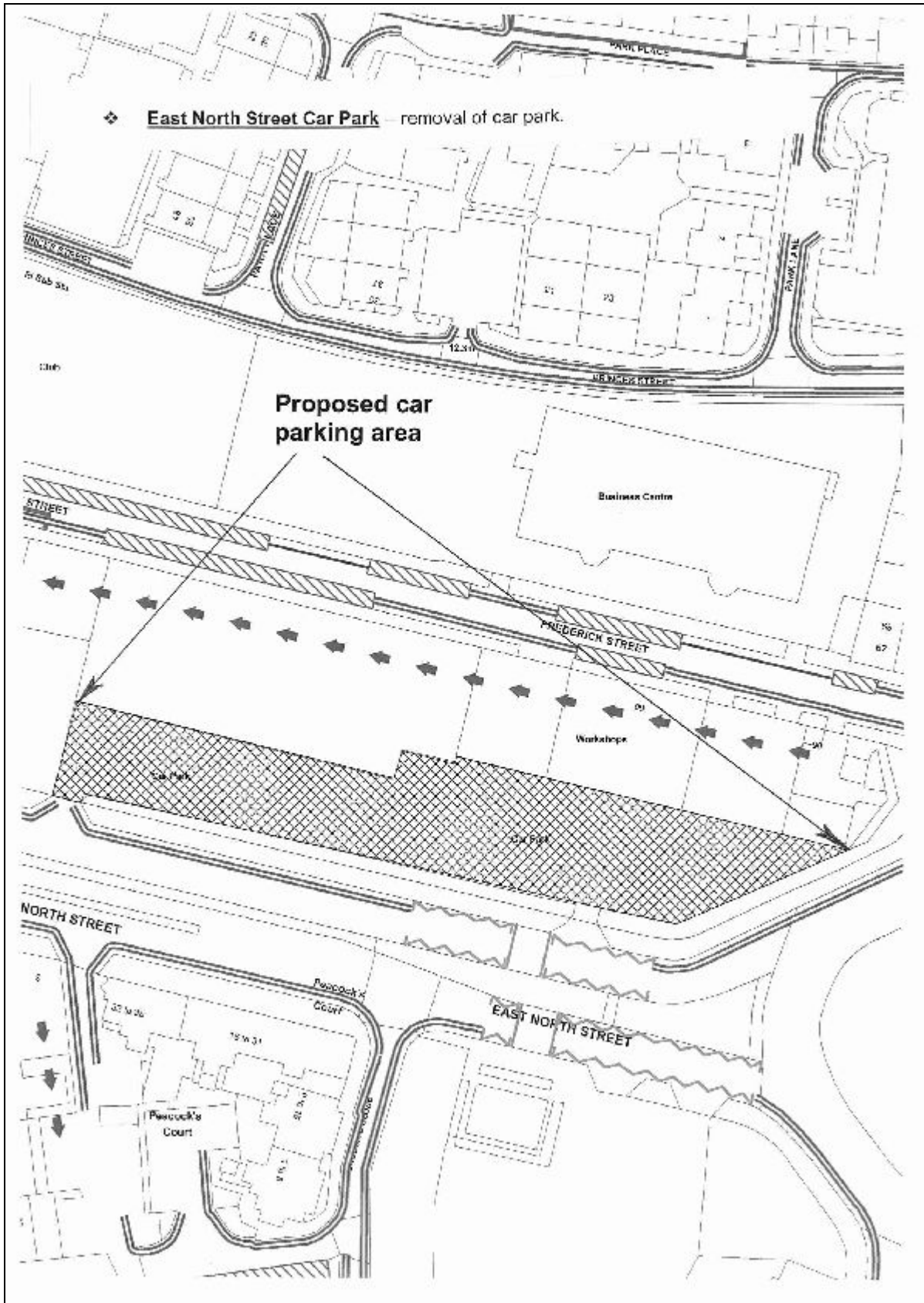






❖ **Cairn Road, Peterculter** – Proposed "At any time" waiting restrictions





6. IMPACT

This report 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.

It is also in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 7.

This report is likely to be of interest to the public in the streets affected by the proposals.

There is no Equality and Human Rights Impact Assessment required as this report only recommends that these proposals progress to the Statutory Consultation process therefore there will be no changes effected as a result of the recommendations being approved by the Committee

7. BACKGROUND PAPERS

In connection with The Green Townscape Heritage Initiative – loading bays

1. Report from the Controlled Areas Parking Working Party from 24 February 2011.
2. Minute from the Controlled Areas Parking Working Party dated 24 February 2011 that was presented to the E P & I Committee dated 15 March 2011.
3. Minute of Enterprise, Planning & Infrastructure Committee meeting, 15 March 2011.
4. Report from the Area Committee Central dated 1 April 2009 relating to the traffic management proposals associated with The Green Townscape Heritage Initiative, Public Realm Streetscape works.

8. REPORT AUTHOR DETAILS

Ruth Milne
Technical Officer,
rumilne@aberdeencity.gov.uk
(01224) 538052

Doug Ritchie
Engineer
dritchier@aberdeencity.gov.uk
(01224) 538055

Consultees comments

Council Leader – **Councillor Callum McCaig** - 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 John Corall - has been consulted and made no comment;

<u>Local Members</u>	email 25/07/11
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 Bill Cormie (Depute Provost)	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 John West	Has been consulted and has no comment
Councillor John Stewart	Has been consulted and has no comment
Councillor Kevin Stewart	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 Gordon Townson	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 Neil MacGregor	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 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	Has been consulted and has no comment
Councillor Willie Young	Has been consulted and has no comment

Council Officers

Barry Jenkins, Head of Finance, Resources - *has been consulted and had no financial comments*

Jane MacEachran, City Solicitor, Continuous Improvement - has been consulted

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

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure - has been consulted

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

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – *has been consulted and is in agreement with the recommendations within this report*

Mike Cheyne, Roads Manager - has been consulted

Neil Carnegie, Community Safety Manager - has been consulted

Margaret Jane Cardno, Community Safety Manager - has been consulted

Colin Walker, Community Safety Manager - has been consulted

Dave Young, Account Manager, Service, Design and Development - has been consulted

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **13th September 2011**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Justice Mill Lane – Traffic Management Proposals
Initial Statutory Consultation**

REPORT NUMBER: **EPI/11/091**

1. PURPOSE OF REPORT

To advise the Committee of the results of the initial statutory consultation on the proposed traffic management scheme on Justice Mill Lane.

2. RECOMMENDATION(S)

1. That the committee acknowledges the responses received as a result of the Statutory Consultation and hence instructs the appropriate officials to progress to public advertisement and report the results to a future Committee.
2. That the committee instructs officers to prepare the detailed design and tender the works.
3. It is also proposed that should Tender be returned within budget that delegated powers be given to nominated officers to accept Tender.

3. FINANCIAL IMPLICATIONS

Developer contributions are available for the implementation of the proposed traffic management scheme and subject to the preparation of an appropriate detailed design would fund the works. The proposed improvements whilst enhancing the environment will potentially reduce future road revenue maintenance costs.

A preliminary design and estimation for the traffic management proposals on Justice Mill Lane has now been completed, with the estimated costs being £210,000. This cost does not include the signalised crossing on Holburn Street which is estimated at £35,000. Therefore the total cost of the works is £245,000.

4. OTHER IMPLICATIONS

None

5. BACKGROUND / MAIN ISSUES

5.1 Report

At its meeting on 23rd April 2010 the Enterprise, Planning and Infrastructure Committee considered a report by officers relating to the Traffic Management Proposals for Justice Mill Lane.

In recent years Justice Mill Lane has substantially changed following significant redevelopment in the area, this has been recognised as an area in need of traffic management improvements to address the current vehicle and pedestrian conflicts that occur. There is also a need to accommodate the number of services vehicles that require access to the businesses on Union Street and Justice Mill Lane. This is a vibrant area of the city for evening leisure whereby large amounts of pedestrians can spill from the existing footways onto the carriageway and conflict with vehicular traffic. This safety issue is consistently raised by Grampian Police.

The Committee resolved to approve the preliminary scheme on Justice Mill Lane and to commence the required legal process for the necessary Traffic Regulation Order.

5.2 Proposals

The proposed scheme for Justice Mill Lane includes the introduction of a one-way system (westbound), a revision of parking restrictions, traffic management, realignment of kerb lines and the upgrading of the footway to provide a 2m minimum width. A controlled pedestrian crossing is also proposed on Holburn Street as part of the scheme north of the Justice Mill Lane junction and is seen to improve pedestrian access and safety. A plan of the proposed traffic management proposals is attached in Appendix A.

5.3 Consultation Comments

This section of the report informs the members of the results of the first initial statutory stage of this process.

A list of parties consulted regarding the traffic management proposals on Justice Mill Lane is given in Appendix B. The consultation stage ran from 15th June 2011 to 8th July 2011 and the comments received are detailed in Table 1 of Appendix B.

There was one official objection to the proposed traffic calming proposals received from the Aberdeen Cycle Forum. The objection was

raised as the Cycle Forum felt that a one-way system in the westbound direction would create more difficulties for the cyclist, as they would be required to tackle the already congested Holburn Street / Union Street junction exposing cyclists to a greater level of traffic conflicts.

They also consider that:

1. It will discourage potential commuter cycling to the large new office development and hotels in the area.
2. Current policy and guidance recognises the disadvantages that one-way systems pose for cycling but that cycle access should be direct and coherent.
3. The proposals conflicts with Aberdeen City Council's Local Transport Strategy 'there will be a presumption in favour of new traffic management schemes that incorporate measures for cyclists. This will include exemptions from road closures, one way streets, banned turns....' (This proposal is in clear breach of this presumption).

"To accommodate cyclists in an easterly direction it would be necessary to provide a contra-flow cycle lane along the entire length of Justice Mill Lane. The carriageway width is restricted to 5.5metres over much of its length and would not accommodate a cycle lane and opposing traffic.

The possibility for shared use of the upgraded footpaths was considered but deemed unsafe due to limited footway width and that the many doorways that front out onto Justice Mill Lane. The safety of pedestrians particularly those stepping out of businesses onto the footway of Justice Mill Lane was considered a safety hazard and would not accommodate a shared use footway."

Following further discussions with a Cycle Forum representative a review of the road widths and the possible introduction of a contra-flow cycle lane was carried out. The introduction of a cycle lane would effectively reduce the available single vehicular carriageway width to 4m and would not accommodate services of premises on the north side over some sections or allow for breakdowns or similar circumstances.

Officers also have concerns with regard to safe and clear provision of a contra-flow cycle lane due to the limited width available and could not support the provision of the cycle lane.

5.4 Detailed Design

Following the findings of the Statutory Consultation and the consideration given it is felt that it would now be prudent to take steps to conclude the detailed design for the proposed scheme on Justice Mill Lane and prepare the contract documents for Tender purposes.

6. IMPACT

Within the Community Plan, City Centre redevelopment is identified as a strategic priority, and within the Single Outcome Agreement, two national outcome objectives identified are that “We live in well designed, sustainable places” and that “We value our natural and build environment and protect it and enhance it for future generations.”

In its document, “Vibrant, Dynamic and Forward Looking,” the City’s Partnership states in the Economic Development Section, that it will “Implement master plans, working with partners, including those in the private sector,” and that it will “Continue to drive regeneration and take advantage of regeneration opportunities city wide, as they present themselves”

7. BACKGROUND PAPERS

Minute of Enterprise Planning and Infrastructure Committee meeting
23rd April 2010

8. REPORT AUTHOR DETAILS

Michael Cowie
Road Safety & Traffic Management Team
micowie@aberdeencity.gov.uk
(01224) 538050

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean - has been consulted and has made no comment

Vice Convener: Councillor John Corall - has been consulted and made no comment;

Local Members

Councillor John West	Email sent 29/07/2011
Councillor Yvonne Allan	Email sent 29/07/2011
Councillor Martin Greig	Email sent 29/07/2011
Councillor Irene Cormack	Email sent 29/07/2011
Councillor Alan Donnelly	Email sent 29/07/2011
Councillor James Kiddie	Email sent 29/07/2011
Councillor Jim Farquharson	Email sent 29/07/2011
Councillor Jennifer Stewart	Email sent 29/07/2011

Council Officers

Barry Jenkins, Head of Finance, Resources – ***has been consulted and had no comments relating to finance.***

Jane MacEachran, City Solicitor, Continuous Improvement - ***has been consulted***

Ciaran Monaghan, Head of Service, Office of Chief Executive - ***has been consulted***

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure - ***has been consulted***

Hugh Murdoch, Head of Service, Shelter and Environment – ***has been consulted***

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – ***has been consulted***

Mike Cheyne, Roads Manager - ***has been consulted***

Neil Carnegie, Community Safety Manager - ***has been consulted***

Margaret Jane Cardno, Community Safety Manager - ***has been consulted***

Colin Walker, Community Safety Manager - ***has been consulted***

Dave Young, Account Manager, Service, Design and Development - ***has been consulted***

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services

Appendix B

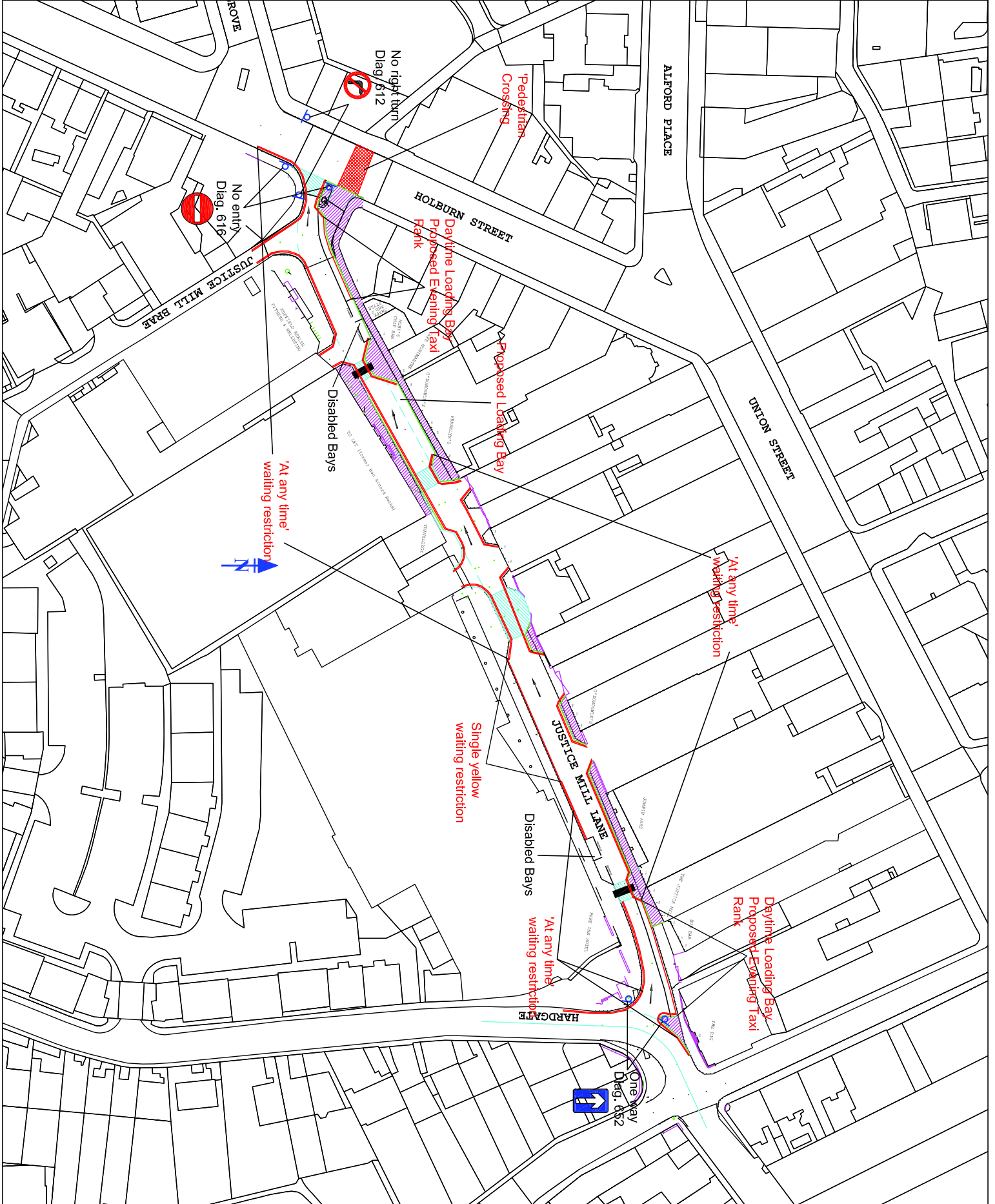
Table 1

Initial Statutory Consultation

<u>Consultee</u>	<u>Response</u>
Grampian Police	<p>In general terms Grampian Police are supportive of the proposals for Justice Mill Lane but wish to highlight:</p> <p>All side street taxi ranks will be moved to Union St from Midnight onwards and any evening ranks might cause confusion between the operational hours.</p> <p>As vehicles can no longer access Justice Mill Lane via Holburn St there only option is to proceed on to Union St and either turn right at Bon Accord Crescent/Street. The concern here is for Bon Accord Crescent, there is no signals and only a stacker lane which is already busy and for Bon Accord Street is signalled but no right turn filter so would be looking for breaks in the westbound traffic.</p> <p>For LGV delivery drivers to access businesses on Justice Mill Lane the preferred option would be to direct via the lights on Bon Accord St and then up Langstane Place but this would require a 2.1m width restriction except for access on Bon Accord Terrace.</p>
Freight Transport Association	Has been consulted
Grampian Fire and Rescue Service	Assuming the implementation of traffic calming conform with regulation sizes, the proposals should have no detrimental effect on our operational appliances proceeding to incidents in this area. With this in mind the fire service offer no objection to the proposals.
Scottish Ambulance Service	Has been consulted
Public Transport Unit	<p>Have no comments regarding the proposals for Justice Mill Lane but for the crossing on Holburn Street. Concerns that this crossing is very close to the current pedestrian crossing at Holburn St/Union St junction and in close proximity to southbound bus stops.</p> <p>We understand this is a busy crossing point for pedestrians and safer, but feel for the above reason the crossing would be better situated south of Justice Mill Lane junction.</p>
Stagecoach Bluebird	Has been consulted
Royal Scottish Automobile Club	Has been consulted
Federation of Small Businesses	Has been consulted
Cyclist Touring Club	Has been consulted
Road Haulage Association	Has been consulted
Access Panel	Has been consulted

<u>Consultee</u>	<u>Response</u>
Aberdeen Cycle Forum	Aberdeen Cycle Forum wishes to object to this proposal for the following reasons: Implementing a one-way system in the westbound direction of Justice Mill Lane would create more difficulties for the cyclist, as they would be required to tackle the already congested Holburn Street / Union Street junction exposing the cyclist to a greater level of traffic danger.
NESTRANS	NESTRANS has no objection with the introduction of a one-way system, the proposed right turn would benefit northbound traffic. This will also improve pedestrian access and safety. I can therefore confirm Nestrans is supportive of the proposed changes.
Aberdeen City Centre Association	Has been consulted
DAG	Has been consulted
Cllr Alan Donnelly	Has been consulted
Cllr James Kiddie	Has been consulted
Cllr Jennifer Stewart	Has been consulted
Cllr Jim Farquharson	Has been consulted
Cllr John West	Has been consulted
Cllr Martin Greig	Has been consulted
Cllr Yvonne Allan	Has been consulted
Cllr Irene Cormack	Has been consulted
Aberdeen Taxi Group (Various)	A one-way system would force all vehicles coming up Holburn St onto Union St and this junction is busy and tailed back at the best of times. A proposition is for taxi rank space on the south side lay-by outside the Raddison Hotel as this would be fully utilized in the evening, there would be no better place for a new taxi rank than a largely unused lay-by. The need for a 24hr taxi rank is well warranted to accommodate the new hotel and office developments, and those proposed in the future.


This page is intentionally left blank



KEY

- Proposed 'At any time' waiting restrictions
- Proposed single yellow waiting restriction
- Mon to Sat 08.00 - 18.00

- RAISED TABLE
- FOOTWAY RECONSTRUCTION
- FEDERSTRAI CROSSING
- ZEBRA CROSSING
- KERBLINE RECONSTRUCTION
- ONE WAY


ABERDEEN CITY COUNCIL
 Electric Planning & Infrastructure
 100 Market Street, Aberdeen AB10 1DT Fax: (01224) 529416
 Telephone: (01224) 529000

ABERDEEN CITY COUNCIL
 PROJECT
TRAFFIC CALMING AND ROAD SAFETY
 JUSTICE MILL LANE
 ONE-WAY

DRAWING NO: 21/04/11
 DATE: 21/04/11
 DRAWN BY: M.C.
 CHECKED BY: J.A.
 SCALE: AS SHOWN
 PROJECT NO: N.T.S. A3

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE:	Environment, Planning and Infrastructure
DATE:	13 September 2011
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	Proposal to introduce a prohibition of driving - Pitmedden Road, Dyce
REPORT NUMBER:	EPI/11/195

1. PURPOSE OF REPORT

To advise the Committee of the results of the initial statutory consultation process undertaken following the decision of the Committee to revert to the original proposal to introduce a prohibition of driving on the section of Pitmedden Road serving Dyce Caravans and other properties (thereby closing this section of road to through traffic).

To request officers to explore the alternative options, such as the introduction of prohibition of left turn at peak times and closure to all vehicles except farm vehicles.

2. RECOMMENDATION(S)

That the Committee:

1. Acknowledges there are concerned parties that wish to maintain the option to utilise both junctions associated with this section of Pitmedden Road.
2. Thereby instructs officers not to progress the Traffic Regulation Order further.

3. FINANCIAL IMPLICATIONS

There are no financial implications as the recommendation is not to advance this proposal.

4. OTHER IMPLICATIONS

There is a link to the Single Outcome Agreement "...to live in well designed, sustainable places where we are able to access the amenities and services we need."

5. BACKGROUND/MAIN ISSUES

- 5.1 At the Enterprise, Planning & Infrastructure Committee on 9 November 2010, consideration was given to the comments / objections received as a result of the public consultation over the proposal to introduce a prohibition of left turns for vehicular traffic exiting the section of Pitmedden Road serving Dyce Caravans and other properties, on to the section of Pitmedden Road between Dyce Drive and Victoria Street.
- 5.2 To set the background, concerns had been raised relating to the volume of traffic and road safety on this section of Pitmedden Road. A number of drivers in the late afternoon / evening weekday peak use the road to avoid the queue of vehicles on Dyce Drive as drivers wait to gain access to the A947. The road safety concerns relate to reports that on occasion eastbound drivers intending to turn right at the junction, when confronted by the queue of vehicles waiting to turn left, will cross the 'double white' centre line and drive round the blind bend, immediately prior to the railway bridge, to pass the queue and thereby reach the junction to turn right. This practice thereby raising concern over the potential for a 'head on' collision.
- 5.3 With regard to the volume of traffic using the road during the late afternoon / evening peak period, a survey between 4.45pm and 5.45pm indicated 90 vehicles turned left at the junction whilst 81 vehicles turned right. The average length of the queue during this time was to a point 20 meters west of the railway bridge. Whilst officers did not observe vehicles overtaking prior to the bridge, a large number of vehicles did overtake just after passing the bridge, where the drivers would have a clear view of the junction. The concern over this practice being the occasion where a driver of a westbound vehicle, where the driver has just turned into this section of Pitmedden Road, has to slow down or stop to allow the eastbound vehicle to reach the 'Give way' lines.
- 5.4 A survey of collision data collected by Grampian Police for the six year period from January 2005 to December 2010 indicated there have been no recorded collisions as a result of driver passing the queue after the bridge to turn right. Likewise there are no recorded collisions in the immediate vicinity of the bend / railway bridge where the causation factor was a result of a driver overtaking.
- 5.5 In terms of possible traffic management options that could resolve the issue, a prohibition of driving was first suggested. This would effectively close the road to through traffic by closing a section of the road and implementing physical barriers at points either side of the railway bridge. Such a prohibition would require an 'except for access' exemption as Network Rail would still require access to maintain the railway bridge and there is also an adjacent field area used by the farmer. Consequentially, it would be necessary to provide these parties, as well as the emergency services, with a key to open the gates that would control access. The costs of installing the necessary barriers and associated signs would be in the region of £4K. (For reference a plan indicating the extent of this proposal is included at the end of this report)
- 5.6 However, an alternative suggestion was for a prohibition of left turns at the junction which would then stop the motorists seeking to gain access to the A947 from using the route. It was this suggestion that officers were instructed to progress by the Committee on 20 April 2010.

5.7 On paper, the suggestion for a prohibition of left turns could appear ideal, but in practice was fraught with problems. Such a restriction would be effective only to the extent of adequate enforcement, and it had to be acknowledged that Grampian Police would not have the resources to sustain the necessary level of enforcement on a day-to-day basis. It would also inconvenience vehicles visiting Dyce Caravans, as the vast majority when leaving this business premise would turn left at this junction. Indeed, there were four objections to this proposal from residents / proprietors on this road who indicated that a prohibition of left turns would be both ineffectual and inconvenient. On this basis, the Committee on 9 November 2010, resolved:

- (i) to approve the recommendation that a prohibition of left turns is likely to be ineffectual.
- (ii) to request officers to explore the alternative options, such as the introduction of a prohibition of left turn at peak times, and closure to all vehicles except farm vehicles.
- (iii) to the possibility of introducing a prohibition of driving on the road and instructed officers to carry out the preliminary stage of the statutory consultation, but also to consult with residents / proprietors on the road. The parties consulted appear in Table 1 which is appended to this report.

5.8 In response to the preliminary consultation there have been significant negative comments / objections received over the proposal to introduce a prohibition of driving. Firstly, when considering properties on the road, owners / proprietors highlight such a restriction would cause them inconvenience and raise safety concerns over turning right at the west junction of this road with Dyce Drive where the National Speed Limit (60mph) is in place. Secondly, the Dyce Service 80 shuttle bus linking the airport / industrial estate to the railway station operates on this road, turning right at the junction in question. The concern being raised that should the bus have to join the significant queues on Dyce Drive there could be significant time added to the journey perhaps necessitating a review of the timetable and route. It has also been indicated such a change may even affect the viability of the route.

5.9 When considering the properties to the west of the railway bridge, where residents / proprietors / stakeholders would be restricted to using the west junction with Dyce Drive, all have raised concerns / objections to this proposal. Mr Douglas Cumming both resides on this section of road at Parkview and, as part of a family farming partnership, is involved in running the farm steading at Nether Kirkton. Mr Cumming has indicated during the farm working day, especially during winter and spring, silage bales and feeds need to be transported to nearby fields. With slow moving farm tractors and trailers being used to transport such, Mr Cumming has a distinct preference to gain access to surrounding fields by way of the east junction (where he turns left) to exit Pitmedden Road. The speed limit at the location of the east junction is 40mph and in view of the slow moving vehicle and trailer, Mr Cumming is of the opinion this junction offers a safer alternative than having to turn right at the Dyce Drive junction to the west where the National Speed Limit is in place.

- 5.10 Mr Alan Cumming, who is a part owner of the Nether Kirkton Farm has also objected on the same grounds as is father Mr Douglas Cumming, stating “As a working farmer conscious of animal welfare and land management it is imperative that I have freedom to access the land and livestock totally unhindered with access to all roads and field entrances.”
- 5.11 Similarly Mr & Mrs William McGillivray, Kirton Villa, have also objected, as again, they choose to exit the road via the east junction when accessing Dyce, preferring to avoid the right turn at the junction with Dyce Drive. Another resident has expressed concern over the inconvenience this prohibition will cause for neighbours and the expense to the public purse of implementing such measures. Albeit, this same resident is in favour of any measures that would make the road safer and states “...a complete closure of the road except for access would achieve that...”
- 5.12 These residents to the west of Railway Bridge do express disappointment with the volume of vehicles using the road during the late afternoon / evening peak period and also concern over the speed of some of these vehicles. Indeed, one of the residents raised the question as to whether a prohibition of driving with an ‘except for access’ option could be introduced, however such a prohibition by signs alone, for the same reason as the previously suggested ‘left turn’ prohibition, would be ineffectual. Importantly, a number of these residents highlight, that whilst the volume and speed of traffic is a concern, they appreciate the access options the road provides as a through route. Some questioning whether a limited peak period really warrants closing a road to through traffic throughout the rest of the week.
- 5.13 With regard to the road being part of Dyce Service 80 Shuttle Bus route, NESTRANS, the regional transport partnership for Aberdeen City & Shire, have lodged a formal objection, whilst the Council Public Transport Team have also expressed concern. Within the letter on behalf of NESTRANS the following is stated “The current proposal would necessitate a change of route for the shuttle bus and could add up to ten minutes on journey times, requiring a review of the timetable, the route and possibly affecting the viability of the service. The shuttle bus has proved successful, enabling the link between the airport, heliport and Kirkhill Industrial Estate to the railway station, but timings are critical to the success of the service, with links to train schedules being the key factor. Last year, over fifty thousand trips were made and such a closure would have a huge impact on these customers.”
- 5.14 Should this proposal proceed to public advertisement there is the possibility the bus operator could object. In this event, under “The Local Authorities’ Traffic Orders (Procedure) (Scotland) Regulations 1999” it would be necessary for the Council to hold a public hearing. Such a hearing requires the appointment of a reporter and any person who has objected to the proposal is afforded the opportunity of being heard at the hearing in support of their objection. Furthermore, notice of the hearing must be published in a local newspaper and any person so interested may, whether or not they propose to appear at the hearing, send written representations for the consideration of the reporter at the hearing. This particular scenario is of note as it would result in a considerable escalation of the costs and time involved in bringing this proposal to a conclusion.

- 5.15 In terms of support for this proposal, Grampian Police acknowledge there will be inconsiderate and at times dangerous actions attributed to drivers using this route and state "...we always advocate self policing solutions, and welcome your proposals for Old Pitmedden Road." Whilst in previous correspondence, during the consultation on a possible prohibition of left turns, Burnett & Reid Solicitors, acting on behalf of their client Dyce Caravans Limited and Mr Alistair Cumming, urged the Committee to revert to the prohibition of driving proposal.
- 5.16 Looking to the future, a significant factor to consider is the possible construction of the Aberdeen Western Peripheral Route. This road would bring significant benefits, with traffic volume predicted to reduce by 14% on the A947 at the River Don. In turn, queues of traffic would be reduced and the traffic flow generally improved. Consequentially, it is expected this section of Pitmedden Road would no longer attract as many drivers and the current issues would be substantially mitigated or resolved.
- 5.17 Given the above, it is recommended the Committee instructs officers to suspend any further action with regard to progressing to a full public advertisement of this proposal.

6. IMPACT

- 6.1 The City Challenges in the Community Plan ("Getting Involved" and "Being Informed") yield clear links with the subject matter of this report.
- 6.2 Consultation with local residents, businesses and Community Councils links to National Outcome 11 of the Single Outcome Agreement relating to community engagement.
- 6.3 These proposals will be of interest to the residents/proprietors on the affected road, and also commuters who use the road.
- 6.4 There are links to the Single Outcome Agreement in terms of living life free of crime, disorder and danger and to live in well designed, sustainable places where we are able to access the amenities and services we need.

7. BACKGROUND PAPERS

- 7.1 "Various, Small Scale Traffic Management and Development Associated Proposals (New Works)" Report and associated minute - Enterprise, Planning & Infrastructure Committee, 12 January 2010
- 7.2 "Prohibition of Driving, Old Pitmedden Road" Report and associated minute - Enterprise, Planning & Infrastructure Committee, 20 April 2010
- 7.3 The Aberdeen City Council (Pitmedden Road, Dyce, Aberdeen) (Prohibition of Left Turns) Order 2010 and associated minute - Enterprise, Planning & Infrastructure Committee, 9 November 2010

8. REPORT AUTHOR DETAILS

Graeme McKenzie
Technical Officer
E-mail: gmckenzie@aberdeencity.gov.uk
Telephone: (01224) 538069

COMMENTS FOLLOWING CIRCULATION OF DRAFT REPORT

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean has been consulted.
Vice Convenor: Councillor John Corall has been consulted.

Local Members

Councillor Barney Crockett has been consulted.
Councillor George Penny has been consulted.
Councillor John Corall has been consulted.
Councillor Mark McDonald has been consulted.

Council Officers

Barry Jenkins, Head of Finance, has been consulted and has no comments.
Jane MacEachran, Head of Legal & Democratic Services, has been consulted.
Ciaran Monaghan, Head of Service, Office of Chief Executive has been consulted .
Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted.
Hugh Murdoch, Head of Asset Management and Operations, has been consulted.
Margaret Bochel, Head of Planning & Sustainable Development, has been consulted and agrees with recommendations.
Mike Cheyne, General Manager, Operations, has been consulted.
Margaret Jane Cardno, Community Safety Manager has been consulted.
Dave Young, Account Manager, has been consulted.
Kathryn McFarlane, Service Co-ordinator
Allison Swanson, Committee Services Officer

Table 1

Initial Statutory Consultation

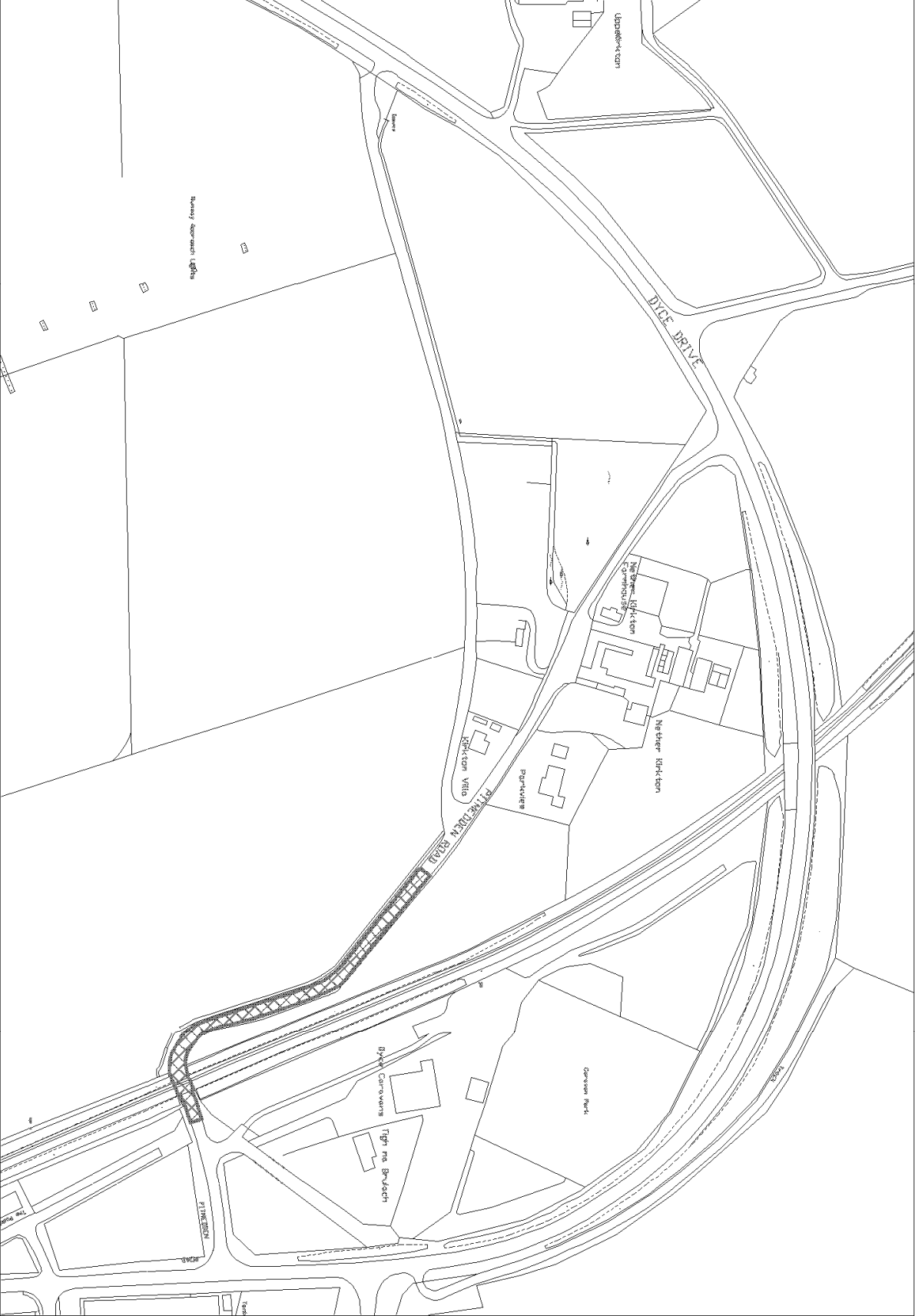
<u>Consultee</u>	<u>Response</u>
Grampian Police	"...we always advocate self policing solutions, and welcome your proposals for Old Pitmedden Road."
Freight Transport Association	No response.
Scottish Ambulance Service	No response.
Stagecoach Bluebird	No response.
Public Transport Unit	"To add ten to fifteen minutes to the journey time to this service would represent an increase of between 30 and 50 percent, making this service far less attractive to users, potentially having a strong negative effect on the patronage. Given the level of investment from Aberdeen City Council and NESTRANS it would be very disappointing to see these efforts dashed by the closure of such a vital link road."
The Access Panel	No response.
Grampian Fire & Rescue Service	"This closure has been investigated by one of our officers and he has no objection to this plan. Access to the area will still be possible from Dyce Drive/Pitmedden Road at either side of the closed road. As I can see no reason for there being a substantial delay in appliances reaching the area due to this closure, I offer no objection to the proposal."
First Aberdeen Ltd	No response.
RAC Foundation	No response.
Federation of Small Businesses	No response.
Road Haulage Association	No response.
Aberdeen Cycle Forum	No response.
Cyclist Touring Club	No response.

<u>Consultee</u>	<u>Response</u>
Dyce & Stoneywood Community Council	“The only comment I have to make is that the closure of this section of the road will be an inconvenience to the farmer, Mr D Cumming, as regards the feeding of his sheep, as some of the fields are on the other side of Dyce Drive. The problem is negotiating his farm vehicles on to Dyce Drive...as the speed of traffic is quite considerable.”
NESTRANS	“The current proposal would necessitate a change of route for the shuttle bus and could add up to ten minutes on journey times, requiring a review of the timetable, the route and possibly affecting the viability of the service.”
Network Rail	No response.
British Airports Authority	No response.
Central Coaches Aberdeen Ltd	No response.
Parkview / Nether Kirkton	<p>“...especially in the morning the Dyce Caravans exit provides a safe passage to Dyce or points east. In the morning an exit to Dyce from the west end and to the right with safety is almost impossible – it is a 60mph limit road with usual non-observing drivers and more especially motorbikes. No safe exit to Dyce for residents is left if barriers are installed.”</p> <p>“With current financial constraints suitable measures such as speed bumps and lane provision are unlikely but the current closure proposal benefits one resident and places the other residents in a deprived and dangerous situation with no safe access to Dyce and points east. At the Dyce Caravans exit the problem really exists for approximately two hours and the lane abuse occurs at relatively low speed...”</p>

<u>Consultee</u>	<u>Response</u>
Kirkton Villa	<p>“...normally access Dyce by using the section which is now proposed to close. “</p> <p>“To access Dyce a right turn on to Dyce Drive – a 60mph section – will be needed and due to traffic speeds this will be impossible at 4-6pm and highly dangerous in the morning rush hour due to speeding cars and motorbikes.”</p> <p>“We definitely resist the proposed closure on the grounds that for residents west of the railway bridge at Dyce Caravans a comparatively safe exit is being removed and the remaining exit is a very real safety hazard for right hand turns.”</p>
Nether Kirkton Farmhouse	<p>“I am certainly in favour of any measures which would make the road safer and a complete closure of the road except for access would achieve that but I am concerned about 1) the inconvenience to our neighbours as a result of the control measures to be put in place and 2) the expense to the public purse of the control measures.</p> <p>Alternatively could a road closure sign be erected in the first place and can we then monitor the situation to see whether control measures are in fact required?”</p>
Tigh Na Bruiach	Supports the closure of this road to through traffic.
Dyce Caravans	Supports the closure of this road to through traffic.

<u>Consultee</u>	<u>Response</u>
<p>Newells Farm, Oldmeldrum (Partner in the running of Nether Kirkton Farm)</p>	<p>“...closing the described section of Pitmedden Road...driving out on to Dyce Drive, a 60mph section of fast flowing constant traffic with a tractor and loader often carrying silage bales. This is a hazardous and suicidal manoeuvre that would only result in a serious road accident come time. At present we use the Dyce Caravans end of Pitmedden Road to enter Dyce Drive, a 40mph section of slow moving traffic. I am well aware of the problems at the Dyce Caravan end but it has to be noted that traffic is slow moving and congested with lane hopping occurring at slow speed therefore reducing the risks of accidents.”</p> <p>“This section of Pitmedden Road...is part of a bus route and also provides access to Railtrack signalling boxes, emergency access to the Raith’s Farm Rail Terminal, part of a police route for airport security, access for residents on Pitmedden Road and finally access and safe passage for farm machinery, people and livestock for Nether Kirkton Farm.”</p> <p>“If you close this one you will exacerbate the congestion on Dyce Drive and create an even greater problem.”</p>

Proposed 'Prohibition of driving / motor vehicles except for access' on section of Pitteden Road indicated by hatching. Motor vehicle access to land / structures adjacent to closed section would be barrier controlled.



This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 September, 2011
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	The Aberdeen City Council (Westbank, Aberdeen) (Residential Parking Bays) Order 2011
REPORT NUMBER	CG/11/102

1. PURPOSE OF REPORT

To advise of the statutory objections that have been received as a result of the public advertisement of this order; which are presented as an appendix hereto.

2. RECOMMENDATION

That the Committee overrule the objections in relation to The Aberdeen City Council (Westbank, Aberdeen) (Residential Parking Bays) Order 2011 and approve that the order be made as originally envisaged.

3. FINANCIAL IMPLICATIONS

The proposal contained in the above traffic order will be fully funded by the 2011/2012 Cycling, Walking Safer Streets budget.

4. OTHER IMPLICATIONS

None.

5. BACKGROUND/MAIN ISSUES

The Committee at its meeting on 24 May 2011 considered a traffic order which contained the proposals to establish Monday to Friday, 9am to 5pm, resident permit holder parking at Westbank, Aberdeen.

At that time the Committee agreed to defer consideration of the proposals regarding Westbank to its next meeting, to allow elected members to undertake further consultation with the residents, however that the remainder of the Aberdeen City Council (Various Traffic Management Measures) (No 3) Order 2011 be implemented as originally envisaged. In line with this, and in accordance with the traffic order procedure, the proposal has been re-advertised separately and a further period of public consultation undertaken.

The overall objection of the new provisions is actually to respond to concerns regarding a lack of available parking raised by a resident within the development, and thereby to relax existing regulations, and introduce parking opportunities not available at present. In line with this, roads officers acted in good faith and investigated the existing parking situation at Westbank. On undertaking surveys within the area, officers have concluded that the area has a lack of parking spaces which needs to be addressed. Appended to the report is photographic evidence of the indiscriminate parking occurring in Westbank at present. In order to alleviate the problems arising as a result of lack of available parking, officers have proposed three residential parking bays to be implemented in Westbank.

The two existing statutory objections reported on 24 May remain and nine other objections to the further consultation have been received. The two existing objections are as follows:- one from Ms. Shirley Henderson, on behalf of Westbank Residents Association and one from Mr and Mrs Jones, 3 Westbank, Fonthill Road (an updated objection has been received). The further objections have been received from Trinity Factoring Services Ltd, managing agent for the Westbank development, and Mr and Mrs Denniel, 5 Westbank, Mr Gosling - 1 Westbank, Mr McCusker, 6 Westbank, Ms De Martino - 4 Westbank, S and W Leighton - 7 Westbank, Mr and Mrs L Dickinson - 11 Westbank, Mr Lorenson - 10 Westbank, and Mr Archibald 12 Westbank.

Despite, the original concern regarding lack of available parking, the objectors have all highlighted their concerns at the proposals to introduce three resident parking bays and have expressed the view that these spaces are not required and would be detrimental for various reasons. In particular, the objections raise a number of concerns regarding access and egress to the development if the proposed spaces were implemented. They also raise concerns in relation to safety issues which they foresee arising as a result of the proposal, and the subsequent narrowing of the access available - all objections highlight that this concern will be greater in the winter period.

Specifically, with regards the requirement for additional parking spaces at Westbank, the objections cite that they feel there is ample parking available for residents and that the proposed spaces are not required. On this aspect, I would advise that at present three Westbank residents hold five parking permits for use on Fonthill Road, which, in addition to the survey finding and photographic evidence of indiscriminate parking, demonstrates that there is insufficient parking available for residents (and their visitors). Residents have also highlighted their concern that other individuals, perhaps residents of Fonthill Road, would be able to park within Westbank, however they have not objected at themselves having this option (an option which as detailed above 3 residents have taken up), and being able to park in front of another residents house outwith Westbank. Council officers cannot recommend exclusive policies for a specific area, especially when the evidence demonstrates the requirement for parking in that area. The objections are quite unique, in that the vast majority of objections received request parking closer to the vicinity of their homes. In addition, it is worth noting that one of the initial objections received does state that although it would be useful to have additional parking in Westbank, they do not think the proposal is possible due to the layout. However, I would highlight that this objector has

submitted a revised objection which now cites that availability of parking is not an issue.

With regards to the safety issues which have been cited in the objections, all of the emergency services and winter maintenance service have been consulted on the layout and the proposal, and that none of these services have objected or raised any concern regarding access of egress at any time of the year.

It is recognised that the majority of the residents have objected to the proposal, however on considering the basis of these objections, and the rationale for the proposal, the reasons for their objection, and the concerns raised therein do not outweigh the broader requirement for and benefits of the scheme, especially by residents of Westbank.

The main part of the appendix to this report is in the authorship of my roads colleagues, who have summarised the objections and offered commentary on the main points raised in them. Copies of the original communications are also appended to the report.

6. IMPACT

Section 5 above – and also the appendix containing the technical commentary – will allow members to consider the possible impact on communities compared with the intended virtue of the original proposals.

7. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the objections themselves).

The statutory advertisements are published here for information, allowing members to see the import of each order as advertised.

8. REPORT AUTHOR DETAILS

Allison Swanson
Committee Services Officer
aswanson@aberdeencity.gov.uk
(01224) 522822

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(WESTBANK) (RESIDENTIAL PARKING BAYS) ORDER 2011**

Aberdeen City Council proposes to make “The Aberdeen City Council (Westbank) (Residential Parking Bays) Order 2011” in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish Monday to Friday, 9am to 5pm, resident permit holder parking at Westbank, Aberdeen.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measure and an accompanying statement of the Council's reasons for promoting the order, may be examined during normal office hours on weekdays between 27 July, 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July, 2011, and 24 August, 2011, inclusively.

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

This page is intentionally left blank



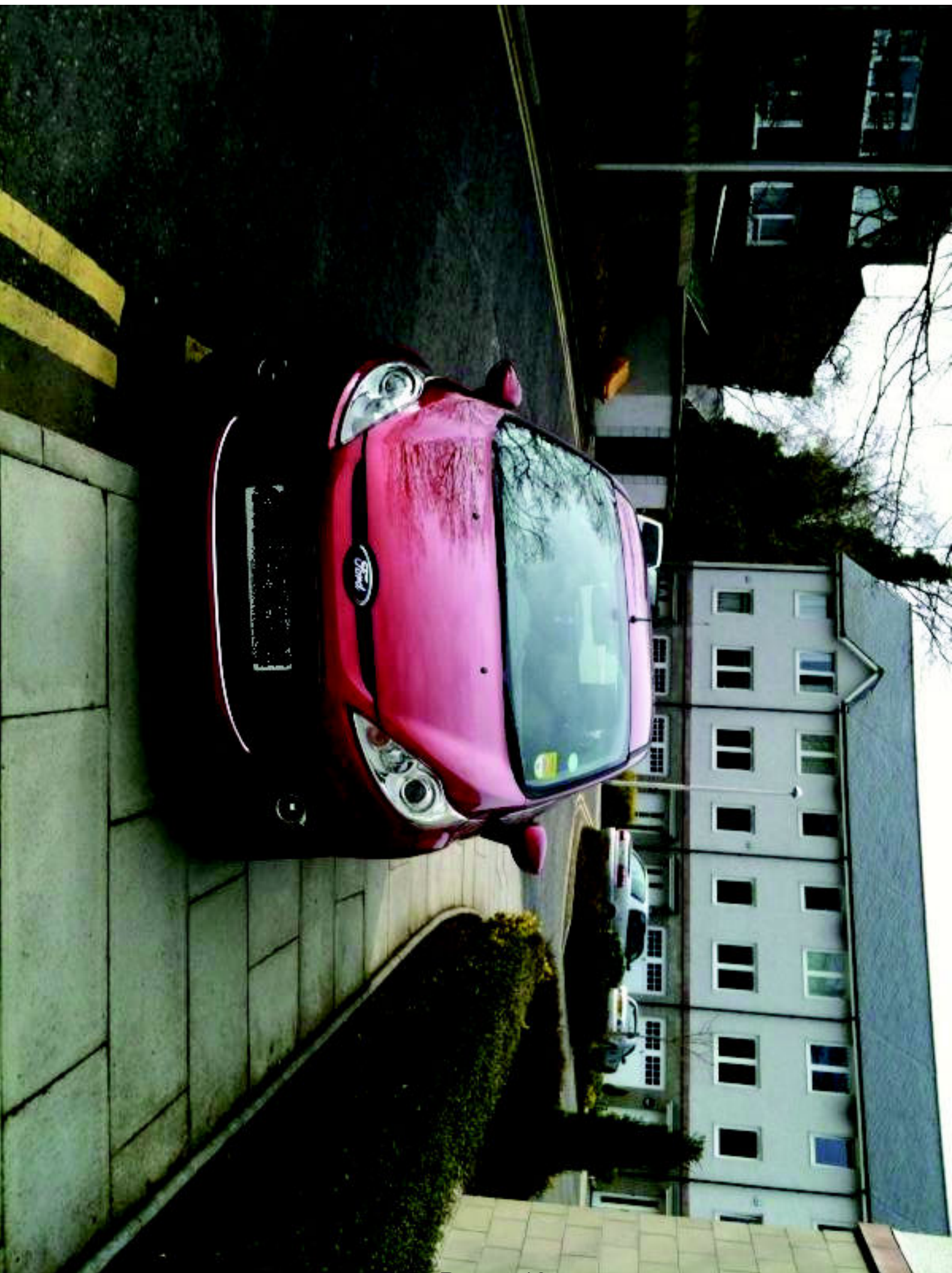














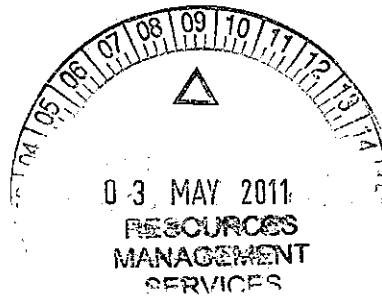


This page is intentionally left blank

WESTBANK OBJECTIONS

Objections received	Main points of objection	Officers comments
<p>Ms Shirley Henderson Mr & Mrs Jones Ms De Martino Loic and Ann Denniel Stuart JP Gosling Mr and Mrs L Dickison S and W Leighton Peter Lorensen Steven Archibald Mr McCusker Trinity Factoring Services</p>	<p>This is a private development and there is no footway where the proposed parking spaces are to be sited which may lead to damage of the garden area.</p>	<p>Firstly this is not a private development. The road is adopted and therefore fully maintained by ACC. The road does not have a gate or barrier across it and has full public access and is no different to the majority of other roads within the City.</p> <p>This is not an unusual situation with regard to the footway and should pose minimal inconvenience as the traffic visiting this cul-de-sac is mainly residential and very low in numbers. It only affects vehicles facing in one direction.</p> <p>Officers offered to relocate the space to the other side of the carriageway (as a viable but less preferred option) where there is a footway, but this was rejected by Mrs Henderson.</p>
	<p>The road, in the developer's original plan, was adopted showing the "At any time" waiting restrictions throughout.</p>	<p>Adoption of the road is influenced by the road construction not by any waiting restrictions placed over it as these can be altered as and when required through road safety or traffic management issues. The existing waiting restrictions were approved as part of the Planning conditions in conjunction with roads</p>
	<p>The objector has concerns regarding access by larger vehicles</p>	<p>All emergency services were consulted and had no concerns and swept path analysis has been carried out for other larger vehicles (winter maintenance and delivery) and was also satisfactory.</p>
	<p>Residents bay on Fonthill Road is never full so there is no need for additional parking</p>	<p>These spaces in Westbank were proposed following complaints from residents of Westbank regarding insufficient parking within the scheme. It is well documented that cars are having to park outwith the allocated spaces and regularly spill over onto the footways and open</p>

		spaces, and on occasion, onto the existing double yellow lines. There are currently five residents permits issued to residents within Westbank and regularly three or four vehicles parked indiscriminately within the scheme. There is clearly a need for additional spaces.
	Commercial vehicles are regularly parking in the residents bays on Fonthill Road. Who will monitor this 24 hours a day?	One photo has been submitted by Mrs Henderson showing a vehicle and trailer in the residents' bay however during the surveys and all the observations that were carried out there were no other instances of this occurring. Vans normally park in the pay and display bays on the opposite side of Fonthill Road and do so within the rules of the zone. City wardens would monitor the spaces within their normal shift patterns. Outwith normal hours requests can be made for problem areas to be given special attention.
	Parked cars within the development will encourage others to park behind them.	As above. If vehicles are parking on waiting restrictions (behind the spaces) at the week-end requests can be made for additional attention by the Wardens.



3 Westbank,
Fonthill Road
Aberdeen
AB11 6TH

30th April 2011

Dear Jane MacEachran,

I wish to object to the plan to place 3 parking spaces in the Westbank cul-de-sac. My main objection is that the proposed location of the parking spaces is dangerous and will probably result in an accident or injury to people.

The reason being is that the entrance to Westbank is narrow and putting parking spaces in this area will create a bottleneck. Any one using these parking spaces will have to get out of their vehicle into the middle of the road, as there is no pavement at the proposed location. Vehicles turning left of Fonthill Road can enter Westbank at speed and will struggle to stop if someone parking or alighting from their vehicle obstructs the road.

Also having parking spaces in this location will make it difficult for large delivery vehicles, which occasionally need to enter Westbank, to enter and maneuver in the cul-de-sac.

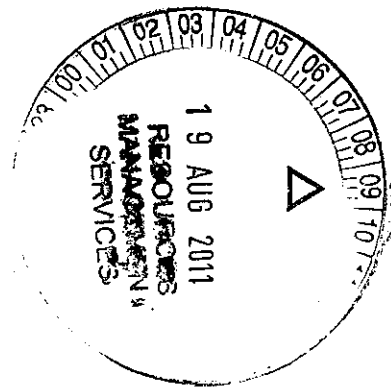
I have lived in Westbank since it was built and during that time I have never had any difficulty finding a parking space in the area. And as I have a second car I do this all the time.

The proposal is to have the residents parking only valid from 9 – 5 Monday to Friday. If the decision is made to proceed with this unsafe plan, then the resident parking should be 24 hours, 7 days a week and should only be used by residents of Westbank. This would prevent an increase of traffic, of people looking for a parking space, into a quiet residential cul-de-sac.

In short, even though it would be useful to have additional parking in Westbank, I do not think it is possible due to its layout. Therefore I have to object to the proposal as I think it will result in a dangerous situation for both vehicles entering and leaving the cul-de-sac and pedestrians walking around within the cul-de-sac area.

Yours Sincerely

Ifor and Maria Jones



3 Westbank,
Fonthill Road
Aberdeen
AB11 6TH

16th August 2011

Dear Jane MacEachran,

I wish to object to the plan to place 3 parking spaces in the Westbank cul-de-sac. My main objections are as follows;

1. The Council's parking measures on Fonthill Road have alleviated any parking issues, as the Residents Bays are never full. I have lived in Westbank since it was built and during that time I have never had any difficulty finding a parking space in the area. And as I have a second car I do this all the time.
2. The proposed location of the parking spaces is dangerous and will probably result in an accident or injury to people. The reason being is that the entrance to Westbank is narrow and putting parking spaces in this area will create a bottleneck. Any one using these parking spaces will have to get out of their vehicle into the middle of the road, as there is no pavement at the proposed location. Vehicles turning left of Fonthill Road can enter Westbank at speed and will struggle to stop if someone parking or alighting from their vehicle obstructs the road.
3. Winters are a large problem, as the road ends up a single track and no cars/lorries could get passed parked vehicles safely
4. These spaces were not requested by ourselves, the original argument put forward by one resident, was in relation to the objection of an HMO license being granted in the area

The proposal is to have the residents parking only valid from 9 – 5 Monday to Friday. If the decision is made to proceed with this plan, then the resident parking should be 24 hours, 7 days a week and should only be useable by residents of Westbank. This would prevent an increase of traffic, of people looking for a parking space, into a quiet residential cul-de-sac.

Therefore I have to object to the proposal for the reasons listed above.

Yours Sincerely

Ifor and Maria Jones

Westbank Deputation

Westbank Residents Association
Westbank
Fonthill Road
Aberdeen
AB11 6TH

29th July 2011

Dear Ms.MacEachran,

We are writing in response to your letter of 27th July, 2011 re-Westbank and the proposal to establish new parking measures within Westbank.

First of all, this letter is written on behalf of myself, Shirley Henderson, and the Westbank Residents Association, which is a recognised body, with a formal constitution, which formally meets annually with our factors, Trinity Factoring Services Limited, and, in relation to this particular issue, have met on three occasions, to agree the responses to yourselves, as attached to this letter.

Secondly, and, additionally, I have requested that individual responses also be sent. However, it was highlighted by several residents, and, therefore, I do have to pass on to yourselves, that, previously, we raised twelve individual objections re-granting of an HMO licence within the area, which made no difference to the unsatisfactory outcome, and therefore it was queried why individual households should have to write to yourselves, when we have formed a Residents Association, to put forward our collective opinions. Indeed, it defeats forming a recognised Association, in the first place.

However, following consultation with our elected representatives, we have tried to reduce our main points of objection to, as follows:

1. We have monitored the Residents Parking Bays on Fonthill Road, since their inception, and note that there are always free spaces. Therefore, the Council's parking measures have alleviated the parking issues, and therefore we do not need three more spaces on the entrance to Westbank.
2. There is great concern over our longer Winter periods, where Roads Traffic Management stated that cul-de-sacs, like ourselves, are not priority for clearing, and therefore, last Winter, we managed to dig out one single, very slippery track, out of the area. There would be no room for parked cars and for safety reasons, it would not be safe for ourselves, or the parked cars, to try and manoeuvre onto Fonthill Road, which was hazardous anyway, regardless of having any parked cars.
3. This reason links to the previous one, as we still strongly believe that the bin clearing lorry would face difficulty in normal circumstances and weather conditions, and would be impossible for it to manoeuvre, in the Winter months.

A resident has kindly filmed the normal practice of turning within the cul-de-sac, which blocks turning, in the link below. This would prove impossible in the Winter months.

http://www.youtube.com/watch?v=ev24m-AucUE&feature=youtube_gdata_player

Finally, a couple of residents also wanted to highlight the fact that we did not get any snow clearing in our last extended Winter weather, dug ourselves a single track, purchased our own sand, and the fact that the Westbank Residents annually contribute over £44,000 into the local economy for local services, which is not a small sum.

Therefore, we hope our opinions, for our own area, which we care for and want to maintain, are taken into consideration.

Yours sincerely,

Shirley Henderson
Westbank Residents Association
Westbank
Fonthill Road
Aberdeen
AB11 6TH

Westbank Residents Association Responses

We would, first of all, like to thank Councillors Stewart, Cormack and Kiddie for their valued interest and support in this matter.

The association is made up of 12 active members from the 16 townhouses, the four remaining properties are leased and include an HMO of transient residents.

We have a constitution and a Committee with Chair, Vice Chair and Secretary and are recognised by the factor, Trinity Factoring Limited, as representative of the residents.

There have been two residents meetings on this issue, including a minuted Trinity Factoring Residents meeting.

As such, the three main points are:

1. These spaces were not requested by ourselves, the original argument by one resident was in relation to the objection of an HMO licence being granted in the area
2. The Council's parking measures on Fonthill Road have alleviated the parking issues as the Residents Bay is never full
3. Winters are a large problem as the road ends up a single track and no cars/lorries could get passed parked vehicles safely

In response to the comments made by Officers from the Objectors Meeting, the following responses have been collated:

- Aberdeen City Council state that this is not a private development, it has public access, and should not have been sold as a private development

This point is worth challenging. Although the road may be adopted and thus considered a public right of way, the development area itself is private. The common grounds outwith the delineated boundaries of each Westbank property are jointly owned by the proprietors, as defined in the title deeds. As such there is no public access to these areas.

- The original planning permission was for three bedroom townhouses and they believe that George Wimpey "fiddled" the approval, as Aberdeen City Council's policy is for three available spaces per four bedroomed property

This argument has little substance. It is Aberdeen City Council's responsibility to scrutinise all planning applications and satisfy themselves that everything is in order before granting any consents. If there was any misrepresentation on the developer's part, clearly that is a matter between Wimpey and the City Council, and not something that the residents/owners of Westbank can be held responsible for. Nor can there be any reasonable expectation on the residents/owners to suffer any adverse consequences as a result of such misrepresentation (including the addition of public parking spaces to the development).

- We are "spilling out" onto Fonthill Road and "taking up" spaces in the Residents Bay!

This is irrelevant - as highlighted in the original argument the residents bay on Fonthill Road is rarely full, therefore any legitimate use of these spaces by Westbank residents (as permit holders) is not an issue. Given that the existing spaces appear to be sufficient to meet current demand for parking, there is no legitimate case to add new spaces.

- Residents Bays are only available in the hours of 9am-5pm and after that, it is a "free for all"

We are strongly against the proposal to designate these spaces for use by non-Westbank residents. If the City Council's main argument is that there are inadequate parking facilities for the Westbank properties (as suggested by the next point), then if non-Westbank residents can park in the new spaces, then this will do nothing to resolve the Westbank parking issues as perceived by the Council.

- The Council took pictures on Sunday and we have cars parked on access areas, proving the need for the parking proposal

Referring back to the first point, the 'access areas' do not form part of the adopted road. Rather, they are common grounds which are jointly owned by Westbank proprietors (as opposed to being public areas), as defined in the title deeds. As such the use of these private grounds is of absolutely no concern to the City Council whatsoever, and cannot be legitimately used to support any argument for the need for additional parking spaces.

16 Westbank
Fonthill Road
Aberdeen
AB11 6TH
17th April, 2011

Dear Ms.MacEachran,

Following consultation with the Westbank Residents Association, we are writing to object to the proposed additional parking spaces within Westbank, a small, private development on Fonthill Road, Aberdeen.

The proposal not only suggests an additional three spaces, but also only residents parking within 9am-5pm, Monday to Friday.

There has been no case put forward to suggest that there is an additional requirement for three spaces in our particular development and, therefore, we have a number of points to raise surrounding this proposal.

- The primary objection is that this is a private development, where we pay a Factor, namely Trinity Factoring Services Limited, to upkeep the gardens next to the proposed spaces, where the driver/passengers will have to step out onto our gardens to exit their vehicles, as there is no pavement, as this is not a public piece of land
- As per the original developers George Wimpey plan with the local Council, the road was adopted, with double yellow lines, specifically to prevent cars parking
- The proposed parking is close to the bin access and, following consultation with George Wimpey, the developers, car parking spaces were not considered suitable, as fire engines had to have clear access to the area, and the narrow road into the development was not deemed suitable for car parking blocking that access
- This is a narrow road to the private development i.e. when the bin lorries come in, there is no room to pass them, and we also believe having parked cars will block the bin lorries, who need the space to turn
- A linked point to the previous one is, in the Winter, the road was not cleared of snow and ice, and we had one narrow lane out of the development – if there were parked cars, they could not be passed or passed safely
- The residents bay on Fonthill Road is never full and so we cannot see the case for an additional three spaces
- We have had regular problems of Commercial Vehicles/lorries parking in the residents bay, which we have sent numerous photos of to the Council. If they parked in the development, who would police the problem 24 hours a day?
- If people, particularly at the weekend, see cars parked in the development entrance, this encourages others to park behind these vehicles, as in the other developments on Fonthill Road, where you also see cars parked on the pavement. This is an issue which we also had to deal with previously and do not want to have to again. (Reference pictures sent to Ruth Milne Technical Officer Road Safety and Traffic Management Team)

We have copied this letter to our local Councillors, who have been supportive in the past, as, for some reason, this small development, which we all bought into, as it could not be further built on, and was sold as a quiet, private haven in the heart of the

City, seems to be targeted by the Local Authority to change its original approval. The quality of life is slowly being eroded.

Yours sincerely,

Shirley A. Henderson BSc.LLM.Chartered FCIPD.FInstLM.FCMI
Westbank Residents Association
16 Westbank
Fonthill Road
Aberdeen
AB11 6TH



TRINITY FACTORING SERVICES LIMITED

Property Management · Residential Lettings · Insurance · Retirement Flats Management

Jane MacEachran
Head of Legal & Democratic Services
Aberdeen City Council
Town House
Aberdeen

1 August 2011
Our ref: Westbank, Fonthill

Dear Ms MacEachran

WESTBANK, FONTHILL, ABERDEEN

As you will be aware, there is currently a proposal for the Council to install three "Public Car Parking Spaces" within the development grounds at Westbank, Fonthill, Aberdeen. I write to object to this proposal as the Managing Agent for the development.

I believe that consultation has already taken place with owners within the development, who have all expressed their concerns & objections to this proceeding.

As Managing Agents, we are responsible for looking after all communal aspects of the development – this includes all garden ground etc situated next to the area in which you propose to install three parking spaces.

Aberdeen City Council has already installed measures throughout Fonthill Road to alleviate parking issues faced by owners in the area – therefore we see no benefit of an additional three parking bays should your proposal proceed.

During last years' prolonged winter, owners of Westbank experienced substantial issues regarding parking, and getting onto Fonthill Road. If there were to be three parking bays within the already very narrow entrance to Westbank, it would make it almost impossible to get in/out of the development safely. Further, during "normal conditions" the addition of any obstacles would surely not be for the good of the owners?

I believe that the Council currently do not recognise Westbank as a "Development"; however I can assure you that the Deed of Conditions for the site clearly states that it is. A copy is available on request.

I trust my letter will go some way in ensuring that common sense is used, and that your proposal is dropped.

Yours sincerely

Craig Forrest
Manager

E-mail:

CC: Shirley Henderson, Westbank Resident's Association Chairperson

1 South Mount Street, Aberdeen AB25 2TN Telephone 01224 641010 Fax 01224 633335
International Telephone Prefix + 44 1224... aberdeen@trinityfactors.co.uk www.trinityfactors.co.uk

Head Office: 209/211 Bruntsfield Place, Edinburgh EH10 4DH Telephone 0131 447 9911 Fax 0131 452 8303

Managing Director: Alasdair F S Seale FIBA FIRPM Consultant: Douglas A Seale ACII

Authorised and regulated by the Financial Services Authority. Registered in Scotland No. 67254



5 Westbank
Fonthill Road
ABERDEEN
AB11 6TH
16th August 2011

FAO: Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council

Dear Ms MacEachan,

I am writing to you in response to recent notices that were posted in the Westbank Development, relating to a proposal for three additional car parking spaces, to be on the left hand side of the entrance to the development.

As residents of the Westbank development, my husband and I, would like to voice our strong opposition to the above proposal. We are both concerned about the effect of the introduction of these unnecessary additional parking spaces will have on our Development.

Safety First: Westbank is currently a quiet and friendly development, in the middle of the city. It is a safe place to live and raise a family in the heart of Aberdeen. Firstly, by its nature (a cul-de-sac, no through road), it enjoys a low volume of traffic. Secondly, thanks to its current parking disposition (double yellow lines) it further limits access to non-residents to the development. In our opinion, the introduction of these additional parking spaces will reduce resident safety, by encouraging non-residents to enter the Development, increasing the volume and frequency of traffic. This can only lead to greater risk to the residents and their families.

It is of great concern that in winter, Safety will be further compromised. The access road to Westbank has a slight slope which makes it very slippery for cars in snowy conditions. If cars are allowed to park in the access road, the road will become a slippery single track which can only result in accidents, and restricting access to the residents. If these parked cars, result in accidents to residents cars, are Aberdeen City Council going to take financial responsibility for our Insurance claims?

It is also interesting to note that the Council do not grit or clear the snow in our development, making it difficult to get in out of in Wintry conditions. Having a restricted single track road will further exacerbate this. Our current waste and recycling collections are not hampered or restricted by any parked cars; how will this be managed in the winter with only a single track road? Will we be guaranteed our collections? If these are not undertaken, will we be given compensation? Or alternatives arranged?

The third point I would like to bring to your attention is the unnecessary nature of these three parking spaces. Since the beginning of August 2011, my husband has taken photos of Fonthill Road in the vicinity of the Westbank access road. These photos (attached/enclosed) have been taken over the course of few weeks, at different times of the day, on different days of the weeks. As you can see, whatever the time of

the day or the day of the week, there are always at least five free parking spaces only 10 to 15m away from the proposed parking space location.

The parking bays in the development are never full, and the residents have adequate parking either in the development or very close to it (see point three above) In conclusion, these spaces are totally unnecessary, and have not been requested by the residents.

My final point is why the council have taken a '360°' turnaround on this issue? It was only in the last two years that the double yellow lines were introduced in the Development, in response to the residents complaints of non-residents parking in the Development and limiting access to our driveways. This has been enforced by the local traffic wardens, and after all this effort and expense the Council are now going to actively encourage non residents back into the Development. This seems rather ill conceived and will only lead to disruption, and aggravation to the residents again.

In conclusion, the introduction of the additional parking spaces as presented in the proposal, can be summarized in two words: Unsafe & unnecessary.

Yours Faithfully,

Loic and Ann Denniel
Residents of the Westbank Development.



8am on the 14/08/2011



Noon on the 07/08/2011



2pm on the 05/08/2011





4pm on the 03/08/2011



6pm on the 13/08/2011



>>> "Gosling, Stuart (Aberdeen)" <[_____](#)> 8/22/2011 1:34 pm >>>
Dear Ms MacEachran,

I would like to formally register my objection to the above proposal,
for the following reasons:

1. Not part of the original plan for the development.
2. Will encourage non- residents of the 16 off houses to enter the cul de sac, who will be unaware of small children playing, especially summer evenings
3. Obstruction - Pulling out of Westbank onto Fonthill Road is already a problem, especially at peak periods, due to inadequate clear sightline distances (i.e. existing council parking encroaches this area, without having to contend with incoming traffic backing up (i.e. stuck behind cars in the new parking bays). If I remember correctly there should be a minimum of 70m, which is clearly not the case (actual = 20m)
4. As currently indicated on your plan drg, there is no pavement for the driver/passenger to alight onto, only a private flower bed.
5. Additional parking in an area where new parking will be undesirable i.e. pollution from extra cars, noise and social inconvenience of late night use.

Look forward to discussing this further, if required.

Kind regards,

Stuart JP Gosling

No. 1 Westbank, Fonthill road

6Westbank
Fonthill Road
Aberdeen
AB11 6TH
22/8/11

Dear Ms McEachran,

I am writing to make our feelings known on the proposed new parking measures within n Westbank.

The present situation in the cul de sac is that most houses have only room for one car on the drive and one in the garage if usable, we were told by Wimpey when we purchased our house that they were not allowed by planning e to have any allocation for visitor parking if friends come to visit. It is therefore ironical that the council now propose to allow Residents Parking Bays in a dangerous place .

1. The Residents Parking Bays on Fonthill Road have been monotered inception, and noted that there are always free spaces. Therefore, the Council's parking measures have alleviated the parking issues, and therefore we do not need three more spaces on the entrance to Westbank.
2. There is great concern over our longer Winter periods, where Roads Traffic Management stated that cul-de-sacs, like ourselves, are not priority for clearing, and therefore, last Winter, we managed to dig out one single, very slippery track, out of the area. There would be no room for parked cars and for safety reasons, it would not be safe for ourselves, or the parked cars, to try and manoeuvre onto Fonthill Road, which was hazardous anyway, regardless of having any parked cars.
3. This reason links to the previous one, as we still strongly believe that the bin clearing lorry would face difficulty in normal circumstances and weather conditions, and would be impossible for it to manoeuvre, in the Winter months.

We all feel very strongly there are genuine HS&E concerns and the fact the houses are not properly catered for by Wimpey when designed for everyday requirements and this money making idea for a council who has mismanaged funds now desperately looking to make money at all costs and pay no heed to the poor council tax payers.

We hope this letter makes our views clear and that we are totally against this proposal

Yours Faithfully

Eddie McCusker

>>> julie Dickinson <[_____](#)> 8/22/2011 7:48 pm >>>
Dear Sirs

We refer to your letter dated the 27th July 2011 addressed to all residents in Westbank, Fonthill Road.

We note the proposal you have made and would like this opportunity to raise our objections.

The proposal would entitle Westbank residents to park in the spaces between 9am - 5pm (when all residents are at work and do not require the spaces) and thereafter, the spaces would be available to the general public. Westbank is a small private development of townhouses consisting of families and businessmen. We have a one year old son. As a cuddlesac Westbank is a nice quiet road, as we only tend to have residents and their visitors using the street. This is currently an ideal place to bring up a young family as the cuddlesac is such a safe place. I do however fear that if three additional spaces are added into the cuddlesac, the volume of traffic will increase, we will have increased public visitors and it will not be such a safe place for children. Access and egress from the cuddlesac would be significantly hampered and when entering the street from the East, visibility of parked cars would be particularly poor and result in traffic coming face to face with vehicles leaving the street thereby potentially requiring reverse manoeuvre onto a busy Fonthill Road. With respect to objections made by 'some residents' we maintain that from our vantage we see many empty parking spaces upon Fonthill Road and should the properties of other streets have concerns then perhaps those streets should be street resident parking only. On talking to our neighbours, we have found no objections to using the regularly empty spaces on Fonthill Road nor any complaints at a lack of parking in the area. We regularly have to reverse from our house (number 11), as do our neighbours. Reversing towards the bins if three additional parking spaces are situated there would be hazardous, especially with oncoming traffic only having a single lane as access to the street. There would be no visibility for people using the bins within the cuddlesac. Clear visibility is required when exiting from the bin area and this would not be offered when cars are parked in the spaces. We have also noticed that public use of the parking spaces would result in a three point turn manoeuvre at the front of properties 1, 17 and 5 which would be unsafe especially for those people using the bins. If the parking spaces are added into the street, the use of them by the public after 5pm may result in several of the large company vans which park on Fonthill Road parking in our development. This would be unsightly and totally unsafe. As the council fail to clear Westbank from snow and ice or to provide salt in our salt bin, it has been known over the past few years that residents have had to clear a path allowing vehicles to access and egress Westbank. Westbank becomes extremely slippery in these conditions and as space to drive in this area would be very limited, it is feared that accidents could occur. I question the adoption of Westbank into the List of Highways as a public road which would seemingly be a negative for the residents and perhaps we would be better served with a gate and to remain private. We do not appear to gain any benefit from a Council who do not come into Westbank to clean the road nor do we receive any service whatsoever during the bad weather conditions (i.e. clearing snow and/or ice and provision of salt and grit).
Yours faithfully MR AND MRS L DICKINSON11 Westbank

**12 Westbank
Fonthill Road
ABERDEEN
AB11 6TH**

23 August 2011

Ms J McEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
Broad Street
ABERDEEN
AB10 1AQ

Dear Ms McEachran,

RE: Objection to Proposal by Aberdeen City Council to add three ‘residents only’ car parking spaces at Westbank, Fonthill Road

I am writing to object to the proposal by Aberdeen City Council to add three ‘residents only’ car parking spaces at Westbank, Fonthill Road.

Westbank is a private, cul-de-sac development of 16 individual dwellings with associated landscaped grounds, which are jointly-owned and maintained by the property owners, as defined in the title deeds pertaining to each property. Although I understand that the main access road into Westbank may be deemed a public right of way, the development itself is, without question, private. The addition of car parking spaces which are available to non-Westbank residents would infringe on the upkeep and amenity of the common areas. For example, drivers and passengers may find themselves having to step out from parked vehicles onto the private landscaped areas. This would incur a loss of amenity as well as a financial loss to the owners who have to pay to have these areas maintained – something which I’m sure you understand is not acceptable to the owners.

Having observed the parking situation on a daily basis over the last few months, it appears to me that the existing permit holder parking bays on Fonthill Road and Fonthill Terrace appear to be sufficient to meet parking demand in the area, as these are rarely full and parking spaces are nearly always available within a very narrow radius of Westbank. Therefore I can see no proven basis for additional parking spaces within Westbank on the grounds of lack of available parking in the area, or demand for additional spaces.

It is my understanding that an additional argument put forward by the Council to support their proposal for additional parking at Westbank, is that Westbank residents are parking on access areas within the development, suggesting a need for additional spaces. I would draw your attention to the fact that these access areas form part of the commonly-owned grounds within the development. These areas are private grounds, the legal title to which is held jointly and equally by the 16 Westbank proprietors. As such, the use of these private areas by the owners, whether for parking or any other legitimate purpose, is of absolutely no concern whatsoever to Aberdeen City Council or any other third party, and thus cannot be legitimately used to support an argument for additional parking spaces. In any case, providing additional spaces which are open to the wider public will do nothing to alleviate the issue as perceived by the Council – it will in fact create a bigger problem, by encouraging more drivers to bring their vehicles into the cul-de-sac and park within the development, therefore proving counter-productive.

One final point I wish to make is that the entrance to the cul-de-sac where the proposed parking spaces would be situated, is relatively short and narrow. I have additional concerns on the grounds of

safety, particularly in the winter when vehicles which are parked on a road that is unlikely to be fully cleared of snow, would pose a hazard to passing vehicles, and drivers and passengers stepping out into the road. The situation of the proposed parking spaces may also impede access by refuse collection lorries, delivery vehicles and indeed the emergency services, all year round, but particularly in the winter. Therefore I have strong objections to the proposal on the grounds of safety alone.

May I thank you in advance for taking into consideration my objections in relation to the Council's proposal.

Yours sincerely,

Steven Archibald
Owner occupier, No. 12 Westbank, Fonthill Road

>>> Catherine De Martino <[_____](#)> 8/24/2011 4:56 pm >>>

Dear Ms MacEachran,

As a resident of Westbank, I would like to submit my objection to the additional parking proposed within the Westbank development on Fonthill road. I am very concerned that the addition of 3 parking spaces on the access road into the development will pose a safety hazard, particularly when the bin and recycling lorries are entering and leaving the development, and also potentially restricting access for both delivery and emergency vehicles. It will also be hazardous in winter when the access road regularly becomes iced over and hence there would be potential to slide into the parked cars (and vice versa).

Additionally, I have observed that the residents only parking on Fonthill Road is not normally full, and hence would question the requirement for additional spaces within the Westbank development.

Kind regards,

Catherine De Martino

4 WestbankFonthill RoadAberdeen AB11 6TH

>>> PG LORENSON <_____> 8/23/2011 1:10 pm >>>

Dear Jane,

I refer to the letter, you ref EK/GM/1/59/1/10 sent to me by Graeme McKenzie on 27 July 2010 regarding Aberdeen City Council's proposal to establish Monday to Friday, 9am to 5pm, reesident permit holder parking on part of Westbank. I object to this proposal as it no benefit to residents of Westbank as we already have off street parking and the additional spaces will restrict the entrance and exit from the development to a single lane. This will cause problems with cars having to stop suddenly and wait on the busy Fonthill Road whenever another car is leaving Westbank. Any cars parked in the spaces will also be vulnerable to impact in snowy, or icy conditions as this part of the development is prone to freezing and is not treated.

I have spoken with my neighbours on the development and have so far found noone who requires, or desires these additional parking bays, so I am suprised to read in the proposal that residents of Westbank have complained of a lack of parking in the area. Since the addition of parking restrictions in the general area and enforcement of these restrictions it is noticeable that there are generally a number of free parking spaces throughout the day and plentiful parking at night on Fonthill Road if several people are visiting our development, so I cannot see what benefit adding three spaces, which will restrict traffic flow to and from our development will add. When we purchased our properties one of the issues that was emphasised by the developer was that the double yellow line parking restriction must be adhered to in order that emergency vehicles could gain clear access to the site and nothing has changed in this respect. Adding the parking bays as proposed will cause a hindrance to the free access and egress of emergency vehicles, refuse collection etc.

Best Regards,
Peter Lorensen
10 Westbank

>>> S & W Leighton <[_____](#)> 8/23/2011 5:58 pm >>>

Please accept this email as formal objection to proposal received, Ref: EK/GM/1/59/1/10, dated 27th July 2011. Objection is based on following:

These spaces were not requested by Westbank residents. Our understanding is that a non resident owner requested such in relation to a previous objection to a HMO licence request they had lodged.

Previous parking measures put in place on Fonthill Road and surrounding areas have alleviated any parking issues. Residents bay is never full other than allocated parking.

Bad weather would be an issue. Area often ends up as single track at most. As such, no cars / lorries could navigate past parked cars safely.

S & W Leighton
7 Westbank

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	Various Traffic Orders – Outcome of Main Statutory Advertisement Stage:- <i>i. The Aberdeen City Council (Disabled Person’s Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 2011- no objections</i> <i>ii. The Aberdeen City Council “(Oldcroft Place, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>iii. The Aberdeen City Council “(Mugiemoss Road, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>iv. The Aberdeen City Council “(Access Road Serving Craigshaw Business Park, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>v. The Aberdeen City Council “(Riverside Drive, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>vi. The Aberdeen City Council “(Beechgrove Avenue and Midstocket Road, Aberdeen) (Prohibition Of Waiting) Order 2011- no objections</i> <i>vii. The Aberdeen City Council (Stronsay Drive, King’s Gate and Surrounding Streets, Aberdeen) (Various Traffic Management) Order 2011 – two objections</i> <i>viii. The Aberdeen City Council “(Palmerston Road, Aberdeen)(Various Traffic Management) Order 2011- no objections</i> <i>ix. The Aberdeen City Council (Westhill Road / U95c Brodiach Road, Aberdeenshire And U95c Brodiach Road, Aberdeen)(30mph Speed Limit) Order 2011- no objections</i> <i>x. The Aberdeen City Council (Various Traffic Management Measures) (No 4) Order 2011- Great Southern Road –</i>

two objections/Kirkton Drive – one objection/Greenbank Place- one objection/ Kirk Brae – six objections

- xi. The Aberdeen City Council (Various Traffic Management Measures) (No 5) Order 2011- **Quarry Road - four objections***
- xii. The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) (No.2) Order 2011- **no objections***

REPORT NUMBER: CG/11/101

1. PURPOSE OF REPORT

This report deals with 12 orders at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect of each of these orders and this report presents the objections (where relevant) in each case. The public notices are attached, from which members will be able to see the exact content of the proposals. Also, where applicable the letters of objection are also included.

2. RECOMMENDATION(S)

That the Committee:-

- (i) in relation to The Aberdeen City Council (Stronsay Drive, King's Gate and Surrounding Streets, Aberdeen) (Various Traffic Management) Order 2011, overrule the objections and approve that the order be made as originally envisaged;
- (ii) in relation to The Aberdeen City Council (Various Traffic Management Measures) (No 4) Order 2011:-
 - (a) overrule the remaining objection in relation to the proposal at Great Southern Road, and approve the proposed relaxation to order, as detailed in section 5.10 below and shown in appendix A;
 - (b) overrule the remaining objections in relation to the proposal at Kirk Brae, Cults, and approve the proposed relaxation to order, as detailed in section 5.10 below and shown in appendix B;
 - (c) overrule the objection in relation to Kirkton Drive and approve the proposed relaxation to order, as detailed in section 5.10 below and shown in appendix C; and
 - (d) overrule the objection in relation to Greenbank Place; and
 - (e) approve that the order be introduced as originally envisaged, with the exception of the three relaxations proposed for Great Southern Road, Kirk Brae and Kirkton Drive;
- (iii) in relation to The Aberdeen City Council (Various Traffic Management Measures) (No 5) Order 2011, overrule the remaining objections in relation to the proposal at Quarry Road, Cults; approve the proposed relaxation to the order, as detailed in section

- 5.11 below and shown in appendix D, and approve that the order be introduced on this basis, and
- (iv) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.

3. FINANCIAL IMPLICATIONS

The Aberdeen City Council (Disabled Person's Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 2011 will be funded from the 2010 / 11 Disabled Parking Revenue budget.

The proposals contained in the six traffic orders detailed at 5.2 through to 5.7 will be fully funded by developers.

The proposals contained in the five traffic orders detailed at 5.8 through to 5.11 will be fully funded by the 2011/2012 Cycling, Walking Safer Streets budget.

Finally, The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011 will be funded from several sources - namely the Licensing Service, Community Safety Budget and match funding from the Risk Management Budget.

4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here, although, again, both Section 5 and the appendix rehearse concerns raised by objectors.

5. BACKGROUND/MAIN ISSUES

This section has been sub-divided into sub-sections corresponding to the six orders under consideration.

5.1 ***The Aberdeen City Council (Disabled Person's Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 2011***

No statutory objections received.

5.2 ***The Aberdeen City Council "(Oldcroft Place, Aberdeen) (Prohibition Of Waiting) Order 2011***

No statutory objections received.

5.3 ***The Aberdeen City Council "(Mugiemoss Road, Aberdeen) (Prohibition Of Waiting) Order 2011***

No statutory objections received.

5.4 The Aberdeen City Council “(Access Road Serving Craigshaw Business Park, Aberdeen) (Prohibition Of Waiting) Order 2011

No statutory objections received.

5.5 The Aberdeen City Council “(Riverside Drive, Aberdeen) (Prohibition Of Waiting) Order 2011

No statutory objections received.

5.6 The Aberdeen City Council “(Beechgrove Avenue and Midstocket Road, Aberdeen) (Prohibition Of Waiting) Order 2011

No statutory objections received.

5.7 The Aberdeen City Council (Stronsay Drive, King’s Gate and Surrounding Streets, Aberdeen) (Various Traffic Management) Order 2011

Two statutory objections have been received, one from Mastrick, Sheddocksley and Summerhill Community Council, and one from Mr and Mrs Christie, 44 Angusfield Avenue.

The objection from Mastrick, Sheddocksley Community Council raises concerns about two aspects of the proposal. Firstly, it questions the requirement for the introduction of signal controls at the junction of Stronsay Drive with Eday Road and Stronsay Place, which is to be introduced as a result of the nearby development at Rousay Drive where a Tesco Store will be established. The Community Council have suggested postponing the measures proposed for the Stronsay Drive, Stronsay Place, Eday Road junction until 12 months after the Tesco store opens, and that at that time a traffic assessment be undertaken to assess the changes at both this junction and on the Lang Stracht to determine the area of greatest need for the mitigation measures. Secondly, it expresses concern at the impact of the associated “At any time” waiting restrictions on the residents in this area.

In relation to the first concern, the necessity to install signals at this junction was highlighted in the Traffic Impact Assessment during the planning application process and assures the junction will operate both efficiently and in a safe manner when taking into account the increased volume of vehicular traffic as a result of this development. Accordingly, when the application was approved the introduction of signals was a condition attached to the planning consent. Although delaying the installation is a possibility, this is not an option officers would recommend. Should the store proceed, it will inevitably attract customers from Stronsay Drive area, the increased traffic at a location with already poor visibility and its close proximity to a school inevitably justifies the need for a junction. It is worth highlighting that the proposals are driven by the development, and should the development

not proceed then the proposals would not be implemented. It is therefore recommended that this suggestion be overruled.

With regards the proposal for additional “At any time” waiting restrictions at the junction of Stronsay Drive with Eday Road and Stronsay Place, these are associated with the conversion of this junction to a fully signal controlled junction. The Community Council raises concerns regarding the loss of some on-street parking places (approximately 9 parking spaces when considering standard passenger vehicles), resulting from the necessary “At any time” waiting restrictions associated with the conversion to a signal controlled junction. On this point, roads officers have advised that this restriction is a necessity given the introduction of the junction and that on-street parking remained available in the near vicinity.

I would highlight that should the proposal be approved, two existing disabled parking spaces would need to be relocated to points as near as possible to the associated properties. On this matter, during the objection process we have had an informal meeting with a disabled space holder regarding the impact of the proposals on the location of his current disabled parking place. At present his disabled space is on Stronsay Place, and as a result of the proposals the space would need to be relocated about 20metres away. However, there is also the ability to relocate the space to Stronsay Drive, and the individual has advised that he is happy with this proposal and therefore would not be objecting to this.

The objection from Mr and Mrs Christie raises concern with regard to the proposed restrictions at Westholme Avenue, and the feeling that the proposal in this location will increase the flow of traffic on Angusfield Avenue that occurs between Kings Gate and Queens Road. Similar to above, this proposal is necessary in terms of the introduction of the introduction of signal controls at the junction of Kings Gate/Stronsay Drive.

It is recommended that the objections be overruled and that the order be implemented as originally envisaged.

5.8 *The Aberdeen City Council “(Palmerston Road, Aberdeen)(Various Traffic Management) Order 2011*

No statutory objections received.

5.9 *The Aberdeen City Council (Westhill Road / U95c Brodiach Road, Aberdeenshire And U95c Brodiach Road, Aberdeen)(30mph Speed Limit) Order 2011*

Thirty-five letters of support for the proposal have been received.

One of the above letters from Ms Debbie Longthorn-Kemp highlights public safety concerns both motorists and especially pedestrians as she feels that the proposals do not go far enough and that the 30mph speed limit should be extended to apply to the entire length of the U95C Brodiach Road until it joins the A944.

In addition to the above, I would draw to the Committee's attention the response from Grampian Police regarding the proposal to extend the 30mph speed limit on the Brodiach Road:-

"In relation to the proposal to extend the 30mph limit eastwards from the built up area of Westhill, again I am unable to provide evidence in support of such a proposal. I am aware of community concerns regarding vehicles speeding within the built up area there. The speed survey carried out there recorded some speeds which were slightly higher than I would have hoped for. This resulted in enforcement action by Grampian Police Officers from the Road Policing Department and Aberdeenshire Division. These checks will continue, as and when duties allow but the Chief Constable is of the opinion that without accompanying traffic calming measures is unrealistic and, to ensure compliance, would require a level of enforcement activity which would be unsustainable. In pursuance of a long term self policing solution, through consultation between Grampian Police and Aberdeenshire Council Roads Department, perhaps consideration could be given to reviewing the route with a view to establishing physical traffic calming measures within Westhill.

I am unaware of any proposals to develop the land adjacent to Westhill Road but if that was to materialise in the future Grampian Police would be happy to offer comment in respect of any traffic management or traffic calming measures which may be deemed appropriate.

Grampian Police are entirely comfortable with the current location of the 30mph signs and consider them to be in the right place to service both the community and road safety requirements. Grampian Police have concerns that the extension of the existing 30mph limit would create an unrealistic expectation from the Community for the speed limit to be enforced and such an extension of the restricted area would, in effect, create a problem which does not currently exist."

Whilst the enforcement issues noted by Grampian Police are acknowledged, officers are still of the opinion there would be value in changing the speed limit on a short section of this road. To reiterate, this proposal would involve extending the 30mph speed limit on Westhill Road eastwards to a point just east of Broadford Cottages (approximately 500m within Aberdeenshire's jurisdiction and 100m within Aberdeen's jurisdiction). It was judged a westbound driver would enter the new speed limit just prior to the section where a few properties are clustered and in very close proximity to the road, with building lines actually being adjacent to the road verge. This was

deemed the most appropriate point to consider installing new 30mph limit as most drivers would naturally be decelerating to take into account the road layout / environment and thereafter travelling a short distance prior to entering the main residential development on Westhill Road.

It is recommended that the order be implemented as originally envisaged.

5.10 *The Aberdeen City Council (Various Traffic Management Measures) (No 4) Order 2011*

Great Southern Road - at any time waiting restrictions – two objections

Two objections have been received in relation to the proposal to introduce at any time waiting restrictions at the Great Southern Road inset road (South side of Great Southern Road). One from Ms Angela Cairney, Great Southern Road and one from Mr Colin Diver, 44 Great Southern Road.

The measures are proposed, as at present, vehicles are parking round the slip road junctions on the south side of Great Southern Road. This parking is forcing the larger refuse and delivery vehicles to drive over the kerbs when taking access to Bloomfield Court, and on occasion parked vehicles have been damaged. Roads officers have undertaken swept path analysis of this junction, and this has confirmed that these larger vehicles require these junctions to be kept clear of parked vehicles to gain unobstructed access.

This current over-run at these junctions is causing the kerbs and adjacent gullies to be damaged. It is felt that it would be more cost-effective to deter the parking with short sections of “At any time” waiting restrictions and reduce the over-run at the junctions than to repeatedly repair the kerbs/gullies.

The objectors have acknowledged the issues regarding the access to the road by large vehicles, however have expressed concern regarding the extent of the “At any time” restrictions proposed and would wish for this proposal to be relaxed.

With regards Mr Diver’s objection, you will note that he refers to the status of the road, I would advise firstly that the Road (Scotland) Act 1984 gives local authorities the power to adopt roads, by adding any such road to the list of adopted roads. On adoption of the road, the home owners at that time will have received a letter to advise of this. The whole length of Great Southern Road, from number 22 to number 44 was adopted by Grampian Regional Council on 29 March, 1994. In line with the adoption procedure, home owners would have incurred a cost to bring the road up to adoptable standard at that stage. Secondly,

the adoption of a road is a statutory power that the Council exercises; it is not part of the Land Register; would not be a registerable interest and therefore title deeds would never be updated to reflect this. Finally, the matter regarding the adoption of the road is separate to the traffic management being proposed and the status of the road, albeit it is an adopted road in the Council's list, is irrelevant to the current process. Also in this regard, it is worth highlighting that regardless of the status of the road, the Road Traffic Regulation Act 1984 gives local authorities the right to implement waiting restrictions on adopted or privately maintained roads.

In light of the objectors comments regarding the proposed restrictions, and following a meeting with one of the objectors (who was also accompanied by another resident who has not formally objected), it is now recommended that the original proposals be relaxed so that certain lengths of the sections of "At any time" waiting restriction" proposed at both the northern and southern access/egress be reduced to a 08.00am to 4.00pm Monday to Friday waiting restriction (the other sections will remain as "At any time"). The plan detailing the proposed relaxation is attached at appendix A. This relaxation cures the access problem for large vehicles during the day, and retains car parking available to residents in the evening and weekend. In addition, this relaxation also cures the objection received from Ms Cairney, however it does not cure the objection of Mr Diver.

It is recognised that the relaxation does not assist Mr Diver during the day, or whilst he is offshore working, in that he will not be able to park directly outside of the property. However, officers are confident that there are enough vacant on-street spaces in close proximity to accommodate Mr Diver's vehicle. In addition, Mr Diver could also apply for a driveway (although this would incur a cost), or alternatively apply for a disabled parking space for his father and this would be located as near as possible to the house.

Kirk Brae - at any time waiting restrictions - six objections

Six statutory objections have been received in relation to the proposal to introduce a prohibition of waiting at any time on Kirk Brae, Cults. The objections are from Ms Brenda McDonald - 21 Kirk Brae, Mr and Mrs McCaffery – 26 Kirk Brae, Mr and Mrs Walker 41 Kirk Brae, Mr Michael McDonald - 23 Kirk Brae, Mr Michael McDonald - 58 Kirk Brae and Mr Keith Ward - 7 Kirk Brae.

The objectors all raise concerns regarding the reduction in available parking at the location and do not feel that there is a problem in relation to visibility.

The proposal has been initiated by roads officers being contacted by a resident through their local member with concerns over the lack of visibility when exiting the access road serving 30 to 48 Kirk Brae, Cults

due to vehicles parking close to the access. Officers have considered the concern raised and reviewed the situation at Kirk Brae. Officers agree that a safety concern regard visibility at this junction exists, and in order to remedy this situation have proposed the installation of “At any time” waiting restrictions in the immediate vicinity of the access.

It is recognised that there will a small loss of on-street parking, however the majority of these properties are served by off-street parking to the rear and a significant number of on-street parking places will remain in the lay-by at the front.

On consideration of the objections, as well as the safety concerns regarding visibility, officers have been able to identify a relaxation to the original proposals by which the loss of available parking spaces will be reduced from two spaces to one space, and the visibility at the junction although not as clear as would be provided by the original proposal it will have also improved. A plan of the relaxation is attached at appendix B.

Further to an informal meeting offered to all statutory objectors, the objectors from 21, 23 and 58 Kirk Brae have confirmed that the proposed relaxation cures their objections, and officers would hope this would apply to the other three objections, however this has not been confirmed. It is recommended that the relaxation be approved and that the order be implemented on this basis.

Kirkton Drive – at any time waiting restrictions – one objection

One objection, on behalf of five businesses located on Kirkton Drive, has been received. The objection raises concern regarding the reduction in available parking spaces as a result of the proposal and the impact that this will have on business in the area.

In light of the objection, officers have reviewed the original plan, and now recommend a relaxation to the original proposal. The relaxation, shown on appendix C, will allow approximately 31 on-street parking spaces to be retained. The original proposal was based on the creation of the freight associated rail park at Raith’s Farm and was to ensure the unhindered and safe movement of Heavy Goods Vehicles. However, observations indicate the traffic volume on this road remains low and it is therefore possible to retain a degree of on-street parking.

Greenbank Place – at any time waiting restrictions – one objection

One objection, from Mr Ronald Whyte, Managing Director, Schoolhill Hydraulic Eng Co Ltd has been received. The objection raises concern that the proposal will be detrimental to local business, in that the removal of a substantial number of parking places on the road, will make it more difficult to retain employees, as there is no other nearby street parking.

The objector accepts that there are access problems in the area, however intimated that this issue has been made worse than previous by the introduction of a "One Way" restriction in the area.

In response, officers have reviewed the proposal and maintain the view that the proposal should be implemented as originally envisaged. There will be a loss of approximately 7 on-street parking spaces as a result of this proposal, however such must be considered in terms of providing adequate space for the unhindered and safe movement of Heavy Goods Vehicles to / from nearby premises. The "One Way" system on this road was introduced as a result of surveys some years ago and took into account the narrowness of the road and the desire to retain on-street parking. Indeed, if the "One Way" system was revoked it would still be necessary to retain waiting restrictions on this road and perhaps introduce further restrictions. It is therefore recommended this objection be overruled and the restrictions installed as proposed.

5.11 *The Aberdeen City Council (Various Traffic Management Measures) (No 5) Order 2011*

Quarry Road - at any time waiting restrictions - four objectors

Three statutory objections have been received in relation to the proposal to introduce a prohibition of waiting at any time on Quarry Road, Cults. The objections are from Mr. Graeme Robertson, Session Clerk, Cults Parish Church, Mr David A. Henderson, Clerk to the Congregational Board, Cults Parish Church, Dr Catherine Paterson, 22, Manor Place, Cults, and Ms Taylor, 8 Cairnlee Avenue East, Cults.

The objections all raise concerns regarding the reduction in available parking on Quarry Road, Cults, especially at the weekend. They highlight the impact they foresee for members of Cults Parish Church, in particular the elderly who use the church facilities on a regular basis.

The original proposal was recommended as parking on Quarry Road, Cults, between its junction with Manse Road and North Deeside Road is causing difficulties for drivers with regard to access and forward visibility. In addition, this route is now used by buses serving Cults Academy. Whilst there is 10m of waiting restrictions protecting the immediate junction with the North Deeside Road, it was proposed to extend these to take into account these longer vehicles and the gradient of the road.

In line with the objections, and further to an informal meeting with some of the objectors both on and off site, it is recognised that a significant degree of parking in the area can be associated with the Cults Parish Church, and that the loss of ten spaces would have a detrimental impact in the area. On consideration of the objections, as well as the safety concerns at the location, a relaxation to the original proposal is

now recommended. The relaxation, shown on appendix D, will continue to provide the restriction so that no parking can occur within 10 metres of the junction, and will now result in the overall loss of 2 parking spaces which will be restricted from Monday to Friday, 8am to 5pm. The time limited restriction will ensure there is enough space for large vehicles such as school buses and delivery vehicles to manoeuvre, whilst also providing extra stacking space for vehicles giving way to southbound vehicles during peak pick up / drop off times at the school. Specifically this restriction should improve the flow of vehicles at this junction and alleviate any issues with regard to vehicles backing up on to the North Deeside Road.

This relaxation cures the objections received. It is recommended that the relaxation be approved and that the order be implemented on this basis.

5.12 The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) Order 2011

At its meeting on 31 May, the Committee agreed to change the operating times of the night-time taxi ranks from midnight to 5.00am on Saturday and Sunday nights to operate from midnight to 5.00am seven nights a week for night time taxi ranks A, C and D. However, due to an inaccuracy in the public notice advertised at that time and identified by an objector, the Committee agreed to instruct officers to re-advertise the correct location of taxi rank B, and the proposed 7 day operation of taxi rank B, as a matter of urgency, in order that the Council can ensure continuity across all the night time taxi ranks as quickly as possible.

In line with this, the correct location for night time taxi rank B, that being eastbound on Union Street, from a point twelve metres or thereby east of the extended eastern kerbline of Summer Street eastwards for a distance of thirty-five metres or thereby.

No objections were received to the advertisement of the correct location of night time taxi rank B, and therefore it is proposed that that the above-named order be approved and made.

6. SERVICE AND IMPACT

Section 5 above – and also the appendix containing the technical commentary – will allow members to consider the possible impact on communities compared with the intended virtue of the original proposals.

7. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the objections themselves).

The statutory advertisements are published here for information, allowing members to see the import of each order as advertised.

8. REPORT AUTHOR DETAILS

Allison Swanson
Committee Services Officer
aswanson@aberdeencity.gov.uk
(01224) 522822

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN) (REGULATORY PARKING PLACES) (NO 2) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below.

In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

The schedule also includes a number of off-street car parks where disabled persons' spaces are being made regulatory.

The draft order, 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 Wednesday, 27 July, 2011, and Wednesday, 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July, 2011 until 24 August, 2011, inclusively.

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

Access Road serving Cults Primary School, Allan Street, Angusfield Avenue, Ashley Gardens, Bedford Road (2), Bervie Brow, Borrowstone Place, Brebner Crescent (2), Caiesdykes Drive, Coningham Gardens, Cowan Place (2), Cumming Park Drive, Deevale Crescent, Dunbar Street, Esplanade (3), Faulds Gate, Faulds Row, Garden Road, Garthdee Drive, Gilahill Place, Gladstone Place, Gordon Terrace, High Street, Inchbrae Drive, Jopps Lane (2), Kincorth Circle, Kirkwall Avenue, Lerwick Road, Mansefield Road, Middlefield Crescent (2), Middlefield Place, Murray Terrace, Phoenix Place, Polo Gardens, Regent Walk (2), Ronaldsay Square, Rowan Road (2), Rubislaw Terrace, Ruthrieston Road, School Drive (9), School Walk, Shetland Walk, Stronsay Drive, Summerhill Drive, Victoria Road, Walker Road, Whitestripes Drive, Willowpark Crescent

Car park associated with Heatheryburn Primary School (5), car park off Stewart Park Place, car park serving 1 - 9 Wingate Place / 2 - 20 Tedder Street / 34 - 42 Wingate Road, car park serving 45 - 63 Wingate Road / 42 - 58 Tedder Road / 3 - 31 Portal Crescent

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(OLDCROFT PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Oldcroft Place, Aberdeen) (Prohibition Of Waiting) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose prohibitions of waiting at any time on *certain lengths* of Oldcroft Place.

Full details of the proposal 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 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(MUGIEMOSS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 2011**

Aberdeen City Council proposes to make “The Aberdeen City Council (Mugiemoss Road, Aberdeen) (Prohibition Of Waiting) Order 2011” in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose a prohibition of waiting at any time on a *certain length* of Mugiemoss Road.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measure and an accompanying statement of the Council's reasons for promoting the order, may be examined during normal office hours on weekdays between 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(ACCESS ROAD SERVING CRAIGSHAW BUSINESS PARK, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 2011**

Aberdeen City Council proposes to make “The Aberdeen City Council (Access Road Serving Craigshaw Business Park, Aberdeen) (Prohibition Of Waiting) Order 2011” in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose a prohibition of waiting at any time on the access road serving Craigshaw Business Park.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measure and an accompanying statement of the Council's reasons for promoting the order, may be examined during normal office hours on weekdays between 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(RIVERSIDE DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 2011**

Aberdeen City Council proposes to make “The Aberdeen City Council “(Riverside Drive, Aberdeen) (Prohibition Of Waiting) Order 2011” in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose a prohibition of waiting at any time on *certain lengths* of the section of Riverside Drive, Aberdeen, serving Riverside House and Nos.17 to 27 Riverside Drive.

Full details of the proposal 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 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(BEECHGROVE AVENUE AND MIDSTOCKET ROAD, ABERDEEN) (PROHIBITION OF
WAITING) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Beechgrove Avenue and Midstocket Road, Aberdeen) (Prohibition Of Waiting) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose prohibitions of waiting at any time on *certain lengths* of Beechgrove Avenue and Midstocket Road.

Full details of the proposal 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 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(STRONSAY DRIVE, KING'S GATE AND SURROUNDING STREETS, ABERDEEN)
(VARIOUS TRAFFIC MANAGEMENT) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Stronsay Drive, King's Gate and Surrounding Streets, Aberdeen) (Various Traffic Management) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish a range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal 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 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July until 24 August, 2011, inclusively.

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

Stronsay Drive, Stronsay Place, Eday Road, King's Gate, Westholme Avenue and Angusfield Avenue, Aberdeen – there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

King's Gate, Aberdeen – at this location, vehicles will not be permitted to turn right on to Westholme Avenue.

Westholme Avenue, Aberdeen – at this location, vehicles will not be permitted to turn right on to King's Gate.

Eday Road and Stronsay Place – in each case, a single on-street parking place for the exclusive use of blue badge holders will be established on *certain lengths* of these roads.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(PALMERSTON ROAD, ABERDEEN)(VARIOUS TRAFFIC MANAGEMENT) ORDER
2011**

Aberdeen City Council proposes to make “The Aberdeen City Council (Palmerston Road, Aberdeen)(Various Traffic Management) Order 2011” in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to revoke the previous enactment providing for a ‘one-way’ system on a *certain length* of Palmerston Road, Aberdeen where vehicles are only permitted to travel in a north-easterly direction. Specifically this relaxation will allow drivers leaving Union Square Car Park the option to turn right and exit via Stell Road. A prohibition of waiting on a certain length of this road would also be established.

Full details of the proposal 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 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors’ names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(WESTHILL ROAD / U95C BRODIACH ROAD, ABERDEENSHIRE AND U95C BRODIACH ROAD,
ABERDEEN)(30 MPH SPEED LIMIT) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Westhill Road / U95c Brodiach Road, Aberdeenshire And U95c Brodiach Road, Aberdeen)(30mph Speed Limit) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to extend the existing 30mph mandatory speed limit on Westhill Road, Aberdeenshire, in an easterly direction to a point 45m east of the access to South Broadford Cottage. That is to say a 30mph speed limit will be established on the remaining section of Westhill Road, currently subject to the National Speed Limit, and the length of the U95C Brodiach Road, from Westhill Road to a point 45m east of the access to South Broadford Cottage.

Full details of the proposal 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 27 July 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July 2011, and 24 August, 2011, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(VARIOUS TRAFFIC MANAGEMENT MEASURES) (NO 4) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Traffic Management Measures) (No 4) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish a range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal 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 27 July, 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July, 2011 until 24 August, 2011, inclusively.

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

Gladstone Place (Woodside), Deer Road, Great Southern Road (Inset Road serving property nos. 24 to 44), Bloomfield Place, Ash-hill Road, North Deeside Road, Cairn Road, Greenbank Place, Kirk Brae, Kirkton Drive, Lawson Drive, Pitmedden Road, Glen Road, Netherview Road, Gordon Terrace, Cromar Gardens, Kingswells Avenue, Howes Road, Dyce Shopping Centre Access / Perimeter Road – there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

Fairview Street, Greenfern Road, Ness Place - Prohibition of waiting at any time associated with a Pedestrian Refuge / Traffic Island

Cromwell Road - there will be a prohibition of waiting between 8.00am and 6.00pm on weekdays on *certain lengths* of this road.

Stoneywood Road - Extension of mandatory 30mph speed limit.

Little Belmont Street - introduction of exemption for Street Pastors 'Safe Space' vehicle to park and operate on existing section of prohibition of waiting at any time from 9.00pm to 5.00am on any day.

Great Northern Road at its junction with Anderson Road - vehicles on Great Northern Road will be prohibited from turning right into Anderson Road.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(VARIOUS TRAFFIC MANAGEMENT MEASURES) (NO 5) ORDER 2011**

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Traffic Management Measures) (No 5) Order 2011" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to establish a range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal 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 27 July, 2011, and 24 August, 2011, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of 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. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 27 July, 2011 until 24 August, 2011, inclusively.

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

Crombie Road, Mansefield Road, Abbey Road, Gray Street, Gray Street Lane, Hazlehead Gardens, John Street (Dyce), Quarry Road (Cults), Palmerston Road - there will be prohibitions of waiting at any time on *certain lengths* of each of these roads.

John Street (Dyce) – there will be a prohibition of waiting operating from Monday to Friday, 8.00am to 6.00pm, on a *certain length* of this road.

Gray Street – there will be a 'School Keep Clear' established on a length of this road, operating from 8.00am to 5pm, Monday to Friday.

Hazlehead Gardens, Hazlehead Terrace - any previous enactment providing for a prohibition of waiting on *certain lengths* of these roads will be revoked.

Marchburn Drive - any previous enactment providing for a 'School Keep Clear', operating Monday to Friday, 8.00am to 5.00pm, on *certain lengths* of this road will be revoked.

North Silver Street - any previous enactment providing for exclusive 'Diplomat' on-street parking bays on a *certain length* of this road will be revoked.

Bon-Accord Crescent - existing lengths of Monday to Saturday, 8am to 8pm, 'Pay & Display' parking where the maximum stay is 3 hours will be reduced to a maximum stay of 2 hours. Charging on Sundays between the hours of 1pm to 5pm will also be introduced.

THE ABERDEEN CITY COUNCIL (NIGHT TIME TRANSPORT ZONE)
(WAITING RESTRICTIONS) (NO.2) ORDER 2011

Aberdeen City Council proposes to make "The Aberdeen City Council (Night Time Transport Zone) (Waiting Restrictions) (No. 2) Order 2011 in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to revise the pattern of overnight waiting restrictions on the lengths of Union Street listed in the schedule below, these being the restrictions necessary to protect the part-time overnight taxi ranks with yellow lining.

The only significance of this is that, although obstruction of a taxi rank is a separate offence under the Licensing Acts, the establishment of yellow lining affords the Council the extra convenience of enforcing the privileged position of taxis through the agency of its own parking attendants, if this is relevant or necessary.

Overnight ranks were first established in 2008 and they are being revised at the present time; this order runs alongside that process purely for the purpose of providing for the associated yellow lining.

Three of the four overnight ranks operate from midnight until 5a.m. the next morning seven days a week, and this order will apply this operational period to the remaining rank, that being taxi rank B, the location of which is listed in the schedule below.

Existing ranks on Back Wynd, Bridge Street, Chapel Street, Dee Street, Diamond Street, Exchequer Row, Hadden Street, Justice Mill Lane and Union Row are also covered in the new order, simply to reflect their *non*-applicability during the overnight operational periods.

The draft order, together with maps showing the intended measures and an accompanying statement of the Council's reason for promoting them, may be examined during normal office hours on weekdays between 15 June and 13 July, 2011, in the offices of the Transportation and Strategy Team at St Nicholas House in Broad Street.

It is recommended that anyone visiting St Nicholas House to view any of 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. Anyone unable to visit St Nicholas House can telephone (01224) 523463 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 15 June and 13 July, 2011, inclusively.

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.

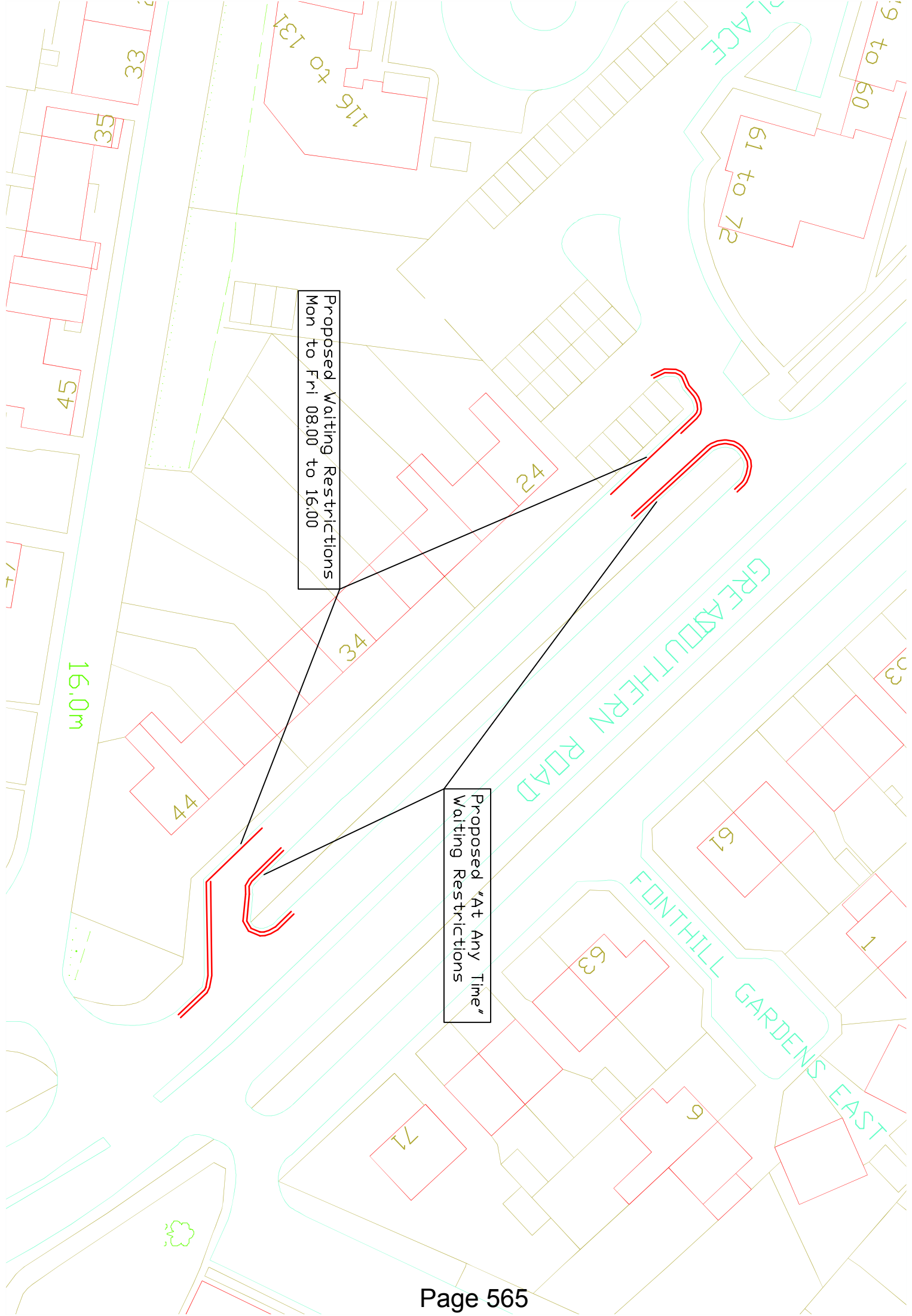
Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
Aberdeen

SCHEDULE

Union Street (eastbound)

Night Time Taxi Rank B - Midnight – 5.00am seven days a week

From a point twelve metres or thereby east of the extended eastern kerbline of Summer Street eastwards for a distance of thirty-five metres or thereby

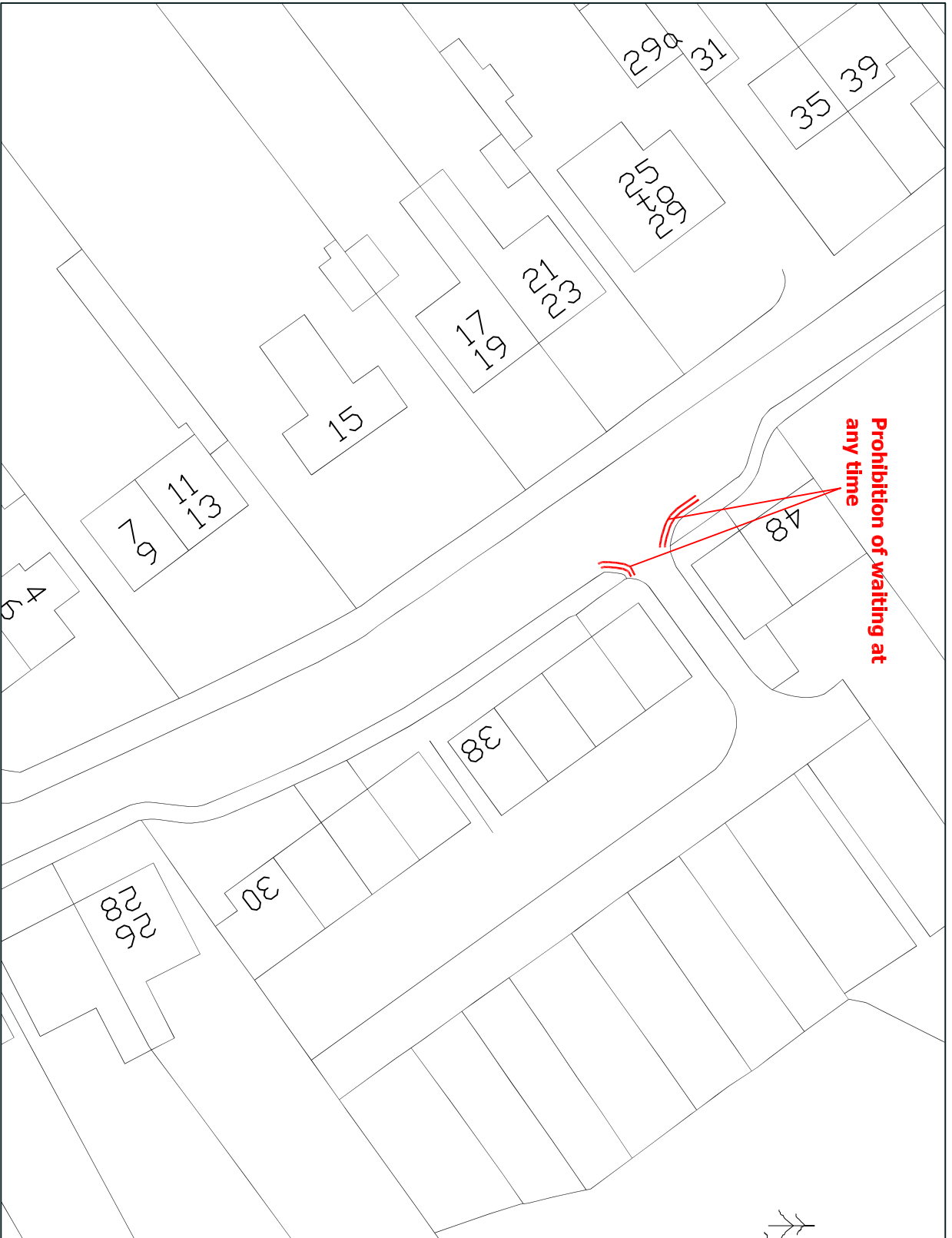


Proposed Waiting Restrictions
Mon to Fri 08.00 to 16.00

Proposed "At Any Time"
Waiting Restrictions

This page is intentionally left blank

Kirk Brae, Cults
Plan indicating reduced extent of proposed waiting restrictions.

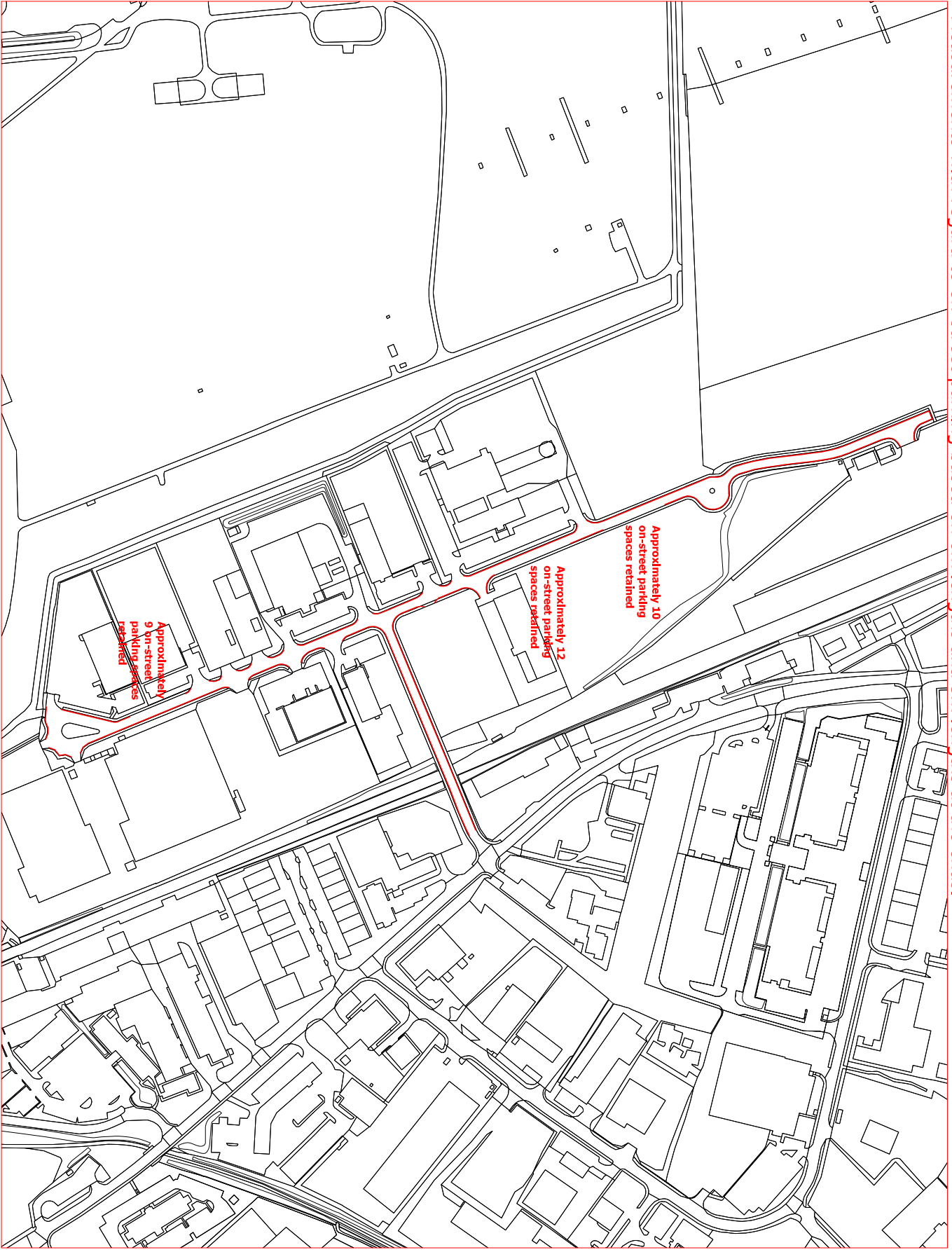


This page is intentionally left blank

Kirkton Drive

Plan indicating reduced extent of waiting restrictions.

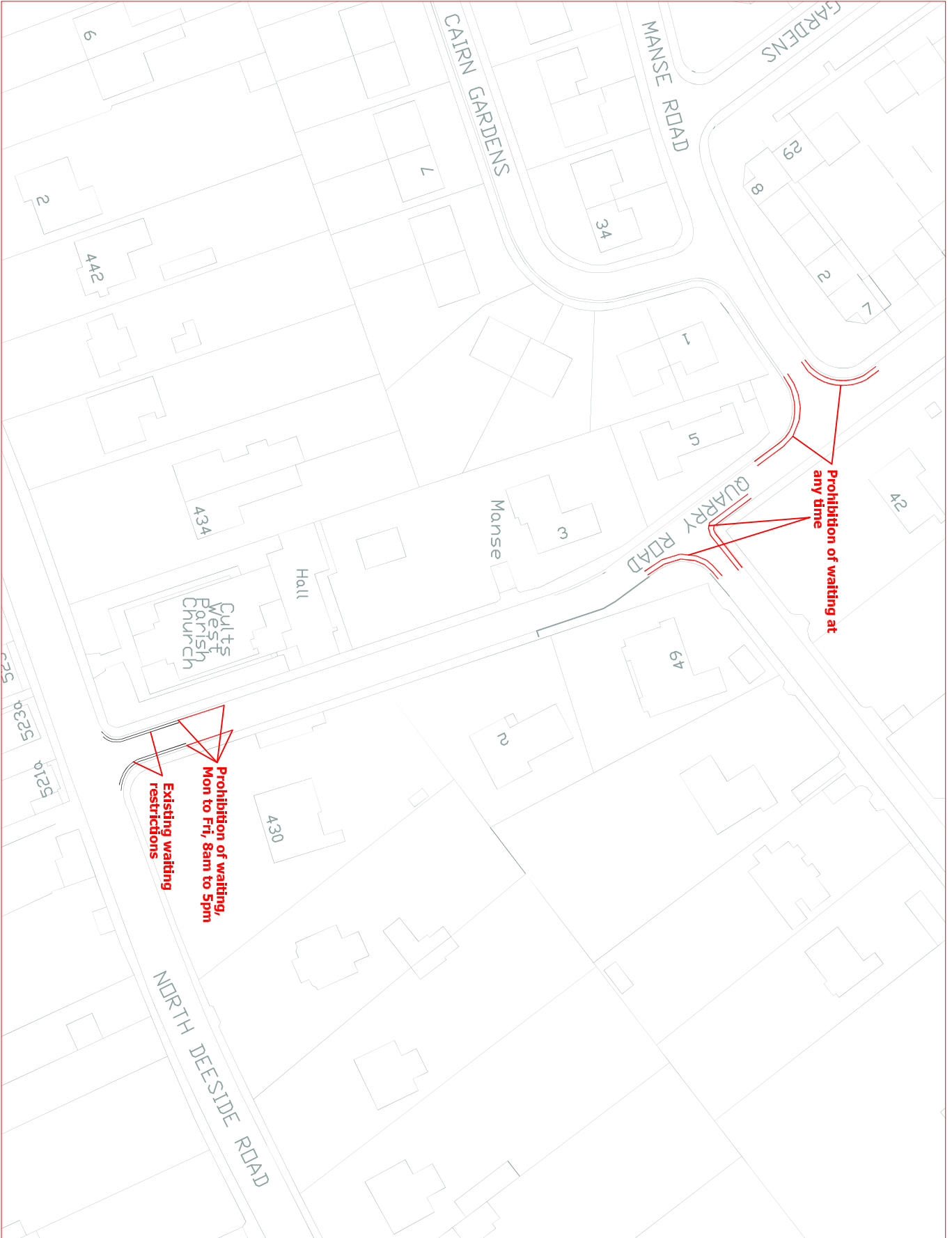
* Measurements with regard to on-street parking based on 6m lengths and 5m lengths at the ends.



This page is intentionally left blank

Quarry Road, Cults

Plan indicating reduced extent of proposed waiting restrictions.



This page is intentionally left blank

**Stronsay Drive/King's Gate and Surrounding Streets
Objections**

MASTRICK, SHEDDOCKSLEY & SUMMERHILL COMMUNITY COUNCIL

**Chairman
Steve Delaney,
33 Benbecula Road,
Aberdeen.
AB16 6FT**

19 August 2011

Allison Swanson,
Committee Services Officer,
Aberdeen City Council,
Town House,
Aberdeen.

PUBLIC ADVERTISEMENT – (STRONSAY DRIVE, KING’S GATE AND SURROUNDING STREETS, ABERDEEN)(VARIOUS TRAFFIC MANAGEMENT) ORDER 2011

Dear Ms Swanson,

On behalf of Mastrick, Sheddocksley & Summerhill Community Council I would like this letter of representation to replace our previous submission which was made in respect of an earlier round of consultation on these proposals.

We agree there is a need to address the traffic impact caused by the Tesco development at Rousay Drive but question the logic behind these proposals. Whilst accepting some traffic will originate from residents south of Kings Gate travelling to the Tesco store along the Kings Gate, Stronsay Drive, Eday Road route, we are not convinced this traffic will be substantial. In this respect, we feel that the mitigation is being applied in the wrong place!

We believe a signalised junction at Kings Gate/Stronsay Drive (and associated works) is long overdue and would not therefore object to this part of the proposal. We are not convinced that these proposals would result in any reduction in traffic movement on Stronsay Drive but do not feel we can stand in the way of a much needed signalised junction which would benefit local residents exiting onto Kings Gate.

The proposed signalised junction at Stronsay Drive, Stronsay Place, Eday Road is very different. Stronsay Drive is a road many choose to avoid due to the awkwardness of negotiating its build outs, commonly referred to as “the obstacle course” which is the main reason we don’t see much traffic using it to access the Tesco store.

If these proposals were to proceed, this would result in traffic signals where they are neither needed nor wanted and a significant loss of residential parking spaces. These works would result in displacement of vehicles causing a knock on effect for neighbouring streets. It would also result in residents having to park further away from their homes where no real justification has been demonstrated which would deem this to be necessary.

As well as causing considerable inconvenience to residents, the proposals for this junction would create a traffic queuing situation where none currently exists. We remain unconvinced that this route would see any major traffic impact from the Tesco store and believe the developer contribution could be put to more beneficial use to introduce further mitigation at the Lang Stracht which will see a significant increase in traffic as a result of the Tesco proposal and others.

We have already written to the Council requesting the progressing of a Lang Stracht Brief to look at the cumulative impact of all development along this arterial route and the setting up of a fund derived from S75 contributions to deliver major road improvements. We accept the Tesco application pre-dates this and no further contributions can now be sought from them. What we would like to see is the financial contributions from the proposed signalised junction and associated road works at Stronsay Drive, Stronsay Place, Eday Road diverted to such a fund where we believe they would contribute towards a greater degree of much needed mitigation measures.

This is a one off measure and we need to get it right. As a possible way forward we would request Committee consider postponing the measures proposed for the Stronsay Drive, Stronsay Place, Eday Road junction until 12 months after the Tesco store opens. At that time a traffic assessment would be needed to assess the changes at both this junction and on the Lang Stracht to determine the area of greatest need for the mitigation measures. We would be much happier if the proposed measures were evidenced in the manner suggested and, should our appraisal of the situation be correct, the contribution diverted to Lang Stracht infrastructure improvements.

Thank you for your consideration of this matter.

Yours sincerely

Steve Delaney

>>> Alister Christie <[\[redacted\]](#)> 8/16/2011 3:22 pm >>>

We at 44 Angusfield Avenue Aberdeen, wish to register our complaint/concerns with regard to the proposed restrictions at Westholme Avenue.

We feel that these proposals will increase the (Rat Run)on Angusfield Avenue that occurs between Kings Gate And Queens Road .

We trust our concerns will be taken into account, please confirm receipt of this correspondence.

Regards Alister & Lorraine Christie

Great Southern Road Objections

From:
To: trafficmanagement@aberdeencity.gov.uk
CC: dritchie@aberdeencity.gov.uk
Subject: Great Southern Road at Bloomfield Place
Date: Tue, 9 Aug 2011 11:18:37 +0000

Dear Mr Ritchie and Ms Swanson,

After a meeting with you today to discuss proposed "At any time" parking restrictions on the service road to our properties I wish to object to the following.

1. The length of the double yellow lines adjacent to the garages owned by Bloomfield Place flats.

As per discussion (and rough amendments on your plan) I would like to see the restriction reduced to an 08.00 - 16.00 one, with single yellow lines and enough space for two cars only. The "Any time restriction" to be retained from that point up to and around the corner. This would hopefully give service vehicles an easier exit, curb the commuters and give us the spare parking at weekends and evenings.

I hope that this compromise will be considered.

I would like it noted in this objection that we already lost a valuable parking space due to the kerb being lowered to create a ramp for those wishing to cross the road and go through the rose bed.

This is my statutory objection.

Yours sincerely

Angela Cairney

Colin Diver
44 Great Southern Road
Aberdeen
AB11 7XU

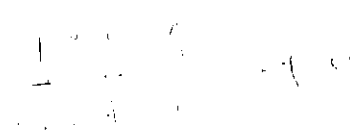
Ref: 51159 – Double Yellow Lines on a Private Road.

Dear Ms MacEachran,

I wish to lodge an objection to the above proposal at, 44 Great Sothern Road. I am lodging this compliant on the behalf of my Father. When my Father bought the property 20 years ago he was on the understanding that the road was included in his title deeds. Please could we meet to discuss this at a time suitable for us both.

Yours Sincerely

Colin Diver



8/11/2011 5:28 pm >>>

Dear Alison,

I will be unable to make the dates mentioned, as I have to go offshore to work for a couple of weeks. The time scale for an informal meeting is at best, very short notice and unreasonable. Further to your proposals in your letter dated 9th August 2011, my Father still finds this unacceptable . My Father purchased the house from the MOD in 1986 as a freehold. There has never been any notification of it being adopted by the council, therefore the ownership of the land is still with my Father. The road traffic act 1984 is very ambiguous, and would take a lot of time and resources to fight in court and would end up being very costly for Aberdeen council. And the outcome would be favourable. This is due to the fact that he we paid to have the road repaired, the council, made the island for the roses bigger, and pathway non regulation size, taking away more space for vehicle access . This has now created the problem we have today. since the council have purchased bigger trucks increasing their carbon footprint (which we as a country are trying to reduce). So this will also create an impact on the environment, and not the matter of a road being to narrow due to a council that have bought bigger trucks with higher emissions than there previous vehicles.

Yours sincerely

Colin Diver

Greenbank Place Objection

>>> Ronald Whyte <[_____](#)> 22/08/2011 10:35 >>>

Graeme,

Thanks for the information.

I have reviewed the proposals and wish to lodge our objection.

Unfortunately these additional parking restrictions will not resolve our access problem.

They will also be detrimental to local business, in that the removal of a substantial number of parking places on the road, will make it more difficult to retain employees, as there is no other nearby street parking.

Schoolhill have around 30 employees and provide off-road parking for 16.

Proserv on the south side of the road employ around 50 people and provide off road parking for 10.

The reduction in parking as proposed is unnecessary in this extent.

It is correct that we have access problems receiving articulated vehicles into our premises at Schoolhill Engineering Co at 4 Greenbank Place. This issue has been made much worse than previous by the recent "One Way" introduction.

It is now almost impossible for trucks to enter our loadout area at the East end of our workshop, as they now have to enter Greenbank PI from the west end of the road and are facing the wrong way for reversing in.

This is a fairly narrow entrance and most drivers prefer to reverse to the right, which is not possible with the current 1 way system in place. The proposed parking restrictions will not help this at all.

Unfortunately the way our works are set up requires truck access at both ends of the premises, and our truck reversing access, requires trucks to travel in both directions along Greenbank Place.

Usually this would be east along the road to reverse into our west end bays and to travel west along the road to enter our east end access.

However as far as our goods receiving access at the west end of our premises is concerned, there is a substantial camber on the pavement area, which causes some vehicles to ground their trailer support wheels. Delivery drivers need to have the choice from which side they prefer to make this approach.

Recently trucks being forced to reverse to the left have become stuck on this camber on several occasions.

Although we do not require articulated vehicle access, as most of our loads are less than 5 tonnes, all the haulage contractors that attend our premises seem to prefer the use of articulated vehicles. Perhaps this may be due to the current logistics of transferring trailers at their depots rather than the additional risk involved in transferring goods from fixed units to artics, which are pretty much used exclusively for inter city transit. The inconvenience for lead times and the

additional costs to our business were we unable to accept articulated vehicles, would be prohibitive.

We are not sure what the intention of the introduction of the 1 way system was, but unfortunately this was not at all well thought out, and we do not believe this has achieved any benefit for any of the industrial premises on the street. Greenbank Place is not a "through road" used to access any other street. Its only use is to serve the 4 or 5 small businesses located on this road. The one way system has certainly had a detrimental impact on our business at Schoolhill.

Restricted roadside parking would undoubtedly improve truck access to our premises, but only in conjunction with a 2 way road, as truck drivers should have the option, after viewing our access, to chose which direction they prefer to face, prior to reversing in.

We therefore strongly request that 2 way travel is reinstated on the road.

Unfortunately the width of Greenbank PI and it pavements does not meet current requirements for the area.

The roadway is approximately 6M wide and pavements at both sides are around 3M wide.

Traffic on this road is now much heavier than it was designed for and most employees of businesses on Greenbank PI drive to work. There is little or no pedestrian use of these wide pavements, and as such they are a waste of valuable road space. The roadway on the other hand is far too narrow. The whole situation on this street could be easily rectified by simply reducing the pavement width at both sides and increasing the road width accordingly. The other solution which was working perfectly well was for cars to park on the pavements, until of course someone sent the traffic wardens round to ticket these vehicles.

Of course, people now park on the street and this worsens the access problems ??

Once the road is returned to its original 2 way status, some limited "at any time" restrictions will be of considerable benefit, and I will be pleased to discuss these with your department.

Yours sincerely,
Ronald Whyte
MD
Schoolhill Hydraulic Eng Co Ltd

This page is intentionally left blank

Kirk Brae Objections

21 Kirk Brae
Cults
Aberdeen
AB15 9QP

21st August, 2011

Dear Ms. Maceachran

I am writing to protest at the proposal of putting yellow lines along part of the lay-by outside the houses of 48 to 44 Kirk Brae. This lay-by provides much needed parking spaces for residents and in no way causes undue problems to traffic. Drivers joining Kirk Brae from behind the properties along the lay-by *do so carefully and cautiously just as every other resident on Kirk Brae does. I would like to* ask why a small number of residents would be given help from Aberdeen City Council when all the rest of us are not being afforded the same support. This is surely a case of discrimination or preferential treatment to a minority. I own apartments on Kirk Brae which are run as self-catering accommodation for visitors to the city and many of my guests comment on the wonderful parking opportunities Kirk Brae offers. I provide private, off-road parking for guests but at times they require to use the lay-by. If a number of valuable spaces are taken away then they will have no choice but to park on Kirk Brae itself which would cause much greater traffic problems than any caused by cars being parked in the lay-by.

When speaking to a neighbour I was informed that Mr Baxter at 36 Kirk Brae and many other residents living along the lay-by had been sent a letter explaining the proposed introduction of yellow lines but, as far as I am aware, no one else on Kirk Brae had been given a letter. This does not seem democratic. When speaking to one of your colleagues from the roads department I was told that I had to remember that we live in a democratic society but how can democracy work if only a selected few are given information? I was assured by the person in the roads department that no letters were ever sent out and they only post notification on the lampposts. There appears to have been a degree of consultation between Councillor Aileen Malone and a few residents but this consultation has been very limited to the people who currently reside along the lay-by. Were they all consulted? I would ask that this proposal be looked at again and a wider consultation be undertaken. Aberdeen City Council does not appear to have money to carry out much needed road repairs and spending money on needless yellow lines would be inappropriate spending at a time when money is extremely scarce.

I have lived in Cults for over forty years and, to my knowledge, there has never been an incident involving a car exiting from the slip road behind the properties along the lay-by. If there had been numerous accidents at this spot I could understand the need for parking restrictions but this is not the case.

Regards

Brenda McDonald

cc Aileen Malone

58 Kirk Brae
Cults
Aberdeen
AB15 9QQ

21st August, 2011

Dear Ms. Maceachran

I am concerned to have inadvertently heard of the proposal to put yellow lines along part of the layby outside 48, 46, 44 and 42 Kirk Brae and I wish to object to the said proposal. I can see no logical grounds for this being done and as a responsible citizen can see no economic sense in Aberdeen City Council using valuable resources to do this. We are continuously told that we must find ways to use our resources wisely and this would not be the case in this instance.

Aberdeen City Council, roads department deemed it necessary to have a layby included in the original design of the road structure of Kirk Brae at the time of those houses being constructed more than forty years ago. It was fit for purpose then and continues to be a great asset to Kirk Brae as it allows property owners, who do not have off street parking, to park safely without impeding the flow of traffic on Kirk Brae.

Any driver coming out of the opening between 46 and 44 Kirk Brae should be complying with the Highway Code where it states that it is the driver's responsibility to ensure safe exit from any opening. This is what all drivers must adhere to and it would be discriminatory to make allowances for a minority. Exiting from every opening on the even numbered side of Kirk Brae is difficult and dangerous due to factors such as the extremely narrow pavement and parked cars and if you are going to set a precedence for part of the lay by on Kirk Brae then all other households should be afforded the same measure. We know that this is not achievable nor practical.

The outcome of putting yellow lines on part of the layby would be for cars to park on the odd numbered side of Kirk Brae. This would be disastrous especially at peak times as the queues of traffic coming down Kirk Brae towards the traffic lights stretch back to 64 Kirk Brae every night and morning. Traffic coming up Kirk Brae would be at a virtual standstill if their progress was blocked by parked cars on the odd numbered side of the road.

I spoke to someone from the Roads department who told me that we live in a democratic society but, as you know, democracy only works when everyone is involved in it. As far as I can ascertain there is only a handful of people who want yellow lines on this particular stretch and one of those people has sold their property at 46 Kirk Brae and moves out tomorrow.

I would ask you to reassess the practical and financial implications of going ahead with this impractical idea.

Regards
Michael McDonald

23 Kirk Brae
Cults
Aberdeen
AB15 9QP

21st August, 2011

Dear Ms. Maceachran

I am writing to protest at the proposal of putting yellow lines along part of the lay-by outside the houses of 48 to 44 Kirk Brae. This lay-by provides much needed parking spaces for residents and in no way causes undue problems to traffic. Drivers joining Kirk Brae from behind the properties along the lay-by do so carefully and cautiously just as every other resident on Kirk Brae does. I would like to ask why a small number of residents would be given help from Aberdeen City Council when all the rest of us are not being afforded the same support. This is surely a case of discrimination or preferential treatment to a minority. I own apartments on Kirk Brae which are run as self-catering accommodation for visitors to the city and many of my guests comment on the wonderful parking opportunities Kirk Brae offers. I provide private, off-road parking for guests but at times they require to use the lay-by. If a number of valuable spaces are taken away then they will have no choice but to park on Kirk Brae itself which would cause much greater traffic problems than any caused by cars being parked in the lay-by.

When speaking to a neighbour I was informed that Mr Baxter at 36 Kirk Brae and many other residents living along the lay-by had been sent a letter explaining the proposed introduction of yellow lines but, as far as I am aware, no one else on Kirk Brae had been given a letter. This does not seem democratic. When speaking to one of your colleagues from the roads department I was told that I had to remember that we live in a democratic society but how can democracy work if only a selected few are given information? I was assured by the person in the roads department that no letters were ever sent out and they only post notification on the lampposts. There appears to have been a degree of consultation between Councillor Aileen Malone and a few residents but this consultation has been very limited to the people who currently reside along the lay-by. Were they all consulted?

I would ask that this proposal be looked at again and a wider consultation be undertaken. Aberdeen City Council does not appear to have money to carry out much needed road repairs and spending money on needless yellow lines would be inappropriate spending at a time when money is extremely scarce.

I have lived in Cults for over forty years and, to my knowledge, there has never been an incident involving a car exiting from the slip road behind the properties along the lay-by. If there had been numerous accidents at this spot I could understand the need for parking restrictions but this is not the case.

Regards

Michael McDonald

cc Aileen Malone

Jane McEachran
Aberdeen City Council

31 Kirk Brae
Cults
Aberdeen
AB15 9QP
21/08/11

Dear Ms McEachran,

I wish to register an objection to proposed changes in Kirk Brae parking facilities.

I should comment on posters which offer minimal information. Indeed there are people who are in fact unaware of these posters, including e.g. the owner of the paper shop who, along with his staff park daily on Kirk Brae. Diagrams could have been added alongside notices, proposals could have been available in Cults Library, people's views could have been sought by proforma. (I know, of course, that all of this smacks dangerously of democracy and inclusivity).

Other people I have spoken to expect some minor tinkering with yellow lines on the north and south ends of the street.

I gather that major changes are proposed to the parking bay on Kirk Brae from Number 48 down.

If vehicles were banned from using the bay, or restricted use were imposed, problems would be transferred elsewhere.

Is an option (assuming that options have been considered)

to transfer parking to the western side of the street? Given that the lane used by complainants is not a public road, the owners of several driveways on the opposite side of the street would have equal grounds for complaint if their egress were restricted by parked vehicles.

Transferring parking to the narrower side streets off Kirk Brae would render these streets trickier to negotiate. There is the opportunity here not only to set neighbour against neighbour in Kirk Brae but also street against street.

If limited time restrictions were imposed on the parking bay this would privilege visitors over residents during the day and one could imagine a mad scramble for places at 6.00 every evening with a similar flurry of activity to relocate at 8.00 the following morning.

Restrictions would also require increased policing or wardening. This could result in an increase in complaints about illegal parking along with complaints about warden invisibility, inertia or indifference.

A simple solution would be to ensure that no vehicles in the parking bay are blocking the lane or overhanging the parking bay (problems are often caused by non-residential vehicles). Some yellow hatching either side of the lane would suffice.

I would guess that some problems are caused by vehicles coming from the north (often well above the speed limit). A 20 mph limit might help. In the long term a one-way system might be useful.

Meantime complainants should, like everyone else, be reminded that they should exercise care in pulling out of a driveway into traffic and act as good neighbours.

Yours faithfully

>>> Elizabeth McCaffery <_____> 8/22/2011 7:31 pm >>>

Dear Aileen,

We just received your notice about the proposed double yellow lines on a section of Kirk Brae. We are against this proposal. We have been residents of 26 Kirk Brae for two years. Unlike the residents in houses 30-48, we, those of us in 26-14, do not have private parking. We struggle to find a spot in the available spaces where often people who shop in the village park. If there is an event at Cults Hotel spaces are often sought on Kirk Brae. Most upsetting is that residents of 30-48 as well as the houses across from them (15-29) sometimes choose not to park in their driveways because they find an available spot on the street. In fact, during this past winter, many of the residents in 30-48 and 15-29 did not park behind or next to their houses because of the snow and so competed with those of us without driveways -- given the bad weather, many cars just stayed there for weeks. Taking away those spots noted would perhaps help those residents of 30-48 but would certainly add to an already difficult situation for those of us in 26-14. We have only one car and we struggle to find a place for it. Perhaps if parking were reserved (a permit system?) many of the residents on both sides of Kirk Brae would reconsider using their driveways.

Peter and Elizabeth McCaffery

>>> MARK WALKER <[_____](#)> 8/23/2011 12:35 pm >>>
re the proposal, we are opposed to this. Parking s limited already on Kirk Brae
and the installation of no parking in a lay-by is ridiculous overkill. This is
just about the least appropriate point on Kirk Brae to have Yellow lines.

Regards
Mark and Angela Walker
41 Kirk Brae
Cults

This page is intentionally left blank

Kirkton Drive Objection

17th August 2011

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
Aberdeen

The Aberdeen City Council (Various Traffic Management Measures) (No 4) Order 2011.

We the undersigned on behalf of our respective companies and as owners and/or occupiers of properties in Kirkton Drive, Dyce wish to formally object to the proposed waiting time prohibitions to be imposed on Kirkton Drive as part of the above order.

Our objection is made on the following grounds:-

1. The location of Kirkton Drive in relation to public transport alternatives makes it necessary for staff and visitors to our premises to travel by car.
2. Due to the dispersed nature of our employee pools, staff are travelling from a variety of home addresses throughout the City and greater distances from more rural locations across the Shire making the possibility of car sharing and other forms of combined transport arrangements impossible to administer.
3. Space restrictions within our individual properties do not enable us to make more parking available and the current arrangements where the road is used by staff for "overspill" parking is a necessity to the continued smooth running of our businesses.
4. With the expansion of businesses and the recent building of new premises on the street these issues and the number of cars requiring "on street" parking is likely to increase.
5. Staff have been parking their cars on one side of the street for a number of years with no difficulties or incidents. Heavy traffic has been able to gain access to our own respective premises and the nearby Rail Yard without any problems.
6. There is no "through traffic" on Kirkton Drive and anyone travelling on the road is either working or visiting premises on the street.
7. Enforcement of these Parking Restrictions may make it necessary for businesses to consider relocation in order to retain skilled employees. This may result in a loss of Business Rate income to the Council and in the longer term the unsightly rundown of an industrial estate in close proximity to the airport which is many visitors first impression of Aberdeen as a city.

Taking all of these issues into account the Council should reconsider imposing these unnecessary Parking Restrictions on Kirkton Drive without first providing either adequate public transport to and from the site or alternative parking facilities in the vicinity.

We represent the vast majority of owners / occupiers and users of the road. We therefore feel that we are democratically qualified to make this representation and trust the Council will take our views into account when making the final decision.

Cape Industrial Services Ltd
John Welsh - Regional Director

Completion Products
Iain Murray - Operations Manager

Helix
Craig Shepherd - Facilities Co-ordinator

Timberlines
Donald Sutherland

Pentagon
Neil Youngson - General Manager

This page is intentionally left blank

Quarry Road Objections

From: "Graeme Robertson" <gr@aberdeencity.gov.uk>
To: "Graeme McKenzie" <GMCKENZIE@aberdeencity.gov.uk>
Date: 8/14/2011 4:45 pm
Subject: Proposed vehicular waiting restrictions in the vicinity of Cults Parish Church, Quarry Road, Cults

Dear Mr McKenzie,

My apologies for accidentally copying you in to an email relating to the above last week. "Reply all" is a feature I generally don't use for exactly this reason - unfortunately on this occasion my "guard" slipped. I did try to contact you in the planning office immediately to retract the email however the colleague who was checking your emails while you were on holiday was unable to delete it.

I would however ask that you review the proposal, bearing in mind that the east side of Quarry Road is not normally used for parking - there seems to be an unwritten acceptance that it is not possible to park on both sides of the road and allow traffic to pass safely up and down.

I do appreciate the problem with buses turning in to Quarry Road from North Deeside Road and would support the extension of the existing restriction, but would suggest that single yellow line Monday to Friday 8am to 4pm would be sufficient to resolve this particular problem.

The proposed restrictions on the upper west side of Quarry Road will effectively reduce the number of spaces in the vicinity of the Church by approximately 50% and this will have a major impact particularly on the elderly, the infirm, and the mothers and toddlers who use our facilities throughout the week as well as on a Sunday. Given that the east side of Quarry Road is generally free of parked vehicles, I would suggest that this is not quite so severe a problem as might otherwise be envisaged and I would propose that reducing the speed limit for Quarry Road to 20mph might be a useful first step.

I do appreciate your having contacted the Church regarding the above proposal, apologise for the earlier email, but ask that you give the matters I have raised your consideration.

Kind regards

Graeme Robertson

Session Clerk
Cults Parish Church

From: "David Henderson"
To: <GMCKENZIE@aberdeencity.gov.uk>
CC:
Date: 8/11/2011 12:19 pm
Subject: Parking restrictions on Quarry Road, Cults

Dear Sir,

I write with regard to the recent communication regarding the proposed introduction of parking restrictions on Quarry Road, Cults.

Such an imposition will cause severe disruption and inconvenience to the members of Cults Parish Church, in particular the elderly who use our facilities on a regular basis. While we appreciate that school traffic use this route during the week there is no such traffic at the weekend so we would contend that these proposed restrictions are unnecessary at that time. The church is often in use for weddings on both Saturday and Sunday and is always in use on Sunday for worship services. Such a restriction in car parking at the weekend will cause great hardship for our members particularly those who are less mobile. We would request therefore that serious consideration be given to the lifting of these restrictions at least during the weekends.

Yours faithfully,

David A. Henderson

Clerk to the Congregational Board,

Cults Parish Church.

QUARRY ROAD, CULTS

With reference to my previous letter of objection to the proposal of extending parking restrictions in Quarry Road at Cults I should point out, that, while I write as an individual, I am also writing as the official representative of the congregation of Cults Parish Church. The current membership is currently around 800 members and in addition we provide facilities for non church members of the community, some 200-300 people, ranging in age from two years old to over eighty, who use our facilities during the week and over a period of time. Many of these people have various degrees of infirmity and for some it is the highlight of their week to be able to come and join the fellowship and friendship of others in our premises. This is a very valuable service which we provide for the wider community in the absence of other similar projects available in the area.

The very foundation of a parish church is worship and to that end the weekly service on a Sunday is at the core of our belief and of what we profess. Similarly the weekend is the time when most people would wish to hold a wedding ceremony and consequently the church building is much in use at that time. In both cases however the time span covering these activities is relatively short and is less stressful when there is reasonable parking around the premises as we have at present. To curtail parking any further will mean that cars will be parked in adjacent side streets with consequent difficulty for those who are not so agile as they might wish. I would respectfully suggest that those who have brought up this matter are mainly other car drivers who are fortunate enough to have good mobility and can have access to facilities which are not open to those who are less fortunate. Cults Parish Church has been on the current site for close to one hundred years and there has never been an issue with parking or road safety in all that time.

As has already been mentioned elsewhere the church is actively pursuing the building of new expanded facilities at a site nearer the centre of Cults and the mid week activities may well decrease when the new accommodation is completed, but the weekend activities will of necessity remain at the Quarry Road site. There is no doubt that a number of our less able members will be seriously disadvantaged if more stringent parking restrictions are imposed as the result of the wishes of a few more able bodied.

A colleague and I were very appreciative of the courtesy extended to us today by two members of the council staff who granted us an informal discussion on this matter when a number of possible suggestions and potential solutions were discussed. I trust that, in reaching a decision, the appropriate Committee will therefore take a sympathetic view of the position that faces the congregation at Cults.

For Cults Parish Church
David A. Henderson
Clerk to the Congregational Board

8 Cairnlee Avenue East,
Cults,
Aberdeen AB15 9NH

01224 861377

Dear Ms Swanson,

Objection to the proposed parking restrictions on Quarry Road

I am writing in my capacity as Co-Organiser of The Hub Coffee Shop of Cults Parish Church. The Coffee Shop provides a well-used and valuable facility for all the people of Cults, Bieldside and Milltimber as well as many from the town. We cater for all age groups from young mums to the elderly and the very elderly. We therefore provide an extremely valuable resource for the whole community and not just for our church members.

Currently, there is a dropping off area outside the disabled access to the sanctuary, which should be retained and preferably extended to allow people with reduced mobility to be dropped off as many are unable to walk long distances. I would urge the retention of as many parking places as possible close to the Quarry Road entrances.

I trust that the City Council will reconsider the planned parking restrictions on the west side of Quarry Road.

Yours sincerely,

Maureen Taylor

Dear Ms Swanson,

Objection to the proposed parking restrictions on Quarry Road

I am writing in my capacity as Co-convenor of the Outreach Committee of Cults Parish Church. This committee coordinates the activities which take place in the church premises. The sanctuary, main hall and north hall on Quarry Road are used by a wide range of community groups, including mother and baby, rising two's, playgroup, lunch club for the elderly, 050 for the over fifties, as well as our Hub café on Tuesdays and Wednesdays which mainly caters for young mums and their children and the elderly. Cults Parish Church therefore provides an extremely valuable resource for the whole community and not just for our church members.

Currently, there is a dropping off area outside the disabled access to the sanctuary, which should be retained and preferably extended to allow people with reduced mobility to be dropped off. With so many others who are unable to walk long distances using the premises, I would urge the retention of as many parking places as possible close to the Quarry Road entrances. Our experience is that the drop off area is not generally misused and drivers do not park on the east side of the road.

When our new community centre is built at 402/404 North Deeside Road, many, although not all, the activities will be accommodated in the new premises.

Although safety must be paramount, I hope that you will reconsider the planned parking restrictions on the west side of Quarry Road north of the hall entrances.

Yours sincerely,

Dr Catherine F. Paterson
Co-convenor of the Outreach Committee of Cults Parish Church

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 th September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Greenbrae Cycle Project
REPORT NUMBER:	EPI/11/192

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform Members of the work that has been undertaken to date in the Greenbrae School catchment area with regards to establishing a 'cycle-friendly neighbourhood' in Aberdeen, and to seek approval for a series of physical improvements designed to facilitate a greater uptake of walking and cycling within that area.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- a) Note the work that has been undertaken to date with Greenbrae School and the wider community with regards to developing a 'cycle-friendly neighbourhood';
 - b) Approve the proposed Action Plan for the area;
 - c) Instruct officers to proceed with implementing the interventions identified within the Action Plan including, where necessary, the promotion of legislation to support shared use footways; and
 - d) Instruct officers to report back to this Committee on an annual basis on progress/impact and intermittently as legislative decisions require.

3. FINANCIAL IMPLICATIONS

- 3.1 A budget of £65,000 has been secured from Nestrans for this project for the 2011/12 financial year. A bid was made to Sustrans for additional funding in 2011/12 but unfortunately was unsuccessful. Further applications will be made to Nestrans and other grant-awarding organisations such as Sustrans for the funding of this project in subsequent years.
- 3.2 There will be ongoing maintenance costs associated with a number of the proposals for which provision will require to be made in future revenue budgets.

4. OTHER IMPLICATIONS

- 4.1 A number of interventions proposed within the Action Plan will be subject to the agreement of other Council services, such as the Grounds Maintenance and Traffic Management and Road Safety teams, and, in some instances, local residents, who partly own some of the paths and areas of greenspace throughout the area. These teams and external groups have, however, been closely involved in the development of the proposals.
- 4.2 Certain proposals, such as shared use footways, will require to be subject to the Traffic Regulation Order (TRO) process.

5. BACKGROUND/MAIN ISSUES

- 5.1 In 2005, Cycling England established six Cycling Demonstration Towns. Over a period of four years, each of these towns experienced an intensive series of promotional campaigns, events, activities and infrastructural improvements aimed at encouraging and facilitating a greater uptake of cycling amongst the general populace. Published last year, the project evaluation report concluded that, averaged across the six towns, such intervention was successful in increasing cycling levels by 27%.
- 5.2 In December 2010, Aberdeen City Council, with funding from Nestrans, launched the 'Community Cycle Challenge'. Inspired by the success of the Cycling Demonstration Towns, this project aims to examine what impact an intensive and sustained series of infrastructural improvements, behaviour-change campaigns and promotional events and activities can have on delivering an increase in cycling trips within a specific local community. Uniquely, the project has been designed to be community-led, generated by demand from within the community and based on the genuine needs and desires of those living and working within the community.
- 5.3 Interested groups (including Community Councils, schools and local businesses) were invited to submit an application to the Council outlining why they thought their community would benefit from funding and support to make it more cycle-friendly. In February 2011, a judging panel, made up of representatives of Aberdeen City Council, Nestrans and the Aberdeen Cycle Forum, unanimously selected Greenbrae School's application as the most impressive. The school, based in the Dubford area of the Bridge of Don, is keen to foster a 'cycling culture' in their neighbourhood, following their participation in In Town Without My Car Day 2010 and the recent installation of cycle parking at the school. The application focused on cycle training and safe routes to school, although clearly any improvements within the area would not only benefit school pupils, but the community as a whole.

- 5.4 The Greenbrae School catchment area is bounded by the A90 Parkway to the south, the A90 Ellon Road to the east, the B997 Scotstown Road to the west and the unnamed minor road to the north which connects the B997 and the B999. The area comprises a series of residential developments, a large industrial area and the Scotstown Moor Local Nature Reserve. There are also a number of key trip generators located outside the immediate area, such as Oldmachar Academy and the Middleton Park retail facilities, that it would be beneficial to provide links to.
- 5.5 The project team, consisting of officers from Aberdeen City Council and Nestrans, has since arranged the reinstatement of cycle proficiency training at the school and has organised a series of engagement events with both school pupils and the wider community. Based on the feedback received thus far, as well as an assessment of the opportunities and constraints identified during a walk-through of the area, an Action Plan has been prepared, identifying a series of improvements that should, if implemented over the next three to five years, facilitate the development of an active travel culture within the area. The Action Plan has been included as an Appendix to this report. Although the focus of the project is primarily on cycling trips, any infrastructure improvements will also benefit pedestrians.
- 5.6 The Action Plan is designed to be a living document, to be built upon and refined during the life of the project, as further engagement with the community and local businesses takes place. The main outcome of the project will be the development of a neighbourhood where it is safe and desirable to walk and cycle, with a comprehensive and attractive active travel network based around existing and aspirational routes as identified by the community. Route signage and the creation of a neighbourhood cycle map will be important elements of this, while physical works will be accompanied by a programme of promotional events and activities, including school projects, bicycle roadshows, community cycle training and travel planning activities with the school and local businesses.
- 5.8 Success of the project will be measured by an increase in the number of active travel trips undertaken to, from and within the area. A survey is underway to gather baseline information on current levels of, and attitudes towards, cycling and walking and this will be repeated on an annual basis. Cycle counters will be installed at key locations, backed up by manual pedestrian and cyclist surveys. The annual schools' Hands Up travel survey will be used to measure changes in the number of children walking and cycling to school each year. It is hoped that, if this community-based approach proves successful in increasing the number of active travel trips undertaken, it can be replicated in other areas of the City.
- 5.9 Based on the budget allocated by Nestrans for the project, timescales and the likelihood of deliverability, it is anticipated that Links 1, 2, 4, 5,

15, 17, 18, 19 and 20 as described and illustrated within the Action Plan can be delivered during the 2011/12 financial year.

6. IMPACT

- 6.1 This project will contribute to achieving the vision and objectives set out in the Local Transport Strategy (LTS), Regional Transport Strategy (RTS), Community Plan and the Single Outcome Agreement (SOA) as set out below.
- 6.2 The LTS has a vision of *A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy and minimises the impact on our environment.* The LTS outlines a series of actions that the Council will work towards to improve conditions for pedestrians and cyclists: *ACC will continue to implement measures to improve conditions for pedestrians and the attractiveness of walking, including initiatives such as traffic calming schemes as well as more and better pedestrian facilities; ACC is committed to the improvement of cycle facilities and infrastructure and will continue to work with the Aberdeen Cycle Forum to deliver improvements geared at increasing the modal share of cycling; and ACC is committed to improving the safety of vulnerable road users and there will be a presumption in favour of new traffic management schemes that incorporate measures for cyclists.*
- 6.3 Nestrans' RTS 2021 outlines a vision of *A transport system for the North East of Scotland which enables a more economically competitive, sustainable and socially inclusive society.* To help achieve this vision, the RTS outlines a series of objectives including, *To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of north east residents, and To reduce the proportion of journeys made by cars and especially by single occupant cars.*
- 6.4 The Aberdeen Community Plan has a vision for Aberdeen that is of *an attractive, clean, healthy and safe place to live and work.* *Improve sustainable travel options* is also listed as a priority. *Protect and enhance our high quality natural and built environment* is identified as a Strategic Priority in the Council's Final Draft Business Plan.
- 6.5 The SOA prioritises the health of young children and improving sustainable transport options for the City, particularly the following local outcomes which link to National Outcomes 5 and 14 respectively: *Improve the healthy development of young children and their families particularly those children most at risk, and Minimise the environmental impact of transport on our community and the wider world.* This project also contributes to meeting National Outcomes 10 (*We live in well-designed, sustainable places where we are able to access the amenities and services we need*) and 15 (*Our public services are high*

quality, continually improving, efficient and responsive to local people's needs).

- 6.6 The Scottish Government's Cycling Action Plan for Scotland, launched in 2010, sets a target of 10% of all trips to be undertaken by bicycle by 2020.
- 6.7 This report will be of interest to the public, particularly those living within the catchment area of Greenbrae School, and those working in the nearby Murcar, Denmore and Bridge of Don Industrial Estates, as it concerns proposed improvements to the walking and cycling network in that neighbourhood.
- 6.8 An Equalities and Human Rights Impact Assessment (EHRIA) has been carried out. This shows that the proposal will have a very positive impact on all those living and working within the community. It has been designed with the local community and aims to bring the community together in the development of a shared vision for their neighbourhood and a sense of ownership of the project. The proposal will have a positive impact on school-age children in particular who will benefit from improved and safer routes to the school and may, therefore, be given greater freedom to travel without adult supervision. The promotion and facilitation of cycling may also benefit other groups, including women, who traditionally cycle less than men, and those on low incomes who can enjoy the increased mobility offered by the bicycle, a relatively inexpensive transport mode. It is also hoped that any physical improvements within the area will benefit those with disabilities as all upgraded and new infrastructure will be designed to be suitable for use by all, including wheelchair users. Any concerns about cyclists sharing facilities with vulnerable groups will be addressed by a campaign urging responsible and respectful path use.

7. BACKGROUND PAPERS

Department for Transport, *Making a Cycling Town: A compilation of practitioners' experiences from the Cycling Demonstration Towns programme*, available at http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/05/making_a_cycling_town_qualitative_report1.pdf

8. REPORT AUTHOR DETAILS

Will Hekelaar
Planner (Transportation Strategy and Programmes)
WHekelaar@aberdeencity.gov.uk
(01224) 523324

Appendix 1: The Greenbrae Cycle Project Action Plan

The Greenbrae Cycle Project Action Plan



1. Introduction

Following a successful application to Aberdeen City Council from Greenbrae School, the Greenbrae Cycle Project was launched in February 2011.

The aim of this project is to develop an attractive, safe, direct, convenient and coherent cycle and pedestrian network within the project area, one which has been developed in full consultation with the local community, thereby fostering a shared vision for the neighbourhood and a sense of ownership of the project amongst residents.

Project officers have since been working in the school catchment area, looking at ways in which the neighbourhood can be made more safe and pleasant for cyclists. Following a number of engagement exercises undertaken within the local community and a thorough assessment of the project area, this Action Plan has been developed, outlining a series of proposed infrastructure improvements, based on the needs and desires of those living, working and attending school within the area. It is anticipated that, should the measures proposed within this Action Plan be implemented over the next three to five years, they will be instrumental in developing an active travel culture within the area, where cycling and walking are the natural and first choice of transport modes for short journeys.

These 'on the ground' improvements will be accompanied by a programme of events, marketing and promotional campaigns within the community to boost interest in cycling and to raise awareness of the health, social and environmental benefits of active travel.

This Action Plan is designed to be a living document that responds to changing circumstances within the area and continues to be informed by the needs and opinions of those within the community as more and more people are encouraged to contribute to the project and to make their views known.

2. Background Information

In 2005, Cycling England established six Cycling Demonstration Towns. Over a period of four years, each of these experienced an intensive series of promotional campaigns, events, activities and infrastructural improvements aimed at encouraging and facilitating a greater uptake of cycling amongst the general populace. Published in 2010, the project evaluation report, *Making a Cycling Town: A compilation of practitioners' experiences from the Cycling Demonstration Towns programme* (available at

http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/05/making_a_cycling_town_qualitative_report1.pdf)

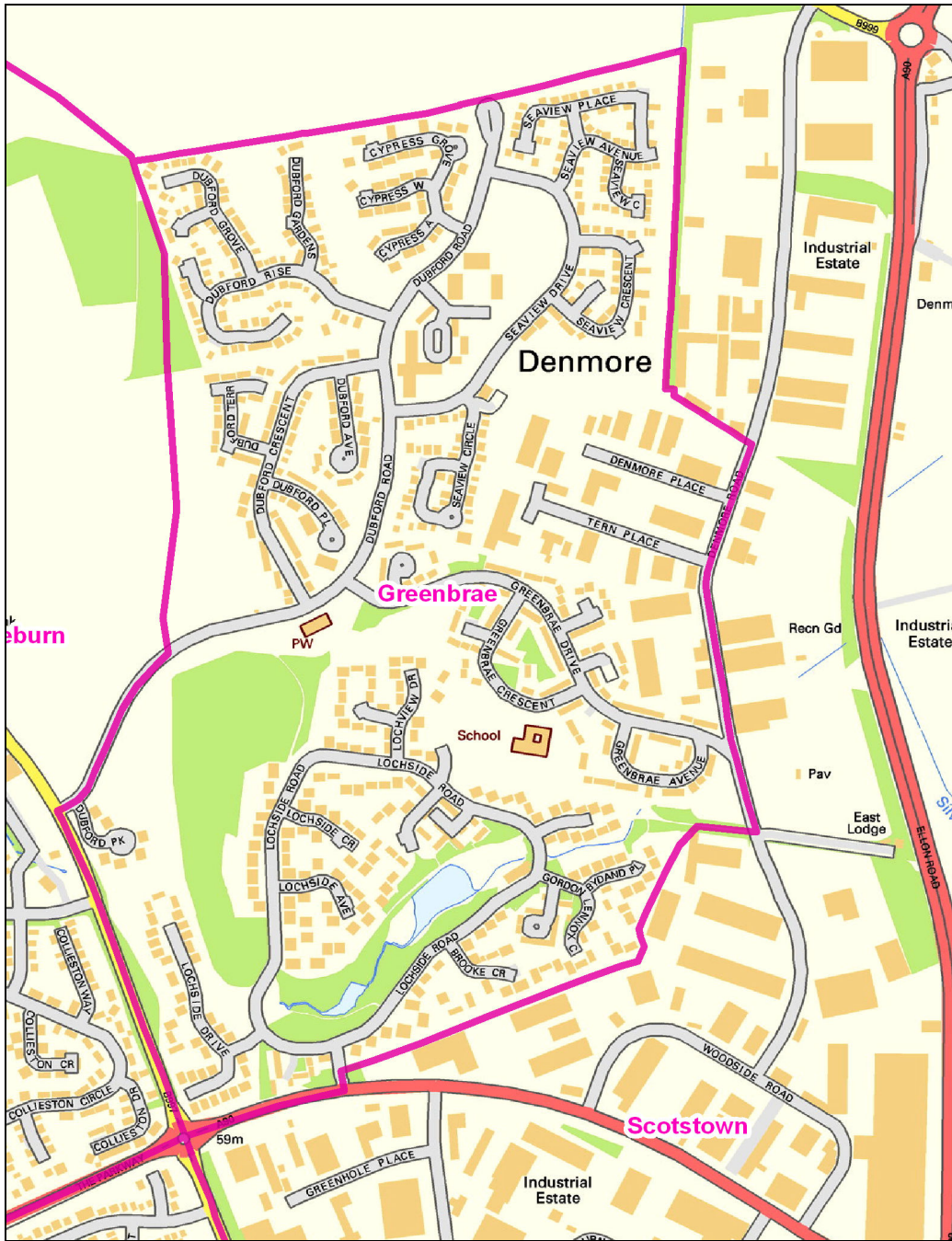
concluded that, averaged across the six towns, such intervention was successful in increasing cycling levels by 27%.

Inspired by the success of the Cycling Demonstration Towns, in December 2010, Aberdeen City Council, with funding from Nestrans, launched the 'Community Cycle Challenge' to examine what impact an intensive and sustained series of infrastructural improvements, behaviour-change campaigns and promotional events and activities could have on delivering an increase in cycling trips within a specific local community.

Interested groups (including Community Councils, schools and local businesses) were invited to submit an application form to the Council outlining why they thought their community would benefit from funding and support to make it more cycle-friendly. In February 2011, a judging panel, made up of representatives of Aberdeen City Council, Nestrans and the Aberdeen Cycle Forum, unanimously selected the application submitted by Greenbrae School as the most impressive. The school, based in the Dubford area of the Bridge of Don, is keen to foster a 'cycling culture' in their neighbourhood, following their participation in In Town Without My Car Day 2010 and the recent installation of cycle parking at the school. The application focused on cycle training and safe routes to school, but it was clear to the assessment panel that any improvements within the area would not only benefit school pupils, but the community as a whole.

3. Study Area

The Greenbrae School catchment area is bounded by the A90 Parkway to the south, the A90 Ellon Road to the east, the B997 Scotstown Road to the west and the unnamed minor road to the north which connects the B997 and the B999 (see Figure 1). The area comprises a series of residential developments neighbouring a large industrial area based around Denmore Road to the east and the Scotstown Moor Local Nature Reserve to the west. There are also a number of key trip generators located outside the immediate area, such as Oldmachar Academy (which Greenbrae School pupils are zoned to) and the Middleton Park retail facilities, that it would be beneficial to ensure there are adequate links to, given the number of trips that are made to these destinations from the study area on a daily basis.



(c) Crown Copyright - All Rights Reserved. Aberdeen City Council 100023401 (2011)
 Figure 1: Greenbrae School Catchment Area

4. Progress to Date

Since Greenbrae's application was announced as the winner, a programme of cycle training has been reinstated at the school, with the first group of Primary 6 pupils taking their cycling proficiency test in June. The overwhelming majority of these pupils passed the assessment.

The project team has also been working with the school pupils on looking at their routes to and from school and how these can be improved and made safer, while two public drop-in sessions took place in May 2011, one at the school and the other at Bridge of Don Baptist Church on Dubford

Road, to allow members of the public to find out more about the project, to chat about cycling and to suggest what improvements could be made in their area to facilitate further opportunities for cycling.

Based on the outcomes of these engagement sessions and a thorough examination of the project area, an aspirational cycle network has been developed, comprising a series of on-road routes, existing pathways, new dual use facilities and new and / or upgraded paths.

The network has been designed to take into account the needs of all current and potential users. Given that the project was generated by the local primary school, it is likely that a significant percentage of potential cyclists in the area will be school-age children. The Scottish Government's *Cycling by Design* guidance document states that:

Where a high proportion of the target users are likely to be novice cyclists (for example, younger school children), off-carriageway routes or quiet streets are most effective.

The sustainable transport charity Sustrans similarly recommends that any new cycle infrastructure should be designed to a standard that is suitable for use by an unaccompanied twelve-year-old cyclist.

5. Proposed physical interventions

As the project area is characterised by peaceful cul-de-sacs and many of the roads are traffic-calmed, it is appropriate that on-road cycling is encouraged as much as possible, as traffic speeds (which are mostly limited to twenty miles per hour on residential streets) and volumes should not preclude this, even where child cyclists are common. There should be limited need therefore for any formal on-road infrastructure. The area is also well-served by existing paths linking the various developments and cul-de-sacs together which can be utilised as part of a cycle network with only minimal upgrading, formalising and signing. There is, however, a fairly busy distributor road in the area, Dubford Road, while Greenbrae Drive is often used as a 'rat run' by those travelling to the industrial area on Denmore Road or continuing northwards along the A90. In some instances, therefore, new off-road facilities have been proposed as these are likely to prove safer and thus will be better used by the community. In addition to this, a number of segregated routes have also been identified, offering an alternative to the road network, where these are likely to prove more direct, and perhaps also safer, than on-road cycling. The presence of off-carriageway facilities, where these can be provided, is also likely to be a factor in determining whether or not parents allow their children to cycle to school.

A detailed description of each of the proposed physical interventions follows. Unless otherwise stated, dropped kerbs and other supporting and / or linking infrastructure necessary to formalise these routes is already in place. Each intervention proposed conforms to *Cycling by Design*. Where

new path construction or path upgrades are proposed, these will be designed to accommodate all users, including pedestrians, those with disabilities and pushing prams or buggies.

Although interventions have been listed in priority order, it should be appreciated that deliverability of each scheme will be dependant on available financing each year, and it may be the case that a number of low-priority options can be implemented more quickly and cheaply than some of the higher-priority schemes. Some indicative costs have been added to each intervention, although final costs and ultimate deliverability of each element will be dependant on a more detailed assessment of site conditions and subject to the agreement of other stakeholders, including Aberdeen City Council's Planning, Grounds Maintenance and Traffic Management and Road Safety teams, as well as local residents, many of whom are the part owners of certain paths and areas of greenspace throughout the neighbourhood.

Please note that, throughout this document, the term 'pavement' refers to a pedestrian space located adjacent to the public road, while the term 'path' refers to a segregated facility that does not lie adjacent to the carriageway.

Detailed maps, showing the location of each of the proposed improvements, can be found at the end of this document.

Link 1 – Greenbrae School Path

- (a) Construct a new path though the Greenbrae School playing fields (Figure 2) to connect Greenbrae Crescent to the existing path running behind the school. This will connect to the proposed Link 2, allowing pupils to cycle from the north of the school to the south, where the cycle parking is located, without having to mingle with traffic at the front of the school.

Estimated Cost - £21,250.



Figure 2

Link 2 - Greenbrae Crescent to Greenbrae Drive

- (a) Install dropped kerbs across Greenbrae Walk.
- (b) Designate the existing pavement along Greenbrae Crescent from Link 1 to Greenbrae Walk as shared use.
- (c) Designate the existing pavement along Greenbrae Walk as shared use (Figure 3).
- (d) Install a dropped kerb to allow cyclists a smooth transition to the car park area north west of Greenbrae Walk.

Note: The pavement widths in this section vary from 2m (the recommended minimum width of a shared use facility) to 1.7m. *Cycling by Design* recommends that, *In particularly constrained situations or for combined flows of less than 100 per hour, a width of 1.5m may be considered.* Given that the majority of users of this facility will be school-age children, the constrained width is not likely to pose a problem. Indeed, children under the age of 12 are legally permitted to cycle on the pavement already.

Estimated Cost - £1200 (assuming that the Traffic Regulation Order necessary to convert footways to shared use can be built into the costs for Link 5).



Figure 3

Link 3 - Greenbrae Drive to Seaview

- (a) Install a dropped kerb on the north side of Greenbrae Drive to allow cyclists to access (b).
- (b) Construct a new path following the visible desire lines on the grassy slope north of Greenbrae Drive (Figure 4), linking to (c).
- (c) Upgrade the existing path running behind Seaview Circle and Seaview Drive (Figure 5) to a standard suitable for cyclists to meet with the high quality stretch of path south of Seaview Crescent.

Estimated Cost – £29,600.



Figure 4



Figure 5

Link 4 - Greenbrae Drive and Greenbrae Crescent

- (a) Install dropped kerbs across Greenbrae Circle at its junction with Greenbrae Drive
- (b) Install dropped kerbs across Greenbrae Crescent (both east and west entrances/exits) at the junctions with Greenbrae Drive
- (c) Install dropped kerbs across Greenbrae Gardens North at its junction with Greenbrae Drive
- (d) Install dropped kerbs across Greenbrae Gardens South at its junction with Greenbrae Drive
- (e) Install dropped kerbs across the entrance to 32-48 Greenbrae Drive
- (f) Install dropped kerbs across Greenbrae Avenue (both east and west entrances/exits) at the junctions with Greenbrae Drive
- (g) Install dropped kerbs across the Greenbrae School entrance on Greenbrae Crescent

Estimated Cost - £10800.

Link 5- Dubford Road

- (a) Designate the pavements along both sides of Dubford Road, where these exist, as shared use (Figure 6).
- (b) Install dropped kerbs at the Dubford Crescent crossing.
- (c) Realign the existing dropped kerbs at the Greenbrae Drive crossing so to minimise the necessity for cyclists to deviate from a straight line.
- (d) Realign the existing dropped kerbs at the Provost Mitchell Drive crossing so to minimise the necessity for cyclists to deviate from a straight line.

Note: In most places, the footway of Dubford Road is 2m wide, which is the recommended minimum width for a shared use facility, although this

does decrease to 1.8m in sections (see Note to Link 2). Some localised widening is possible in certain stretches of the route if necessary.
Estimated Cost - £5700.



Figure 6

Link 6 - Lochside to Denmore Road

(a) Upgrade the series of paths, to a standard suitable for cyclists, linking Denmore Road to Greenbrae School, Fassiefern Avenue and Bydand Place, currently a combination of simple desire lines and granite dust paths, and control vegetation where required (Figure 7).

Estimated Cost - £62,500.



Figure 7

Link 7 – Greenbrae Drive West

- (a) Designate the section of pavement (which of sufficient width) along the south side of Greenbrae Drive as shared use until it meets with (b).
- (b) Construct a short link path from Greenbrae Drive, through the grassy area, to connect to Link 2 (Figure 8).
- (c) Install a dropped kerb to allow cyclists access from the new path to the car park area.

Estimated Cost – £2600 (assuming that the Traffic Regulation Order necessary to convert footways to shared use can be built into the costs for Link 5).



Figure 8

Link 8 - Dubford Grove to Dubford Rise

- (a) Upgrade the existing muddy track which links the path to the west of Dubford Grove to the path to the west of Dubford Rise (Figure 9) to a standard suitable for cyclists.
- (b) Upgrade the links to the existing paths within the Scotstown Moor Local Nature Reserve. Scotstown Moor offers not only a scenic venue for recreational cycling and walking, but also acts as a vital link into and out of the project area, providing connections to existing paths which in turn link to Oldmachar Academy and Middleton Park, providing an almost continuous off-road route from the project area to these facilities.
- (c) Remove redundant wooden fence posts as required.

Estimated Cost - £39,375.



Figure 9

Link 9 – The Parkway to the B999

(a) Implement advisory cycle lanes along Woodside Road and Denmore Road (Figure 10).

Estimated Cost - £15,000.



Figure 10

Link 10 - Seaview to Dubford Road

(a) Upgrade the existing path (Figure 11) running to the east and then the north of Seaview Crescent, Seaview Avenue and Seaview Place, between the existing good quality path south of Seaview Crescent and the bus turning circle on Dubford Road, including improving the links to and from the adjacent cul-de-sacs.

(b) Enter into discussions with businesses at the northern end of Denmore Road about creating a link into the industrial area from this path.

Estimated Cost - £60,000.



Figure 11

Link 11 – Dubford Road to Dubford Gardens

- (a) Construct a new path following the existing desire lines running behind Cypress Grove (Figure 12). There is a short section of path running from Cypress Grove to Dubford Gardens which can form part of this route.
- (b) On the approach to Dubford Gardens replace the existing set of stairs (Figure 13) with a ramp.

Estimated Cost - £30,000.



Figure 12



Figure 13

Link 12 - Dubford Gardens to Dubford Grove

(a) Link the existing path to the west of Dubford Gardens to the existing path to the east of Dubford Grove by the construction of a new path through the grassy area separating them (Figure 14). This is on a gradient so will require staggering.

Estimated Costs - £16,000.



Figure 14

Link 13 – Dubford Road to Greenbrae Circle

- (a) Construct a new section of path from Dubford Road to connect to the existing path west of Greenbrae Circle. This is currently a grassy area with a slight gradient (Figure 15) that will need to be accounted for and a section of fence will have to be removed, but is obviously an existing desire line.
- (b) Install dropped kerbs on both the Dubford Road and Greenbrae Circle end of this link.

Estimated Cost – £4950



Figure 15

Link 14 – Greenbrae Circle to Greenbrae Drive

- (a) Install a dropped kerb on the west side of Greenbrae Circle to connect to the existing path running eastwards (Figure 16).

- (b) Should any improved crossing facilities be implemented on Greenbrae Drive between proposed Links 2 and 3, construct a new section of path to connect to Link 3 (Figure 17).
Estimated Cost - £7200.



Figure 16



Figure 17

Link 15 – Lochside Road to Scotstown Road

- (a) Upgrade the existing woodland path (Figure 18) to a standard suitable for cyclists to allow access from the project area to Scotstown Road.
- (b) Install a dropped kerb at the access point to this path on Lochside Road.

Estimated Cost - £24,100.



Figure 18

Link 16 – Lochside Road to Dubford Road

- (a) Upgrade the existing woodland path running from Lochside Road to the car park on Dubford Road to a standard suitable for cyclists.
- (b) This may involve the removal of the kissing-gate at the Lochside Road end of the path (Figure 19).
- (c) Install a dropped kerb at the access point to this path on Lochside Road.

Estimated Cost - £16,100.



Figure 19

Link 17 - Dubford Place to Dubford Road

(a) Install dropped kerbs on either side of the existing path linking Dubford Place with Dubford Road.

Estimated Costs - £1200.

Link 18 - Gordon Lennox Crescent to Brooke Crescent

(a) Install a dropped kerb on Gordon Lennox Crescent to allow access to the existing path running between Gordon Lennox Crescent and Brooke Crescent.

Estimated Cost - £600.

Link 19 – Provost Mitchell Circle to Seaview Drive

(a) Install a dropped kerb at the end of Provost Mitchell Circle to allow cyclists access to the existing path running between Provost Mitchell Circle and Seaview Drive.

Estimated Cost - £600.

Link 20 – Lochside Avenue to Lochside Crescent

(a) Install a dropped kerb on Lochside Crescent to allow cyclists access to the path running between Lochside Avenue and Lochside Crescent

Estimated Cost - £600.

Total estimated cost of proposed infrastructure measures - £325,275.

There are a number of crossing points in the area which it would be advisable to look at improving in order to ensure the safety, attractiveness and coherence of the pedestrian and cycle network proposed. Evidence from the community suggests that the following crossing points are perceived as hazardous as they currently stand:

- The crossing of Dubford Road at its junction with Seaview Drive;
- The Dubford Road/Greenbrae Drive junction (although a lollipop man is stationed here at school opening and closing times);and

- The crossing of Greenbrae Drive.

6. Supporting Measures

It is appreciated that, although the above physical improvements will be vital in encouraging a greater uptake of cycling within the area, the presence of infrastructure alone will not necessarily encourage more cyclists. During the life of the project, therefore, the implementation of physical improvements will be accompanied by a sustained 'soft measures' campaign, raising awareness of and promoting cycling, supported by a programme of events and activities to allow members of the community to learn more about cycling and the benefits and enjoyment it can bring.

The 'soft measures' element of the project will therefore encompass:

- Publishing a cycle map of the local area showing recommended cycle routes and updating these on an annual basis to encompass new infrastructure as it is implemented
- Developing a cycle route signage plan
- Installing cycle parking at key locations where required
- Hosting a series of community cycle events with attractions such as the Getabout Bike Roadshow and a Cycle Surgery
- Hosting launch events to promote new infrastructure
- Publishing regular newsletters to inform residents of the project's progress and any upcoming events
- Continuing cycle training for Greenbrae School pupils
- Working with Greenbrae School pupils to pursue the Cycle Friendly School award
- Working with Greenbrae School pupils on the development of a Travel Plan for the School
- Establishing links with Oldmachar Academy to ensure the 'cycling culture' continues when Greenbrae pupils move to secondary school
- Arranging bicycle maintenance courses for school pupils and the local community
- Offering cycle training to local residents
- Offering personalised travel planning to local residents
- Engaging with local businesses to introduce them to the project and encouraging them to get involved by developing travel plans, establishing Bicycle User Groups and taking part in a workplace cycle challenge
- Undertaking a study into the feasibility of establishing a bike loan or bike rental scheme within the area.

7. 2011/12 deliverables

Based on the budget allocated by Nestrans for the project, timescales and the likelihood of deliverability, it is anticipated that Links 1, 2, 4, 5, 15, 17,

18, 19 and 20 as described and illustrated within the Action Plan can be delivered during the 2011/12 financial year.

A number of supporting measures will also be delivered or initiated this financial year, including launching a community newsletter, continued school and community liaison projects, engagement with local businesses, the development of an area cycle map, a signage plan and a cycle parking audit.

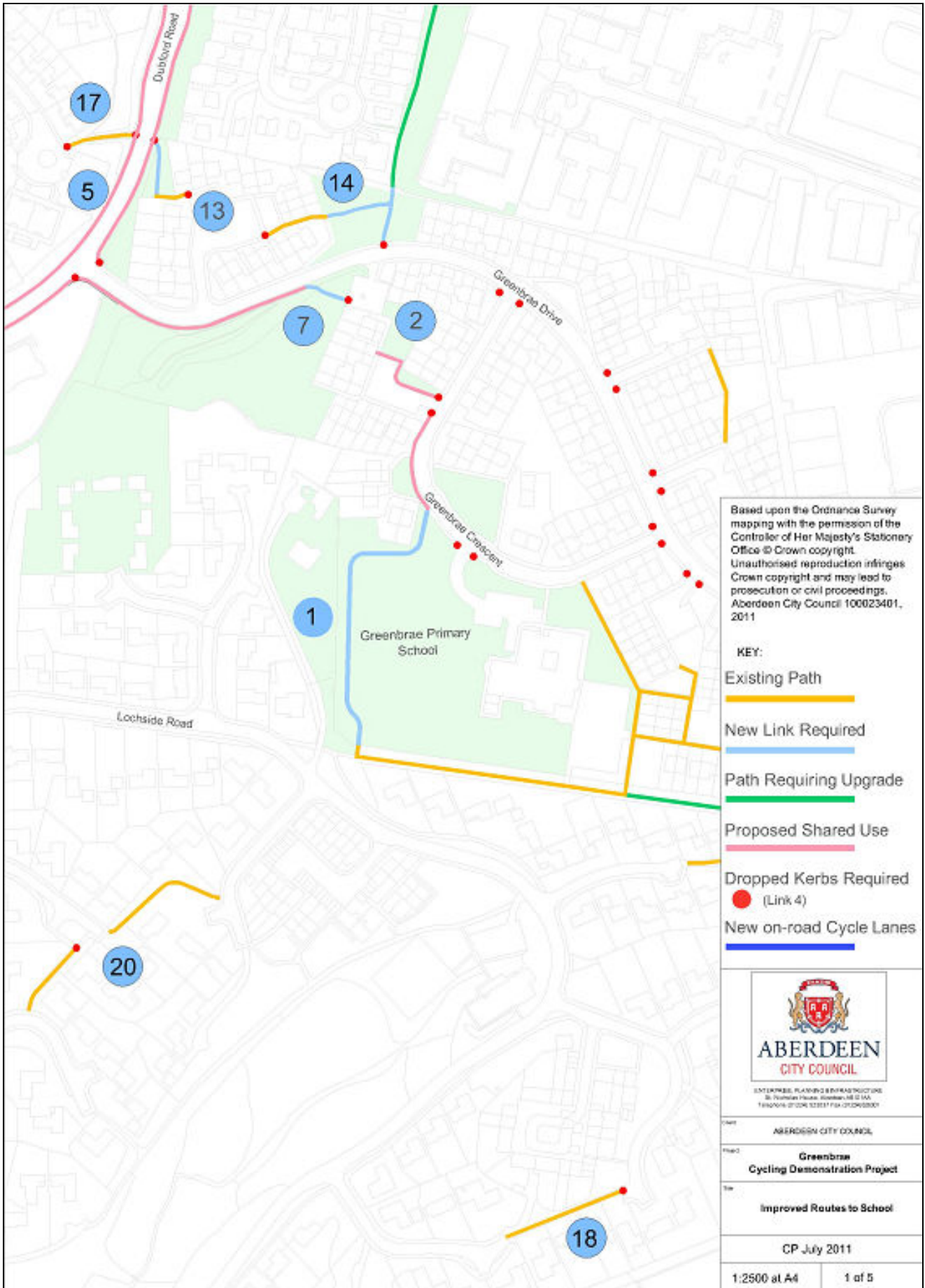
8. Monitoring and Reporting

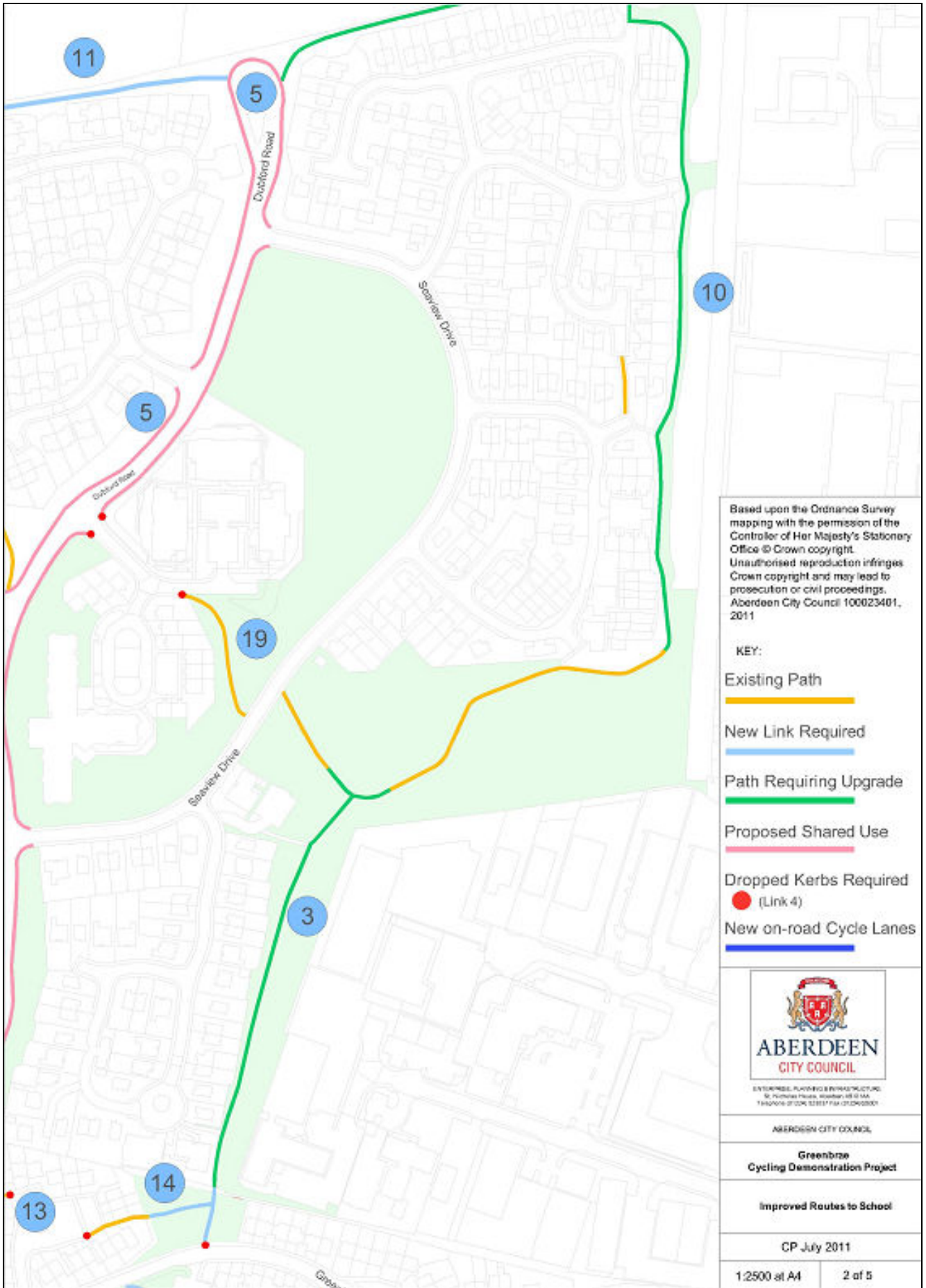
Success of the project will be measured by an increase in the number of active travel trips undertaken to, from and within the project area. A survey is underway to gather baseline information on current levels of, and attitudes towards, cycling and walking and this will be repeated on an annual basis to gauge changes in respondents' behaviour and attitudes as the project progresses. The annual schools' Hands Up travel survey will be used to measure changes in the number of children walking and cycling to school each year. This information will be backed up by regular cycle surveys, while automatic cycle counters will be installed at key locations.

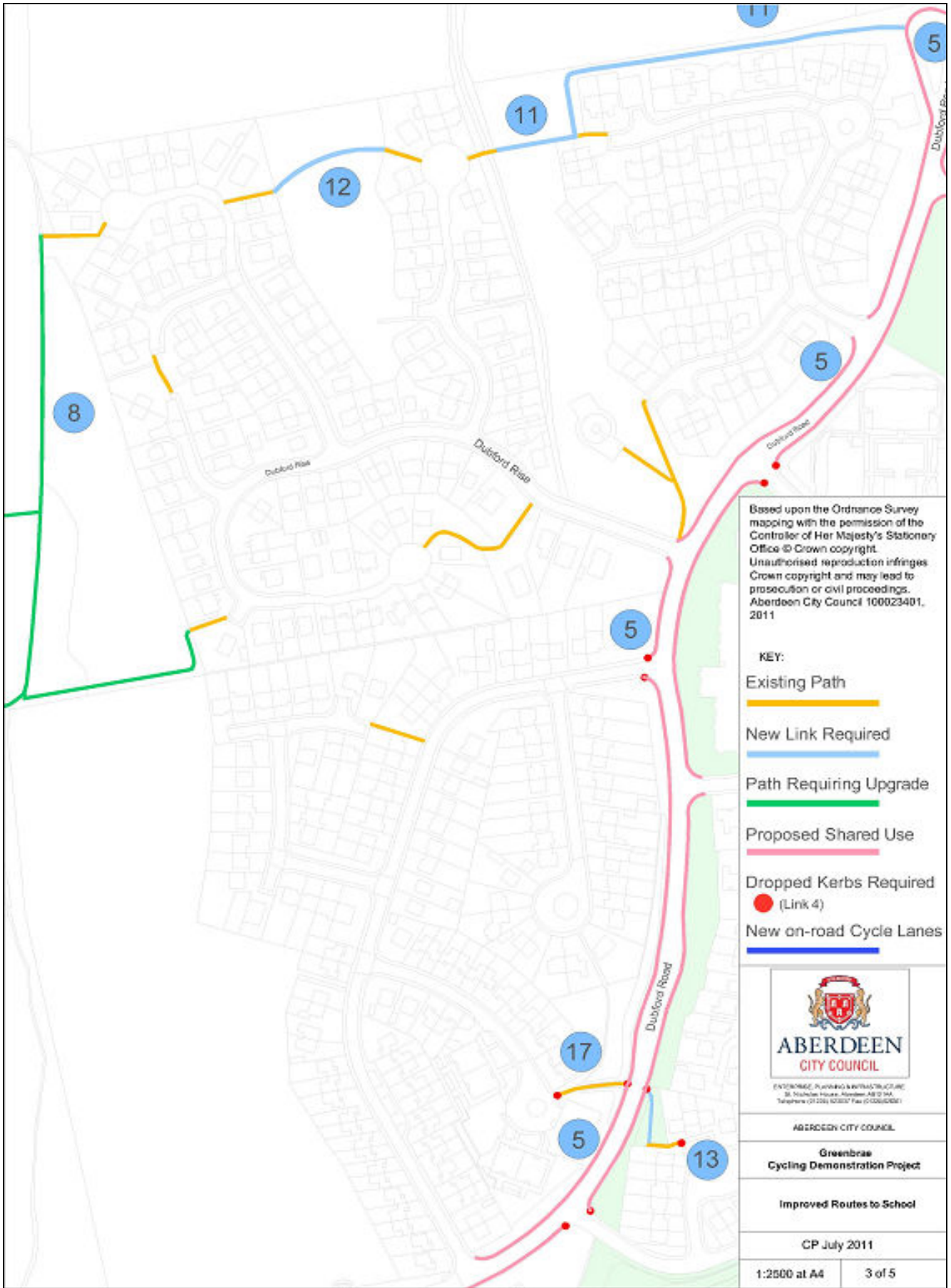
It is hoped that, if this community-based approach proves successful in increasing the number of active travel trips undertaken, it can be replicated in other areas of the City.

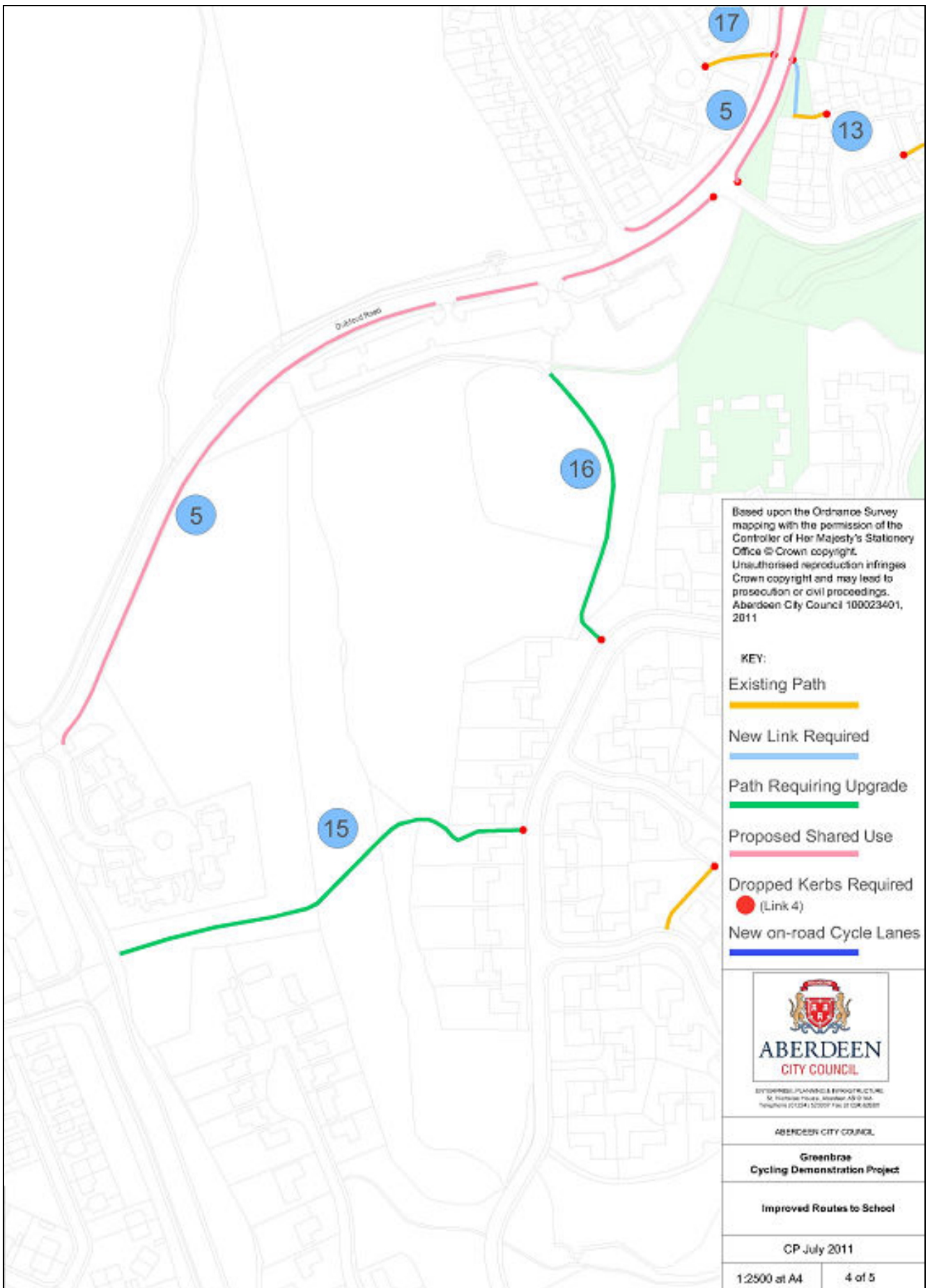
9. Proposal Maps

A series of maps showing the location of each of the proposed improvements follows. The numbers within the blue circles refer to the link numbers described above.









Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Aberdeen City Council 100023401, 2011

- KEY:**
- Existing Path —
 - New Link Required —
 - Path Requiring Upgrade —
 - Proposed Shared Use —
 - Dropped Kerbs Required (Link 4) ●
 - New on-road Cycle Lanes —



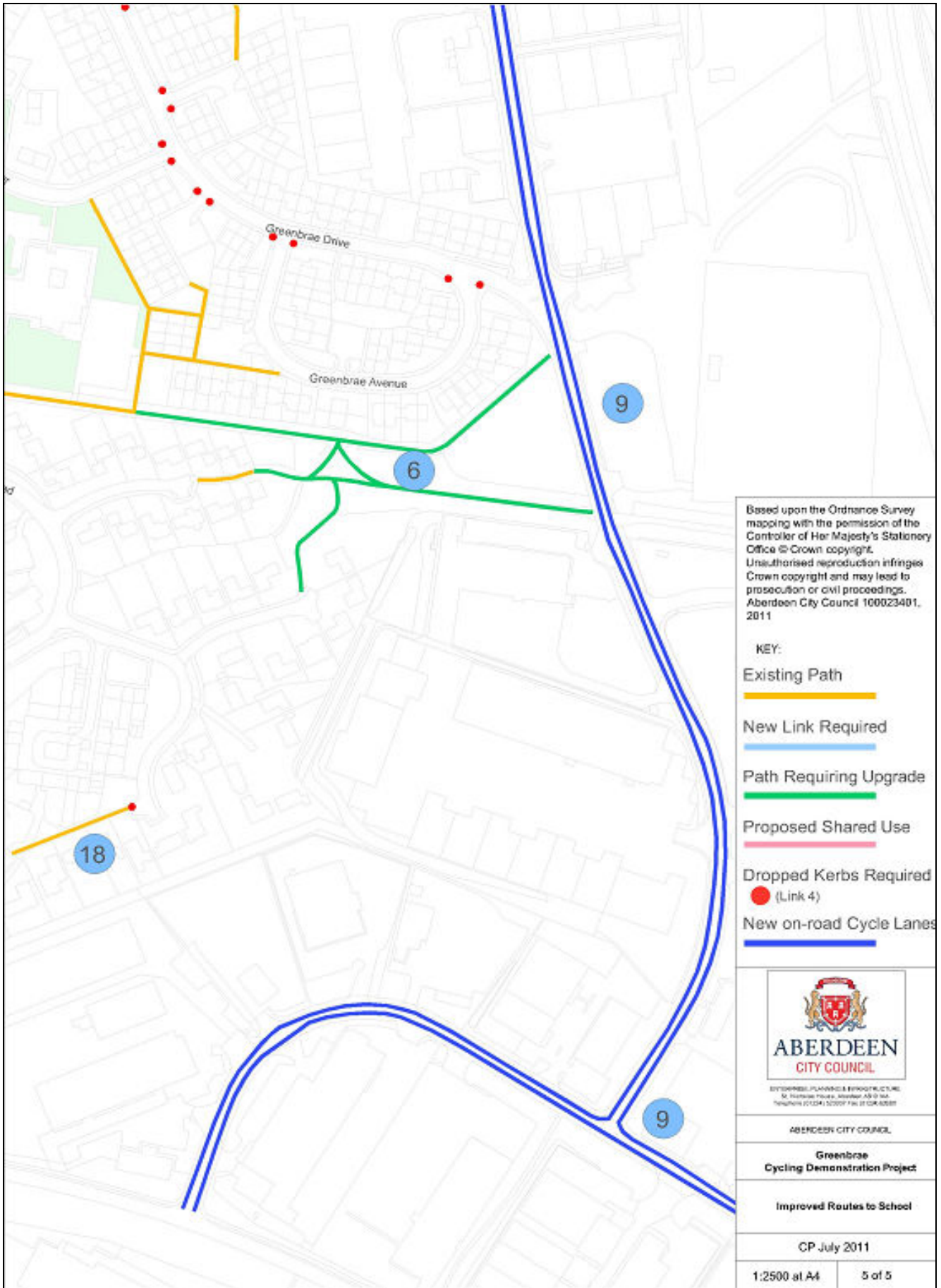
BY ORDER OF THE PLANNING & ENVIRONMENTAL SERVICES
 10, MARKET PLACE, ABERDEEN AB9 8QA
 TEL: 01224 252200 FAX: 01224 252201

ABERDEEN CITY COUNCIL

Greenbrae Cycling Demonstration Project

Improved Routes to School

CP July 2011
 1:2500 at A4 4 of 5



Equality and Human Rights Impact Assessment - the Form

There are separate guidance notes to accompany this form – “Equality and Human Rights Impact Assessment – the Guide.” Please use these guidance notes as you complete this form. Throughout the form, **proposal** refers to policy, strategy, plan, procedure or report.

STEP 1: Identify essential information

1. Committee Report No.

2. Name of proposal.

3. Officers completing this form.

Name	Designation	Service	Directorate
Will Hekelaar	Planner	Planning and Sustainable Development	Enterprise, Planning and Infrastructure

4. Date of Impact Assessment.

5. When is the proposal next due for review?

6. Committee Name.

7. Date the Committee is due to meet.

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

Lead Council Service – Planning and Sustainable Development (Transportation Strategy and Programmes).

Other Council Services – Road Safety and Traffic Management, Grounds Maintenance, Contracting Services Department.

Partner agencies – Nestrans, Greenbrae School

9. Please summarise this Equality and Human Rights Impact Assessment, (EHRIA). This must include any practical actions you intend to take / have taken to reduce, justify or remove any adverse negative impacts (if necessary continue on blank sheet of paper). **Please return to this question after completing EHRIA.**

It is not anticipated that this proposal will have any negative impact on Equality and Human Rights. The project is designed to benefit all those living and working within the community, has been developed with the local community and aims to bring the community together in the development of a shared vision for their neighbourhood and a sense of ownership of the project. It is hoped that the proposal will have a further positive impact on certain groups, especially school-age children who will benefit from improved and safer routes to the school and may, therefore, be given greater freedom to travel without adult supervision. The promotion and facilitation of cycling may benefit other groups, including women, who traditionally cycle less than men, and those on low incomes who, perhaps finding motorised forms of transport too expensive, can enjoy the increased mobility offered by the bicycle, a relatively inexpensive transport mode. It is also hoped that any physical improvements within the area will benefit those with disabilities as all upgraded and new paths will be designed to be suitable for use by all, including wheelchair users. Any concerns about cyclists sharing facilities with vulnerable groups will be addressed by a campaign urging responsible and respectful path use.

10. Where will you publish the results of the Equality and Human Rights Impact Assessment? Tick all that apply.

- Summary of EHRIA will be published in committee report under section "Equality Impact Assessment"
- Full EHRIA will be attached to the committee report as an appendix
- Summary of EHRIA to be published on Council website within relevant service pages

STEP 2: Outline the aims of the proposal

11. What are the main aims of the proposal?

The main aim of the proposal is to transform the Greenbrae School catchment area into a 'cycle-friendly community' through a combination of infrastructure improvements, marketing, promotion and education.

12. Who will benefit most from the proposal?

Those living and working in the Greenbrae School catchment area, particularly pedestrians and cyclists travelling to the school and the industrial areas.

13. Tell us if and how the proposal will increase equality of opportunity by permitting positive action to redress disadvantage?

The project will facilitate cycling which could benefit those who find car travel less affordable, possibly improving access to employment and services.

14. What impact will the proposal have on promoting good relations and wider community cohesion?

The project is community-led and based on the needs and desires of the community. It aims to bring together the residents and workers of the various housing developments and workplaces in the Denmore/Dubford area to discuss their aspirations for the area, developing a shared vision for the neighbourhood, and thereby bestowing a sense of community ownership of the project and any infrastructure measures implemented. The project was generated by the local primary school and the proposed interventions have been identified through a series of engagement events with the school pupils and the wider community, where all those living and working in the neighbourhood have been encouraged to contribute their thoughts and ideas on how walking and cycling in the area can be made more safe and pleasant.

STEP 3: Gather and consider evidence

15. What evidence is there to identify any potential positive or negative impacts in terms of consultation, research officer knowledge and experience, equality monitoring data, user feedback and other?

Similar projects have taken place throughout Britain as part of the Scottish Government's Smarter Choices, Smarter Places initiative and the English Cycling Demonstration Towns. More locally, Peterhead in Aberdeenshire has recently been designated a Cycling Demonstration Town. No significant detrimental impacts have come to light from any of these projects.

STEP 4: Assess likely impacts on equality strands

16. Which, if any, equality target groups and others could be affected positively or negatively by this proposal? Place the symbol in the relevant box.

(Positive +, neutral 0, - negative)

Equality Target Group					
Race*	0	Disability	+	Gender**	+
LGB***	0	Belief	0	Younger	+
Older	0	Others e.g. poverty	+		

* Race includes Gypsies/Travellers

** Gender includes women, men, Transgender

*** LGB: Lesbian, Gay and Bisexual

17. Please detail the potential positive and/or negative impacts on the groups you have highlighted above? Detail the impacts and describe the groups affected.

<p>Positive impacts (describe groups affected)</p> <p>Younger – the proposals will primarily benefit younger members of the community in that the first stage of the project involves identifying, and then improving, a series of safe walking and cycling routes to and from the local primary school. It is hoped that the facilitation of safe cycling will foster a sense of independence among younger members of the community for whom the journey to and from school might be their first experience of travelling without adult supervision. The school pupils have already benefitted from the project through the reinstatement of cycle training at the school, and a series of school engagement sessions have taken place to educate the children about the</p>	<p>Negative Impacts (describe groups affected)</p>
--	--

<p>benefits of cycling. It is anticipated also that project work and site visits will be arranged to allow the pupils to gain a greater understanding of the necessary engineering measures and to allow them to help with the monitoring of the project through getting involved with pedestrian and cycle counts and surveys.</p> <p>Gender – evidence suggests that women, especially young and teenage girls, are less prone to cycle than their male counterparts and that school-age girls undertake less physical activity than boys of the same age. Developing a cycle-friendly neighbourhood could encourage a greater uptake of cycling in the area by girls and women, allowing them to partake of the health and social benefits of an activity traditionally associated with men.</p> <p>Disability – the proposals include upgrading a series of paths currently in poor condition, installing new off-road paths where clear desire lines exist and improving road crossings. Such improvements should benefit members of the community with a disability, particularly wheelchair users, as all improvements will comply with the 2010 Equalities Act and all new infrastructure will be designed for use not only by cyclists, but also by pedestrians, wheelchair users and those pushing prams or buggies. Part of the project will involve a promotional campaign, urging cyclists to be responsible and respectful path users and to give priority to vulnerable user groups at all times. A meeting is to be held imminently with the Disability Advisory Group (DAG) to discuss these proposals in more detail.</p> <p>Others – The initiative will promote and facilitate cycling which may be of benefit to those on low incomes as cycling is a relatively inexpensive activity compared to the cost of owning a car or using public transport.</p>	
--	--

STEP 5: Apply the three key assessment tests for compliance assurance

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

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

How?

No

Legality

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

Legitimate aim

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

Proportionality

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

STEP 6: Monitor and review

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

A survey has already been launched to establish baseline levels of, and attitudes towards, walking and cycling in the area. This will be repeated each year of the project and will be expanded to incorporate residents' views on any new or upgraded infrastructure, as well as any events or promotions that have been held. The project team will maintain a presence in the community through work with the school pupils, regular community drop-in sessions and a printed newsletter to all households in the area, which will contain the contact details of the project team. Such a presence should provide a conduit for any discontent and dissatisfaction with any element of the scheme to be raised.

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

As the project progresses, officers will seek to ensure that no group suffers a negative impact through the proposals. Should it be found that there is a negative impact on any of the equality target groups or risk of any other human rights breach, action will be taken to address this and further engagement will be undertaken with the specific group impacted upon to seek how to eliminate this. This EHRIA will be subject to an annual revision.

STEP 7 SIGN OFF

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

Person(s) completing the impact assessment.

Name	Date	Signature
Will Hekelaar	25/7/11	

Quality check: document has been checked by

Name	Date	Signature
Joanna Murray	25/7/11	

Head of Service (Sign-off)

Name	Date	Signature
Margaret Bochel	4/8/11	

Now –

Please send a copy of your completed EHRIA together with the proposal to:

Head of Service
Customer Service and Performance
Aberdeen City Council
St. Nicholas House, Broad Street
Aberdeen, AB10 1GZ

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Disabled Persons; Parking Places (Scotland) Act 2009 – Eligibility
REPORT NUMBER	EPI/11/131

1. PURPOSE OF REPORT

- 1.1 This report provides information to members of the Committee on implications for disabled persons' parking places arising from the Disabled Persons' Parking Places (Scotland) Act 2009. (DPPPA 2009) and recommends an approach to be followed

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
1. Note the content of this report;
 2. Instruct officers that all requests for the making of disabled street parking orders in respect of street parking places shall be dealt with in accordance with the new Disabled Persons Parking Places (Scotland) Act 2009 and as outlined in report EPI/10/194 which was approved by the Enterprise Planning and Infrastructure Committee at its 7 September 2010 meeting.
 3. Instruct officers to retain those advisory disabled street parking places awarded under clause 7 of the Council's previous criteria for so long as they are required by the individual(s) concerned.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications as a result of this report.

4. OTHER IMPLICATIONS

- 4.1 The City Wardens are responsible for the enforcement of any disabled parking bay which has been implemented following the coming into force of the DPPPA 2009. If advisory spaces were to remain alongside the new enforceable spaces, they must be clearly identified and wardens must be clearly briefed on which ones are enforceable.

5. BACKGROUND / MAIN ISSUES

5.1 Report

- 5.1.1 Prior to the DPPPA 2009 coming into effect Aberdeen City Council had approved and installed a small number of on-street disabled parking spaces (up to 25No) where the applicants didn't qualify for a Blue Badge.

These advisory parking spaces were awarded following discussions with the local Councillor and where the child or adult suffered from learning difficulties or such an illness as Dementia or Alzheimer's. In these circumstances the applicant could not be left unattended at the kerbside while the driver found a suitable parking space.

They were approved as they met the Council's criteria for an advisory on-street parking place which were in place at that time (see appendix A, point 7).

- 5.1.2 It should be highlighted that Aberdeen City Council was one of the very few, if not the only Scottish Authority that tended to look favourably on child applicants or adults with learning difficulties that did not hold a Blue Badge where road safety was a concern. Under the previous advisory disabled parking scheme there was no legislative requirement for the disabled motorist to display a Blue Badge in their vehicle whilst it occupied the advisory space and as a result, the fact that the applicant was not in possession of a Blue Badge was not an issue.

5.2 Implications of the Disabled Persons' Parking Places (Scotland) Act 2009 (DPPPA)

- 5.2.1 The DPPPA 2009 came into force in October 2009. The Act provides for the enforcement of disabled persons' parking places and removes local authorities' powers to designate on-road advisory disabled parking spaces, that is a disabled parking space which is not subject to an order made under section 45 of the Road Traffic Regulation Act 1984.

- 5.2.2 As members may be aware from previous reports the DPPPA requires local authorities to identify every advisory disabled on-street parking space and decide which of the spaces are to be retained. All retained

spaces and all new disabled parking spaces must now be subject to a Traffic Regulation Order. As a result, any vehicle which parks in one of these designated on-street parking spaces without displaying a Blue Badge can be issued with a Penalty Charge Notice. It should also be noted that all remaining disabled parking spaces will no longer be specific to an individual but will be useable by any other Blue Badge holder.

- 5.2.3 Under the terms of the DPPPA, only persons (i.e. individuals or organisations) who hold a Blue Badge and have a suitable vehicle registered at their address can request the local authority to make a disabled street parking order in respect of a street parking place which is in the authority's area and from which there is convenient access to the person's address. Some disabled persons will not be able to make such a request because they do not meet the criteria for a Blue Badge (usually because they are not in receipt of the higher rate of the mobility allowance, nor do they meet the secondary qualification in that they don't have a disability which affects their walking ability).

5.3 Consultation with Scottish Government

- 5.3.1 Officers have written to the Scottish Government to inform them of the anomaly that exists within Aberdeen in relation to the new DPPPA and whether they were minded to permit the retention of advisory spaces in situations such as this.
- 5.3.2 The Scottish Government have responded to officers and indicated that:
- The Act improves the previous position by creating powers to take action against individuals parking in disabled bays without displaying a valid blue badge.
 - Guidance was issued to all local authorities on 17 May 2010, including advice that under the Act, local authorities had until 30 September 2010 to begin putting in place arrangements to make all disabled parking spaces within their area enforceable.
 - In the particular case of on-street disabled parking, any such advisory parking spaces (historic) should either be made enforceable, if close to the residence of a Blue Badge holder or if not, removed.
 - In that regard, advisory spaces have no legal backing and any on-street disabled parking bays should only be made available to valid blue badge holders.

5.4 Proposals

- 5.4.1 As the Council are duty bound to follow the above procedures as a result of the coming into force of the DPPPA all new disabled persons' parking place requests are being considered in accordance with the procedures outlined in report EPI/10/194 and approved by the Enterprise Planning and Infrastructure Committee at its 7 September 2010 meeting.

- 5.4.2 Officers would not wish to see persons who were previously granted an on-street advisory disabled parking place be disadvantaged by the removal of such a facility if there is still a genuine need for it. However under the terms of the DPPPA, any vehicle using a disabled parking place which is included within a Traffic Regulation Order must display a Blue Badge otherwise a PCN may be issued.

To remove this small number of on-street advisory disabled persons' parking spaces would in some cases cause these individuals and families considerable distress.

- 5.4.3 It is therefore proposed to retain these existing advisory disabled street parking places until at least such time as the up to date position in each case is further evaluated, if necessary with input from Social Care and Wellbeing staff. Those spaces which continue to be required by the individuals concerned would remain as advisory spaces until such time as they are no longer required through changes in circumstances.

However Members should be aware that this proposal would be in breach of the legislation. As regards existing advisory disabled street parking places, section 4 of the DPPPA provides that the authority "*must remove any road-markings or sign posts indicating that the parking place is for the use only by a disabled persons' vehicle*" Where the authority ;

(i) decide that the parking place is not one from which there is convenient access to the address of a person who holds a Blue Badge; or

(ii) decides that it has no power to make a disabled street parking order in respect of the parking place; or

(iii) starts the statutory procedure for the making of such an order in respect of the parking place and the result is that no such order is made.

Failure to remove such road-markings or sign posts where any of the above three circumstances apply amounts to a breach of the legislation. Indeed, in terms of section 4(7) of the DPPPA, such removal ought to have been undertaken by 30 September 2010 where circumstances (i) or (ii) apply.

This proposal accordingly leaves the Council open to the risks of public criticism and reputational damage. The advisory places would have no legal effect and would be unenforceable, as at present.

The alternative approach would be to instruct officers to secure compliance with the section 4 duty to remove road-markings and sign posts in respect of existing advisory disabled street parking places as detailed above.

6. IMPACT

- 6.1 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 equality to people with mobility difficulties with respect to access around the City.
- 6.2 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.

Consultees comments

Council Leader – **Councillor Callum McCaig** - email sent 29/07/11

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean - email sent 29/07/11

Vice Convener: Councillor John Corall - email sent 29/07/11

Local Members

Councillor George Adam	email sent 29/07/11
Councillor Yvonne Allan	email sent 29/07/11
Councillor Marie Boulton	email sent 29/07/11
Councillor Bill Cormie (Depute Provost)	email sent 29/07/11
Councillor Barney Crocket	email sent 29/07/11
Councillor Martin Greig	email sent 29/07/11
Councillor Muriel Jaffrey	email sent 29/07/11
Councillor Alan Milne	email sent 29/07/11
Councillor George Penny	email sent 29/07/11
Councillor Richard Robertson	email sent 29/07/11
Councillor John West	email sent 29/07/11
Councillor John Stewart	email sent 29/07/11
Councillor Kevin Stewart	email sent 29/07/11
Councillor Jillian Wisely	email sent 29/07/11
Councillor Ian Yuill	email sent 29/07/11
Councillor Irene Cormack	email sent 29/07/11
Councillor Alan Donnelly	email sent 29/07/11
Councillor James Kiddie	email sent 29/07/11
Councillor Neil Cooney	email sent 29/07/11
Councillor Mark McDonald	email sent 29/07/11
Councillor Jennifer Laing	email sent 29/07/11
Councillor Len Ironside	email sent 29/07/11
Lord Provost Peter Stephen	email sent 29/07/11
Councillor Wendy Stuart	email sent 29/07/11
Councillor Gordon Townson	email sent 29/07/11
Councillor Neil Fletcher	email sent 29/07/11
Councillor Kirsty West	email sent 29/07/11
Councillor Aileen Malone	email sent 29/07/11
Councillor Neil MacGregor	email sent 29/07/11

Councillor Jackie Dunbar	email sent 29/07/11
Councillor Gordon Graham	email sent 29/07/11
Councillor Andrew May	email sent 29/07/11
Councillor James Hunter	email sent 29/07/11
Councillor Norman Collie	email sent 29/07/11
Councillor Jim Noble	email sent 29/07/11
Councillor Gordon Leslie	email sent 29/07/11
Councillor John Reynolds	email sent 29/07/11
Councillor Jim Farquharson	email sent 29/07/11
Councillor Jennifer Stewart	email sent 29/07/11
Councillor Willie Young	email sent 29/07/11

Council Officers

Barry Jenkins, Head of Finance, Resources *has been consulted and has no comments related to finance.*

Jane MacEachran, City Solicitor, Continuous Improvement *has been consulted and the report amended to make members aware that the recommendation proposed by officers does not comply with the legislation.*

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

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted

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

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – *has been consulted and agrees with the recommendations*

Mike Cheyne, Roads Manager has been consulted

Neil Carnegie, Community Safety Manager has been consulted

Margaret Jane Cardno, Community Safety Manager has been consulted

Colin Walker, Community Safety Manager has been consulted

Dave Young, Account Manager, Service, Design and Development has been consulted

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services

7. BACKGROUND PAPERS

Report No EPI/10/194 – “Disabled Persons’ Parking Places (Scotland) Act 2009 Implementation Update;

Minute of Enterprise, Planning & Infrastructure Committee meeting, 7 September 2010;

8. REPORT AUTHOR DETAILS

Doug Ritchie
Engineer
Road Safety and Traffic Management Team
dritchier@aberdeencity.gov.uk
(01224) 538055

Appendix A



CRITERIA FOR APPROVAL OF A REQUEST FOR A PARKING FACILITY FOR PERSONS WITH A DISABILITY

In order to implement the policy, approval of applications for a parking facility is generally only given when the following conditions are met: -

- a) Either (1) the person with a disability is the **DRIVER** of the vehicle
Or (2) able bodied drivers with a disabled person living with them should be granted a disabled space if the disabled person meets the following criteria;
- b) Either (1) the person with a disability receives the **HIGHER RATE** of the **MOBILITY COMPONENT** of the **LIVING ALLOWANCE**
(2) the person with a disability, if **NOT** the driver has been awarded a blue badge
- c) There is **NO SUITABLE OFF-STREET PARKING FACILITY** available near the disabled person's home.
- d) The vehicle is **NORMALLY KEPT** at the home address of the applicant

IN ADDITION IT SHOULD BE NOTED: -

- 1) The **HIGHER RATE** of the **MOBILITY COMPONENT** of the **DISABILITY LIVING ALLOWANCE** is the best criteria based on independent medical assessment. Consideration should be given to an applicant in full-time employment.

However in 2007 the disabled persons (Badges for Motor Vehicles)(SCOTLAND)(Amendment) Regulations came into force and introduced a more stringent eligibility criterion. These badges will only be issued to those with genuine walking difficulties. Applicants should be physically unable to visit shops etc. unless there is suitable parking. This disability must be permanent and not intermittent or temporary.

THEREFORE THE HOLDING OF A 'BLUE BADGE' SHOULD BE CONSIDERED AS A CONTRIBUTORY PRIMARY QUALIFICATION TO RECEIVE A PARKING SPACE, IF THE APPLICANT IS THE DRIVER OF THE VEHICLE

- 2) Reserved spaces are not provided to allow vehicles to park while assisting or collecting a disabled person if the vehicle is **NOT NORMALLY PARKED** at the address concerned.

Neighbours, who also have parking problems may resent seeing an empty vacant space laying empty most of the time, hence bringing the system into disrepute.

- 3) It is felt that a vehicle collecting or delivering a disabled person may double park if necessary for the time required for the disabled person to get out of the vehicle.

Similarly, if the driver of the vehicle is a member of the family, taking the applicant out occasionally but not using the space all the time then neighbours may feel aggrieved at the situation.

- 4) To date members of the public generally respect reserved spaces although they have no legal standing, but if people feel that they are not warranted then they may start parking in them and the police would be powerless to prevent this.
- 5) Any establishment for the elderly or disabled persons may apply for a reserved space for ambulances and this is considered favourably when ambulances visit the establishment regularly.
- 6) It may also be noted that as the number of applicants increases, other members of the public are complaining that, in their view, certain people should not be considered applicable for a space. Therefore in order to accelerate the process for general applications and prevent time wasting caused by insubstantial applications criteria must be strictly adhered to prevent the system falling into disrepute.

- 7) Consideration should be given to installing a disabled parking space for a disabled applicant who is **NOT** the driver **ONLY** if the applicant;

- Is a child, aged 2 – 16 inclusive, with disabilities that can be confirmed by their General Practitioner
- Is a sufferer of Dementia that can be confirmed by their General Practitioner
- Is a person that has learning difficulties that can be confirmed by their General Practitioner
- Is a person who has a mobility vehicle that is normally kept at the address

The above applicants would only be considered if there are road safety concerns when the applicant is left unattended at the roadside.

- 8) If the disabled parking applicant meets the criteria above then a disabled parking space will be allocated at the nearest appropriate location to their property once a site visit has been carried out by a representative from Aberdeen City Council.
- 9) If the disabled applicants situation changes after they initially applied they should notify Aberdeen City Council immediately.
- 10) Applicants are requested to reapply for the parking facility for person with a disability every three years as per the policy approved by Aberdeen City Council Environment & Infrastructure Committee 23 March 2005.
If the application does not meet the criteria the parking facility will be removed to prevent the system falling into disrepute.
- 11) An appeal will only be recommended if there are special circumstances that are out-with the above criteria and the local Councillors for the area are all in agreement with the special circumstances of the applicant a disabled parking space will be installed, once a site visit has been carried out, at the nearest available location.
- 12) In order to accelerate the process for general applications caused by insubstantial applications criteria must be strictly adhered to prevent the system falling into disrepute.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13th September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Blue Badge Reform
REPORT NUMBER	EPI/11/ 205

1. PURPOSE OF REPORT

- 1.1 This report provides information to members of the Committee on the Blue Badge reform programme which consists of a national online application service and production and distribution of badges. The report also advises members of the staffing considerations and need to review the Green Badge status.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
1. Note the contents of the report and reforms to the Blue Badge scheme.
 2. Approve the signing, by nominated officers, of a Service Level Agreement with Northgate for the provision of an online Blue Badge application and badge production service
 3. Instruct officers to review the possible impact on the City Council's Green Badge scheme and to report back to a future committee following consultation with interested parties.
 4. Instruct officers to review the staffing and resources necessary to support the Blue Badge Scheme following the implementation of reforms in January 2012.

3. FINANCIAL IMPLICATIONS

- 3.1 The cost of the provision of the on line Blue Badge scheme will be £4.60 for each application approved and will be a cost that is to be met by this council from fees generated through the application submissions. It is anticipated the annual cost for the new on line service will be in the order of £14000 and will be met from the annual income of fees that is estimated

at £60000. The new online scheme will provide savings that will to some degree offset the fees to be paid to the online service provided and may assist in the efficiency of the service.

4. OTHER IMPLICATIONS

- 4.1 The integration of the new online service will require modification to current IT arrangements and be progressed by early November to allow the Blue Badge application to be processed and issued by the beginning of January.
- 4.2 As part of a review of the Green Badge scheme it will be necessary to liaise and consult with a number of internal and external parties particularly the Disability Action Group, prior to reporting back to committee.

5. BACKGROUND / MAIN ISSUES

5.1 Considerations

- 5.1.1 The Scottish Government have over the last 12 months been progressing a programme of reforms to the existing Blue Badge scheme that has implications for all authorities particularly in the administration of applications and issue of badges. The reforms that are to be introduced over the coming months are supported by secondary legislation that aims to provide clarification and a level of consistency across all authorities in the application of the Blue Badge Scheme that it is felt currently does not exist and to ensure the scheme is able to deal with the future demands of a modern society..
- 5.1.2 At present some 274,000 blue badges have been issued by local authorities and represents over 5% of the population. This figure is a substantial increase over the 1997 figure of 134000 and reflects the mobility needs of society with an increasing number of older people, rising use of vehicles and expectations for mobility and independent living.

The current practice and delivery of the scheme nationally by local authorities has evolved over time with many of the adopted practices unrelated to legislation and resulting in a lack of consistency of application and administration of the scheme across the different authorities.

The reforms that have been brought forward by the Scottish Government are related to Eligibility and the Administration of the scheme and are discussed further below.

5.2 Eligibility

- 5.2.1 In firstly considering eligibility a principal concern of the Scottish Government was that the scheme be sustainable in the long term for those who are dependant on the use of a blue badge. The following reforms are to be implemented and relate to the definitions of those eligible for a blue badge.

Reform measure
Extend eligibility to more disabled children under the age of 3 with specific medical conditions.
Replacing “is unable to walk or has considerable difficulty walking” with “is unable to walk or virtually unable to walk” A similar change is required for those with a temporary disability.
Removing the word “congenital” from the criteria “a person who drives a vehicle regularly, has a severe congenital impairment in both arms” thereby also allowing those who have acquired upper limb impairment in both arms, to apply for a badge.

Reform measure
Extending the descriptions of bulky medical equipment to include children with casts and associated medical equipment for the correction of hip dysplasia.
Providing automatic entitlement to severely disabled service personnel and veterans.

Appendix A provides further detail and background on the above reform measures and is an extracted from a news letter from the Scottish Government.

5.3 Administration

- 5.3.1 Significant changes are to be made in the administration of the blue badge scheme and from the 1st January 2012 all application and badge issues will be delivered through a national online data base to be administered by an independent company, Northgate, on behalf of the Scottish Government
- 5.3.2 At present each individual authority operates independently with all applications lodged directly with the authority for consideration and the issue of a badge where the applicant meets the necessary eligibility criteria. As noted earlier the current administrative system has evolved and the various authorities have developed their own systems and data bases with the scheme delivered by a range of services ie Social Work, Roads, Environmental Services etc. This disparity between the ways in which the blue badge scheme has been administered at a local level has

lead to inconsistencies nationally and is a principal driver in the reform of the system.

- 5.3.3 The new administration process to be introduced towards the end of 2011 will centralise the submission of all applications through a national online data base and the issue of badges on approval by the local authority.
- 5.3.4 Whilst applications are to be held and registered within a national data base the local authority will continue to consider and assess all of the applications and approve the issue of blue badges to those meeting the revised eligibility criteria. It is important to note that under the new administrative regime applicants will be able to submit applications on-line or alternatively submit hard copies to their local authority as at present. Hard copy applications will then be entered into the national data base by council officers before consideration and assessment.
- 5.3.5 Where an application is approved by the local authority an instruction will be given to the service provider Northgate to print and send the badge directly to the applicant or alternatively the local authority for distribution. There are obligations and unavoidable costs associated with the work to be carried out by Northgate and these are discussed later in this report.
- 5.3.6 The current form of the Blue Badge has been revised through the reform of the scheme and the following changes are to be implemented.

Reform measure	
Replacement badges to include the date of issue in addition to the expiry date.	
Establish with local authorities a common service improvement project which will deliver operational efficiency savings. This project will be self-funding and should deliver efficiency savings.	End 2011.
Scottish Government to publish a "Code of Practice" for local authorities.	Summer 2011
Update the "Blue Badge Scheme" leaflet on the Scottish Government's Blue Badge website.	April 2011
Development of new "Can I Get A Blue Badge?" and "Rights and Responsibilities of a Blue Badge Holder" leaflets.	Autumn 2011

- 5.3.7 The new badge that will be produced centrally by Northgate for all authorities has been redesigned to improve security both in terms of forgery and use by the applicant and enforcement officers. A recent newsletter providing further information on the badges is given in Appendix B to this report.

- 5.3.8 A code of practice is to be issued by the Government in the autumn and will provide clarity and guidance for all of the authorities and will assist in the achievement of consistency of application.

5.4 Northgate – Financial Implication

- 5.4.1 Northgate has been commissioned to provide an online application service, data base and to produce and issue blue badges on the approval of applications by the various authorities. Whilst the Government has commissioned Northgate to provide this service it will be necessary for the City Council to enter into a Service Level Agreement with Northgate for the local delivery of this service. Members will note that the services that are being delivered by Northgate cannot be carried out independently by this authority and that only Northgate will have the ability to provide the online service and production of blue badges from January 2012.

- 5.4.2 The provision of this service will deliver some benefits and savings in respect to the staff time involved in the production of badges and those applications that are submitted online. At this time it is difficult to estimate the savings in staff time that will be realised and will to a degree depend on the percentage of application submissions made on line. It is anticipated that initially the majority of applications will be submitted in hard copy with a progressive move to online applications taking a number of years before significant benefits are realised from this element of the service provided by Northgate.

- 5.4.3 However immediate savings in officer time will be realised for the manufacture of the blue badges and will go some way to relieving some of the pressure on officers to meet the rising level of demand for badges. Within Aberdeen approximately 3000 applications are approved annually with each badge / pack taking an estimated 15 minutes to produce. The provision of this service by Northgate represents a time saving of some 102 working days. The blue badge service within the council is currently under extreme pressure with applications taking significantly longer than desired through the seasonality of applications and the available staff resource. Additional resources have been committed to assist in the progression of the applications but cannot be sustained without detriment to other important service areas or increased finances to fund additional posts at different times of the year.

Although the new system will not resolve the current seasonal peaks and subsequent staffing problems, it will shift the responsibility for part of the process to Northgate to achieve the delivery targets.

- 5.4.4 The staffing levels allocated for the current delivery of the blue badge service for Aberdeen City do need to be reviewed to improve service delivery. However it is felt that it would be prudent to carry out the review in the Spring 2012 following the implementation of the national online service.

- 5.4.5 The services to be provided by Northgate do attract charges and these are noted below together with the primary functions.
- 5.4.6 The Data Sharing System will include 24hour service to a fully functional data base. It will have the ability to take payments for approved applications, to validate applications and to undertake initial eligibility checks, with fast tracking where applicable, requesting badge printing and to reject applications. The cost of a single approved application will be £4.60 and includes the making and distribution of badges. A five year contract with Northgate has been agreed by the various Government bodies across the UK and there will be no cost increase over the contract period.
- 5.4.7 However, as noted earlier, whilst the national data base provides an online service it will be the responsibility of the City Council to input all hard copy applications, verify and review all applications, as at present, and carry out all of the checks required in the processing and consideration of application.
- 5.4.8 Optional services are available from Northgate and include the input of data for hard copy applications at an indicative cost of £4.96 per application and the updating of application details at an indicative cost of £2.68. It is felt that the City council would not wish to take up the optional services at this time.
- 5.4.9 A fee of £20 is presently charged for the provision of a blue badge and it will be noted that only those applications that are approved attract the payment. Members will note that the £20 fee is the maximum that can be charged under current legislation.
- 5.4.10 The payment for the services that are to be provided by Northgate will impact on the fee income to this council but will be offset by the cost savings associated with the production of the badges and savings in officer time. The saving in officer time in particular should allow applications to be dealt with more efficiently allowing the officers to reprioritise duties for the service delivery.

5.5 Green Badges – Implications

- 5.5.1 Aberdeen City Council is the only authority within Scotland to operate a Green Badge or similar scheme for those with higher levels of mobility difficulty. The provision of Green badges does not align with the Blue Badge scheme. The Scottish Government has expressed serious concern that the Green Badge initiative does not comply with the underlying principles of the national scheme and have strongly indicated that with the reforms that are to be applied the Green Badge scheme should be withdrawn.

- 5.5.2 In light of the changes to the Blue Badge scheme and the concerns that have been raised at a national level it is felt that it would be prudent to review the Green Badge initiative in its current form. It is therefore suggested that a report reviewing the Green Badge scheme be submitted to a future meeting of the committee following consultation with interested parties.

6 IMPACT

- 6.1 Under recent legislative changes the production and distribution of Blue Badges can only be carried out by Northgate on behalf of the Scottish Government and together with other reforms be seen to ensure consistency of approach at a national level and assist in the efficiency of the service.
- 6.2 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.

7. BACKGROUND PAPERS

The Disabled Persons (Badge for Motor Vehicles) (Scotland) Regulations 2000

The Disabled Persons (Badge for Motor Vehicles) (Scotland) Regulations 2007

The Disabled Persons (Badge for Motor Vehicles) (Scotland) Regulations 2011

8. REPORT AUTHOR DETAILS

Andrew Smith
andrews@aberdeencity.gov.uk
(01224) 538056

Appendix A
Extract from Scottish Executive News letter
Blue Badge Awareness - Eligibility

1. These changes are mainly about fairness. The first extends to children, between the ages of 2 and 3, the provision that currently exists for children up to and including the date of their second birthday who need to be accompanied by medical equipment which cannot easily be transported, or who are affected by unstable medical conditions and may require emergency treatment. Once these children reach the age of 3, they should then be able to apply under the other existing eligibility criteria.
2. It may be necessary to make transitional arrangements for children under the age of 2 who have been issued with a Blue Badge before the new Regulations enter into force. This also applies to children between the ages of 2 and 3 who held a badge which has already expired. Provided that they continue to meet the eligibility criteria on account of their condition, they will become, under the transitional arrangements, eligible for a Blue Badge until their third birthday.
3. For example the badge belonging to an eligible child born on 15 February 2009 would have expired on 16 February 2011. Under the amended legislation the parent of that child, if still deemed eligible, would be able to obtain a new badge that would run from 1 April 2011 until 15 February 2012.
4. This cannot be addressed by legislation, because Blue Badges must be issued with an expiry date. Instead it will be necessary for the local authority to re-issue a Blue Badge, on application, to an eligible child to cover the period between the new Regulations entering into force and their third birthday. This may in some cases lead to badges being issued for very short periods of time. It will be for local authorities to decide whether or not to make a charge for the issue of this badge, in line with the regulations which govern the scheme.
5. Local authorities assess Blue Badge applications using one of two routes:
 - “eligible without further assessment” (sometimes referred to as “automatic”); and
 - “eligible subject to further assessment” (sometimes referred to as “discretionary”).
6. Where an applicant is assessed using the discretionary criteria, the main criterion used is “unable to walk or has considerable difficulty walking”. However, we believe this is too vague - while the term “unable to walk” is unambiguous, the term “considerable difficulty walking” is less so. Currently, Blue Badge legislation does not expand on the meaning of “considerable difficulty walking”. Staff assessing applications must use their own judgement as to what this means, which unsurprisingly, has led to a lack of consistency across local authorities.

7. In order to create consistency across local authorities, we are changing the legislative definition of “unable to walk or has considerable difficulty walking” to “unable to walk or virtually unable to walk”. The latter is used by the Department for Work and Pensions (DWP) when assessing applications for the Higher Rate of the Mobility Component of Disability Living Allowance (HRMCDLA).
8. As an award of HRMCDLA enables applicants to obtain a Blue Badge without further assessment, using the DWP criterion will foster consistency in three ways:
 - all local authorities will have a much tighter definition to work within;
 - all Blue Badges which are awarded on the basis that the applicant is unable to walk or virtually unable to walk will be consistent with all automatic awards of HRMCDLA where a Blue Badge holder is unable or virtually unable to walk; and
 - the majority of occupational therapists who will potentially carry out independent medical assessments are familiar with the DWP definitions.
9. We are removing the word “congenital” from the criteria “a person who drives a vehicle regularly, has a severe congenital impairment in both arms” thereby also allowing those who have acquired upper limb impairment in both arms, to apply for a badge.
10. We are extending the descriptions of bulky medical equipment to include children with casts and associated medical equipment for the correction of hip dysplasia. In most cases, these applicants should be issued with a temporary badge for one year, with a facility to extend at no extra cost to the applicant where required, as it is unlikely that they will have a cast on for longer than 12 months.
11. Another measure we will introduce shortly is that we will ensure that severely disabled service personnel and veterans who are compensated under the new Armed Forces Compensation Scheme (AFCS) and meet certain qualifying criteria will receive the same automatic entitlement to a badge as those veterans who were compensated under the War Pensioner’s Mobility Supplement.
12. The Scottish Government has therefore agreed with the Ministry of Defence (MoD) that eligibility should automatically be extended to service personnel and veterans who have been both: awarded a lump sum at AFCS tariffs 1-8; and assessed by the Service Personnel and Veterans Agency (SPVA) as being unable or virtually unable to walk. Based on figures supplied by the MoD, we estimate that there will be very few applicants per year under AFCS tariffs 1-8.
13. The SPVA will issue an applicant who meets these conditions with a letter confirming both their level of award under the AFCS and that they are unable or virtually unable to walk. The applicant will then present that letter to their

local authority when applying for a Blue Badge. Local authorities need to verify this letter with the SPVA on receipt.

14. These applicants are in effect eligible under the “unable to walk or virtually unable to walk” criteria. The only difference is that their eligibility assessment is carried out by MoD and a further assessment is not required.
15. It is important to reiterate that in order to be eligible for a badge; an applicant has to meet the criteria laid down in legislation. We have been made aware that some local authorities appear to be issuing badges to people who do not meet the eligibility criteria, e.g. on the sole basis of age, for disabilities and conditions which are not covered in the legislation, or to blue badge holders from outside the EU while visiting Scotland.
16. Local authorities must remember that they only have legal power to issue Blue Badges to disabled people who meet the specific descriptions prescribed in legislation and must continue to adhere to the current statutory criteria until new eligibility extensions come into force on 1 April 2011.
17. All staff involved in advising applicants or determining eligibility should ensure that they have up to date information on the eligibility criteria. Local authorities should also strive to provide their residents with up to date Blue Badge information on their websites to reflect changes as and when they come into force.

Appendix B
Administration / Badge design
Blue Badge reform News Letter June 2011

Blue Badge Reform Programme

Newsletter



Welcome to our second e-newsletter on the reform of the Blue Badge scheme in Scotland. This newsletter sets out details of forthcoming changes in the administration of the scheme, relating in particular to the Code of Practice, Service Personnel and War Veterans, and the appointment of Northgate Information Solutions to deliver a Blue Badge Improvement Service.

The Disabled Persons (Badges for Motor Vehicles) (Scotland) Amendment Regulations 2011

The above regulations came into effect on 1 April 2011 and have been reflected in the new [Guidance for Badge Holders](#) leaflet. Further information about the amended regulations can be found in our March 2011 e-newsletter, available from the [Scottish Government's Blue Badge website](#).

Blue Badge Improvement Service (BBIS)

In addition to the above regulations, it was agreed by Ministers that the Department for Transport (DfT), the Scottish Government and the Welsh Assembly Government would work together to deliver a Blue Badge Improvement Service (BBIS) to carry out various administration functions relating to the Blue Badge schemes across Great Britain. Following a competitive procurement the contract was awarded to Northgate Information Solutions.

Northgate Information Solutions will develop this new service so that it is available to all local authorities in Scotland, England and Wales. They will:

- design and maintain an on-line eligibility checklist and an on-line application form that will be available from the Scottish Government's Blue Badge website;
- design a central database of all Blue Badges on issue including key information on those badge holders;

- enable local authorities to transfer their historic records onto the system; and
- design, securely print, personalise and distribute a new, more secure and robust badge.

We believe that a central database, an on-line applications system and a single secure print service for the badge will provide numerous benefits to local authorities.

Database

A single supplier for the badge will allow a common numbering system to be used, enabling a more effective control of badges, particularly for those that are reported as lost or stolen. We also anticipate that the BBIS will result in quicker, easier renewals as reminders can be distributed centrally.

BBIS will enable quick and easy enforcement checks by officers from anywhere in the country on badges issued by any authority, either using a desktop PC, a handheld device or a SMARTphone.

Support Services

Northgate will provide an initial enquiry support service to handle general enquiries from members of the public which, in line with the Service Level Agreement (SLA), will be available 24 hours a day, 7 days per week, 365 days a year, except for scheduled maintenance. In addition, a helpdesk and managed service administration and support service will be available 08:30–18:00 Monday–Friday, excluding public holidays.

Newsletter

New Badge Design & Supply

One of the most significant changes we are making is to the design of the Blue Badge itself so that it is harder to copy, forge and alter. The new badge will be made of PVC and include elements such as complex printing patterns; a holographic feature that can't be photocopied or scanned; use of security inks that are only available from a restricted list of providers; raised features and Braille; a 2D barcode, and a digital photograph. Some features will be clearly visible through a windscreen while other hidden features will only be evident on physical inspection.

The quality and durability of the badges being issued will also be improved so that they remain legible for throughout the 3 year lifespan of the badge and the details do not fade in the sun. The use of sophisticated anti-fraud technologies on the new badge and more security in the storage and distribution should cut down on fraud.

We will use secondary legislation to specify the form of the new Blue Badge design and remove the requirement for a signature on the badge. From 1 January 2012 authorities will only legally be able to issue or replace an old-style badge with a Blue Badge that complies with this legislation.

It is important to note that although Northgate will run this service, local authorities will remain responsible for final decisions on whether or not an applicant is eligible for a badge, for referrals for mobility assessments and for other checks on an applicant's residency and identity.

On-line Application

The application process will include automated checks to help prevent inaccurate, multiple or fraudulent applications from being made. These checks will reduce the need for time-consuming, paper-based checks ordinarily carried out by individual authorities. The data obtained from the on-line application form will feed into the central database.

Contract Arrangements

On behalf of the 3 administrations, the Department for Transport has agreed a standard contract that forms the Terms and Conditions for BBIS. A Service Level Agreement (SLA) has also been drawn up. A common Access Agreement has been prepared as part of the contract.

The contract will run for 5 years, with the option for a further 2 years.

Next Steps

A management group consisting of DfT and the Scottish and Welsh Governments will oversee the programme with the following underlying management structure:

- an executive strategy group – this will be made up of the DfT, the Scottish and Welsh Governments, Northgate, and senior local authority representatives. This group's role will be to lead on strategy and oversee build/roll out of BBIS, deal with escalated issues and ensure delivery is kept on track. We would envisage it meeting three times in 2011, and then twice yearly after that.
- Northgate and local authority representatives group – this will act as the active decision-making group that oversees detailed development and delivery of the project. This group will meet every 2 months.
- Special interest groups – these groups will focus on particular aspects of BBIS, for example, enforcement and fraud prevention, administration and processes, and technical aspects of the system. These will be virtual groups, using web-based forums for communication.

We would be grateful for your active involvement in the aforementioned groups to ensure that the roll-out of BBIS is successful. If you would like to participate in any of the 3 groups please email BBES@dft.gsi.gov.uk.

Newsletter

Events

The engagement and communications programme begins now. Three initial workshops have been arranged for local authority representatives on 15 June in York, 20 June in London, and on 29 June in Glasgow. The Glasgow event will be held in the Radisson Blu Hotel in Argyle Street and will run from 11:00 to 16:00.

At the workshops we will explain in more detail the scope of BBIS and the high level requirements that have already been agreed; discuss what is needed over the next few months by way of preparations and change management; and show an initial demonstration of how the system and the new badge might look. Northgate may also seek views on some of detailed functional requirements for the system.

Further detailed information on BBIS is available by emailing bbis@northgate-is.com or by telephoning 0800 804 6326.

Showcase Events

In preparation for BBIS going live on **1 January 2012** the workshops will be followed up by some showcase events to demonstrate the prototype BBIS. The showcase events will be held in August throughout the UK and will demonstrate how the system can be accessed by local

authorities, and will also provide the opportunity to see samples of the new badges. Dates have yet to be arranged for these events.

Severely Disabled Service Personnel and War Veterans

From 9 May 2011 severely disabled service personnel and war veterans that receive the Armed Forces Compensation Scheme (AFCS) award under tariffs 1 to 8, and are assessed by the Service Personnel and Veterans Agency (SPVA) as having a permanent and substantial disability which causes the person to be unable or virtually unable to walk, may be automatically eligible for a Blue Badge. The AFCS covers injuries sustained in service on or after 6 April 2005 and operates a tariff system.

Code of Practice

We are currently developing a 'Code of Practice'. The Code will be guidance for local authorities that will include sections on the application process, assessing eligibility, administration, organisational badges and enforcement as well as various checklists, case studies, a model application form and Frequently Asked Questions. We hope to issue a draft 'Code of Practice' to local authorities in June for general comments on the overall document and it's content.

CONTACT US

Further information about the reform programme can be found on the Scottish Government's Blue Badge Scheme website at www.transportscotland.gov.uk/road/blue-badge-scheme/review.

Alternatively, if you have any additional queries, please get in touch with the Blue Badge Team at BlueBadge@transportscotland.gsi.gov.uk or by telephone on 0131 244 1525.

This page is intentionally left blank



Equality and Human Rights Impact Assessment - the Form

There are separate guidance notes to accompany this form – “Equality and Human Rights Impact Assessment – the Guide.” Please use these guidance notes as you complete this form. Throughout the form, **proposal** refers to policy, strategy, plan, procedure or report.

STEP 1: Identify essential information

1. Committee Report No

2. Name of proposal.

3. Officers completing this form.

Name	Designation	Service	Directorate
Andrew Smith	Traffic Engineering Manager	Roads Operations	EP&I

4. Date of Impact Assessment.

5. When is the proposal next due for review?

6. Committee Name.

7. Date the Committee is due to meet.

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

Enterprise Planning and Infrastructure

9. Please summarise this Equality and Human Rights Impact Assessment, (EHRIA). This must include any practical actions you intend to take / have taken to reduce, justify or remove any adverse negative impacts (if necessary continue on blank sheet of paper). **Please return to this question after completing EHRIA.**

The provision of the service for a national data base, optional on line service and badge production will add greater flexibility to the existing system, enhance service provision and assist in providing consistency of service and application nationally.

10. Where will you publish the results of the Equality and Human Rights Impact Assessment? Tick all that apply.

- Summary of EHRIA will be published in committee report under section “Equality Impact Assessment”
- Full EHRIA will be attached to the committee report as an appendix
- Summary of EHRIA to be published on Council website within relevant service pages

STEP 2: Outline the aims of the proposal

11. What are the main aims of the proposal?

The main aim of the proposal is to enhance the current service provision and provide consistency at a national level.

12. Who will benefit most from the proposal?

Applicants for blue Badges can use an online system which is available 24 hours a day, 7 days per week.

The system will provide improved badges that are designed against fraudulent misuse and ensure renewal reminders are sent to existing users.

13. Tell us if and how the proposal will increase equality of opportunity by permitting positive action to redress disadvantage?

The proposed reforms will allow improved access for applications and provide a responsive system for future years.

14. What impact will the proposal have on promoting good relations and wider community cohesion?

The improved accessibility to make Blue Badge applications will enhance the service and provide efficiencies.

STEP 3: Gather and consider evidence

15. What evidence is there to identify any potential positive or negative impacts in terms of consultation, research officer knowledge and experience, equality monitoring data, user feedback and other?

The improvement service is in addition to the existing service and can only enhance provision.

STEP 4: Assess likely impacts on equality strands

16. Which, if any, equality target groups and others could be affected positively or negatively by this proposal? Place the symbol in the relevant box.

(Positive +, neutral 0, - negative)

Equality Target Group					
Race*	0	Disability	+	Gender**	0
LGB***	0	Belief	0	Younger)
Older	+	Others e.g. poverty	0		

- * Race includes Gypsies/Travellers
- ** Gender includes women, men, Transgender
- *** LGB: Lesbian, Gay and Bisexual

17. Please detail the potential positive and/or negative impacts on the groups you have highlighted above? Detail the impacts and describe the groups affected.

Positive impacts (describe groups affected)	Negative Impacts (describe groups affected)
Will improve the service for all applicants and will ensure consistency nationally. The new badge design will also reduce the potential for fraud and misuse	None

STEP 5: Apply the three key assessment tests for compliance assurance

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

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

Legality

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

N/A

Legitimate aim

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

N/A

Proportionality

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

N/A

STEP 6: Monitor and review

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

Number of online applications
Time taken to issue badges

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

Analysis of findings will allow a review of the necessary staffing levels and resources to meet expectations of applicants.

STEP 7 SIGN OFF

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

Person(s) completing the impact assessment.

Name	Date	Signature
Andrew Smith	30/8/11	

Quality check: document has been checked by

Name	Date	Signature
Mike Cheyne		

Head of Service (Sign-off)

Name	Date	Signature
Hugh Murdoch		

Now –

Please send a copy of your completed EHRIA together with the proposal to:

Head of Service
Customer Service and Performance
Aberdeen City Council
St. Nicholas House, Broad Street
Aberdeen, AB10 1GZ

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Driveway Application Appeals - 158 Bonnyview Drive and 40 Longview Terrace, Aberdeen.
REPORT NUMBER:	EPI/11/208

1. PURPOSE OF REPORT

This report advises members of the details of appeals against officer decisions to refuse applications to form driveways at 158 Bonnyview Drive and 40 Longview Terrace.

2. RECOMMENDATION(S)

It is recommended that the applications for a driveway at 158 Bonnyview Drive and 40 Longview Terrace be refused as access in both cases would be from a public parking area which is against the approved policy for driveways and would be detrimental to the general parking provision for the area.

3. FINANCIAL IMPLICATIONS

There are no financial implications as the applicant would be responsible for all costs involved in the construction of the driveway and associated footway crossing should the Committee choose to allow the application.

4. SERVICE AND COMMUNITY IMPACT

The creation of driveways at 158 Bonnyview Drive and 40 Longview Terrace will lead to additional road safety risks. Reducing the available parking spaces may lead residents to park indiscriminately creating problems of obstruction and road safety. Also parking on footways would create difficulties of access for pedestrians and safety issues.

5. OTHER IMPLICATIONS

There is a risk that by approving a driveway at both locations a precedent will be set and future similar applications would be difficult to resist.

6. BACKGROUND

At its meeting of 27 September 2005 the Policy & Strategy Committee resolved to approve a revised Roads Consent Policy for the assessment of driveway applications. The revised policy aims to provide scope for prospective applicants in areas which are currently affected by local parking capacity problems and which are constrained by the current policy. The revised sections are as follows –

- I. A driveway will not generally be allowed access from a parking lay-by if that lay-by is regularly used by parked vehicles, and locally available parking would be reduced detrimentally by creating a driveway access.
- II. Access to a driveway from a communal car park will generally not be allowed if car parking spaces are removed and the overall parking provision within the car park is reduced. However, consent may be considered if the following criteria can be fully satisfied –
 - If the number of spaces which would be removed as a result of creating a driveway can be replaced elsewhere in the area, and
 - Funding can be identified to construct the relocation of car parking spaces elsewhere, and also
 - The applicant(s) has the agreement of the Local Member to progress a scheme for the requisite amount of car parking spaces which would be lost in providing a driveway access.

In relation to point (II) above it is recognised that in most cases, parking problems will affect a local area and not just individual residents. In that regard the policy condition set out above states that the Local Member must grant their consent, and hence be directly consulted, in each case for area schemes which propose to provide the balance of parking lost from the installation of a driveway. But perhaps most importantly, funding has to be in place to create the replacement parking before the driveway application can be created.

6.1 APPLICATION FOR CONSIDERATION

6.1.1 158 Bonnyview Drive (see appendix 1)

This application is within the ward of Councillor Gordon Graham, Councillor Kevin Stewart and Councillor Jackie Dunbar and is a request from the resident of 158 Bonnyview Drive for a driveway to be installed within the front garden area. In this instance there is no requirement for a Planning Application but the driveway application needs Roads Consent. The application for the driveway was refused on 17 June 2010, as access would be from a public parking area and is against the policy for driveways as mentioned in 6.0. The applicant has appealed

the decision through Councillor Gordon Graham, who has requested that the application be presented to Committee for consideration, as he feels in this situation it can be justified.

The driveway at the above property would remove 2 public parking spaces to provide one private off-street parking space and as no location nearby or funding could be identified to replace the lost spaces, the application has been refused. Officers carried out a survey and observed that the car park outside 158 Bonnyview Drive is well used and removal of spaces from this car park would further impact on the public parking provision in this area. It has also been observed that parking on the footway of Bonnyview Drive adjacent to the car park occurs during the day time and may be further aggravated in the evening while parking demand increases.

The provision of a driveway at this location will:

- reduce the amount of spaces available and will lead to further indiscriminate parking which will cause a road safety hazard. Footway parking puts pedestrians at risk, especially children and those with a disability.
- have detrimental impact on the parking for the local area and on those residents who do not have exclusive off street parking available.
- effectively sterilise the use of parking for the local community in an area where demand is reasonably high.

6.1.2 40 Longview Terrace (see appendix 2)

This application is within the ward of Councillor Gordon Graham, Councillor Kevin Stewart and Councillor Jackie Dunbar and is a request from the resident of 40 Longview Terrace for a driveway to be installed within the front garden area. In this instance there is no requirement for a Planning Application but the driveway application needs Roads Consent. The application for the driveway was refused on 02 April 2006, as access would be from a public parking area and is against the policy for driveways as mentioned in 6.0. The applicant has appealed the decision through Councillor Gordon Graham, who has requested that the application be presented to Committee for consideration, as he feels in this situation it can be justified.

The creation of a driveway at the above property would remove 2 public parking spaces to provide one private off-street parking space. Officers carried out a survey and observed that the car park outside 40 Longview Terrace is well used and removal of spaces from this car park would further impact on the public parking provision in this area. However additional parking could be found near the location by increasing parking in a car park on Longview Terrace but there is no budget for this work to be carried out and so funding would have to be identified and hence the application has been refused. There are two existing driveways in properties adjacent to 40 Longview Terrace which clearly removed a number of public parking spaces. However these

driveways are historical having been approved a number of years prior to the introduction of this driveway policy.

As a result of the above, it is not deemed possible to create a driveway which does not compromise parking policy since it will remove one or two parking spaces which would certainly aggravate the parking problem in the area. Doing so will also cause road safety hazards for pedestrians with vehicles parking on the footway due to the increased demand for parking spaces.

The approval of either or both these applications would set a precedent and so bring the whole driveway policy into disrepute.

7. BACKGROUND PAPERS

Appendix plan's 1 and 2.

8. REPORT AUTHOR DETAILS

Nathan Thangaraj
Technical Officer
nthangaraj@aberdeencity.gov.uk
(01224) 538068

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean – Email sent 01/08/2011 and had no comments.

Vice Convener: Councillor John Corall - Email sent 01/08/2011 and had no comments.

Local Members

Councillor Gordon Graham	Email sent 01/08/2011
Councillor Kevin Stewart	Email sent 01/08/2011
Councillor Jackie Dunbar	Email sent 01/08/2011

Council Officers

Barry Jenkins, Head of Finance, Resources – ***has been consulted and had no comments relating to finance.***

Jane MacEachran, City Solicitor, Continuous Improvement - ***has been consulted***

Ciaran Monaghan, Head of Service, Office of Chief Executive - ***has been consulted***

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure - ***has been consulted***

Hugh Murdoch, Head of Service, Shelter and Environment – ***has been consulted***

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – ***has been consulted and agrees with recommendations***

Mike Cheyne, Roads Manager - ***has been consulted***

Margaret Jane Cardno, Community Safety Manager - ***has been consulted and agrees with recommendations***

Dave Young, Account Manager, Service, Design and Development - ***has been consulted***

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13th September 2011
CORPORATE DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Residential Use of Denburn Car Park Overnight
REPORT NUMBER	EPI/11/212

1. PURPOSE OF REPORT

- 1.1 This report provides a review of the use of the Denburn car park and opportunity for overnight parking by local residents who have on street parking permits.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee approve the use of the lower section of the Denburn car park between the hours of 1800 and 0800 for residents who have an on street parking permit.

3. FINANCIAL IMPLICATIONS

- 3.1 There will be costs for the erection of the necessary signing and painting of the lower car park if considered necessary. The estimated cost of the additional signing is in the order of £300.

4. SERVICE & COMMUNITY IMPACT

- 4.1 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility.
- 4.2 The provision of additional overnight residents parking will improve accessibility and local facilities

5 OTHER IMPLICATIONS

None

6 REPORT

Main Considerations

- 6.1 Reference is made to the minute of the Committee of the 15th March 2011 wherein the committee requested that a report on the use of the lower section of the Denburn for residents during the off peak periods of 1800 to 0800 be presented to a future committee.

Background

- 6.2 At its meeting of the 15th March 2011 the committee approved the use of the Mearns Street, Chapel Street and West North Street car parks by residents who have on street parking permits during the off peak hours of 1800 to 0800.
- 6.3 The recommendation of the report to the Controlled Parking Working Group did not support the use of the Denburn car park due to the demands placed on it by the city centre commercial uses and the need to maintain a level of car parking to sustain a vibrant local economy.

Review of Car Park Use

- 6.4 The use of the car park has been closely monitored and has shown a peak occupancy of approximately 250 vehicles when events within the city centre are being held and closely mirrors the uses of His Majesty's Theatre (HMT).
- 6.5 The Denburn car park has a capacity of 325 spaces and operating with a minimum threshold capacity of 75 parking spaces at peak times. The use of the car park diminishes dramatically after 2230 hours and is relatively empty overnight. The occupancy of the car park was noted to be low, approximately 80 cars, in the evenings when there was a limited amount of city centre events or performances at HMT.
- 6.6 For some time now officers have had concerns over the unsocial behaviour that is experienced in the lower part of the car park with graffiti and vandalism an occasional occurrence. The level of unsocial behaviour is thought to be related to the lack of use of the lower section.
- 6.7 Following further consideration it is felt that the use of the lower section by residents through the night period would add a presence and use to this area, and would go some way to dissuade the current levels of unsocial behaviour.
- 6.8 There remains a concern that the use of the lower floor by residents in the evenings and overnight could, to some degree, impact on the availability of parking for activities within the city centre. However, it is felt this would be offset by the presence and movement of vehicles within the lower level throughout the night time period and discourage unsocial uses.

7. REPORT AUTHOR DETAILS

Andrew Smith
Road Safety and Traffic Management Team
andrews@aberdeencity.gov.uk
(01224) 538056

8. BACKGROUND PAPERS

Minutes of the EP&I meeting of the 15th March 2011
Report to Controlled Parking Working Group of 24th February 2011

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 th September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Service 5 BRDG Funding/Real Time Upgrade Project
REPORT NUMBER:	EPI/11/218

1. PURPOSE OF REPORT

The purpose of this report is to seek approval from members to undertake a project to upgrade the existing Real Time system and install new Real Time Bus Information displays in the City Centre using government Bus Route Development Grant funding.

2. RECOMMENDATION(S)

That the Committee agrees,

- To proceed with the proposal to upgrade and install new Real Time Bus Information displays in the City Centre

3. FINANCIAL IMPLICATIONS

This project would cost a total of £112,377.90 for improvements to on- street displays and £30k for a new base station. This would be funded from Bus Route Development Grant money awarded to Aberdeen City Council in 2006 from the Scottish Government. There would be no further financial requirement as ongoing maintenance would be the responsibility of First Aberdeen.

4. OTHER IMPLICATIONS

Real Time displays would remain the property of Aberdeen City Council. If First Aberdeen ceases their maintenance contract at the end of the 3 to 5 year period we would remain in ownership of the equipment but would be under no obligation to continue any maintenance on the equipment.

5. BACKGROUND/MAIN ISSUES

In 2006 Aberdeen City Council were awarded Bus Route Development Grant (BRDG) funding from the Scottish Government to implement along with First Aberdeen significant improvements to the Service 5.

The majority of this was spent on new vehicles in order to increase the frequency of the service and to allow for the routing of the service via Aberdeen Royal Infirmary. These were purchased by First Aberdeen and funded by Aberdeen City Council using the BRDG funding.

Initially this was a great success with the patronage on the service increasing rapidly. Over the years patronage levels have decreased and the frequency of the service has also been reduced. There is no revenue budget available to support an increase of frequency on this service.

A further £200k of the BRDG funding remains. This is capital money and as such must be spent accordingly. This funding should preferably have been utilised before this date, as the BRDG project was awarded over a 3 year timescale.

Officers along with First Aberdeen have investigated a number of possible schemes to use the funding to bring about further improvements to the Service 5 or any connecting services.

The investigations to date have failed to identify a suitable option which can be delivered within budget and that is a notable enough project to bring considerable improvements to the service.

However following recent discussions with First Aberdeen a project of improving the Real Time Bus Information has been identified as a viable option.

Aberdeen City Council has now terminated the maintenance agreement for on-street real time displays. This has since been taken over by First Aberdeen, although the infrastructure remains under the control of Aberdeen City Council. Currently our Traffic Engineering and Legal Teams are preparing an agreement between First Aberdeen and Aberdeen City Council governing this arrangement.

First Aberdeen will be installing a new base-station for the real time system at Redmoss. The new base station will provide faster and improved connections to the on street real time displays, however for this to be successful a number of signs will need upgrading in order that they can fully receive the faster signal.

It is also notable that although the backroom system for the Aberdeen Real Time system appears to be working relatively well, the on street displays at particular locations can regularly produce inaccurate information.

During a meeting between Aberdeen City Council and First Aberdeen it was discussed that the BRDG funding for Service 5 could be used to upgrade Real Time displays in the City Centre so that they are in a fully working order.

First Aberdeen have noted that they would be willing to enter an agreement whereby they would be responsible for the annual maintenance of the system and the ongoing maintenance of any new and existing real time bus information displays signs for a minimum of 3 to 5 years.

If Aberdeen City Council utilise the BRDG money to fund the new base station unit and for the upgrade and purchase of new displays this will allow for the possibility of other operators eventually using the system as these will remain under our ownership. If First Aberdeen solely fund a new unit this may prove as a barrier to the inclusion of other operators. It is worth noting that Aberdeenshire Council are currently working on a project for Real Time information which should see Stagecoach Bluebird services being equipped with real time capability in this financial year.

Aberdeen City Council would also require that if any other operators wished to make use of the system then First Aberdeen should permit this, provided the other operators were prepared to pay their share of maintenance costs.

The maintenance of an on-street real time system will provide a real benefit to users of not only the service 5 but for all connecting bus services across the entire City Centre. Many passengers, particularly in the City Centre place a reliance on the real time system and its continued presence in Aberdeen is important to improving the public transport experience.

In addition the launch of the Real Time website has been a great success and this site is complimented by a working and accurate on street real time information system.

We have been working closely with First Aberdeen and ACIS to produce a costed programme of proposed improvements to be put together for the BRDG funding. ACIS are a company who specialise in real time information and provide services to passengers, transport operators and local authorities. ACIS supplied all of Aberdeen City's on street displays and undertake the maintenance on these units.

This proposed programme includes upgrading on-street displays and the addition of new signs which will be GPRS. GPRS is a "general packet radio service" and is mobile data service for mobile communications. This is a mobile form of sending information. This change will allow for faster and more accurate up to date information to be displayed to the public working in conjunction with the new base unit. The introduction of GPRS will require SIM cards to be installed in a number of screens in order that the GPRS signal can

be received. There will be an additional cost for the SIM cards which will cover 10 years, which is the minimum lifespan of a display.

Fig. 1 Project Proposal

Item	Description	Unit Price	Qty	Total
1	De-Install Existing Display to include removal and transport to storage	£252.50	82	£20,705.00
2	Supply and Install New 3 Line LED GPRS Display	£3,525.00	20	£70,500.00
3	GPRS Cost for 20 displays @ £75 year	£1,500.00	10 year SIM card	£15,000.00
4	De-Install of Display Computer and Radio to include re-Install at new location	£137.50	22	£3,025.00
5	Supply New Antenna and install	£149.90	21	£3,147.90
	Maintenance for 12 months	£27,392		
Total Cost				£112,377.90

The above noted pricing reflects installation of 20 new GPRS displays and a refurbishment programme to improve on street displays to bring them to a good working order. It also includes the removal of certain displays.

Aberdeen City currently has 151 on street real time displays. First Aberdeen's maintenance agreement with ACIS will retain maintenance on 74 of these displays. The result will be that the remaining displays will eventually not operate.

ACIS have included costs for removal of all of these non used displays, these are displays which are generally outwith the city centre and are not at key locations. As part of the maintenance agreement these signs are no longer to be maintained and as such will not be in full use. We would propose to use parts from the removed displays in order to make available all spare parts which would be salvaged and used elsewhere to improve the remaining displays in the City Centre as part of the upgrade programme. ACIS would refurbish a total of 54 displays, leaving only fit for purpose displays on street for the general public, with the addition of 20 new signs.

We believe that the project proposal put forward would be the best way to proceed to ensure Aberdeen City has working on street real time displays and there are no disused displays on street.

6. 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.

It is a priority of the Council's Five Year Business Plan that Aberdeen has a fully integrated transport network. Any transport network is improved by the availability of information to the passenger and as such up to date real time information is critical to providing the passenger with the most accurate information for their journey.

The Aberdeen City Bus Information Strategy did not consider it appropriate to formulate any actions to improve or expand the operation of real time at the present time given financial constraints. However the strategy did recognise that results from public consultation suggest that there are a number of problems with the existing system and the public would like to see these resolved and the system expanded. The Strategy also recognises that both the Local and Regional Transport Strategies set out to expand the level of real-time information available.

There will be a public interest in this report as bus users value the real time system. However we do receive complaints when the system doesn't work and to improve this will provide a benefit to the public. At this stage an Equality and Human Rights Impact Assessment is not required.

7. BACKGROUND PAPERS

N/A

8. REPORT AUTHOR DETAILS

Chris Cormack, Public Transport Unit Team Leader,
ccormack@aberdeencity.gov.uk, 01224 523762

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Environment Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Flood Risk Management (Scotland) Act Implementation Progress Report
REPORT NUMBER:	EPI/11/220

1. PURPOSE OF REPORT

To update the Committee on recent developments requisite to implementation of the Act and in particular to outline the financial requirements necessary to ensure that the Council delivers on its statutory obligations as specified in the Act.

2. RECOMMENDATION(S)

That the Committee:

- i) Agree the recommendations of this report along with the Council's response (Appendix A) to the Scottish Environment Protection Agency's consultation in relation to the Flood Risk Management (Scotland) Act 2009, - "Flooding in Scotland: A Consultation on Potentially Vulnerable Areas and Local Plan Districts".
- ii) Instruct officers to agree with Scottish Water the scope of the integrated catchment model for Aberdeen including the Council's financial contribution to the cost of the project.
- iii) Instruct officers to notify SEPA that Aberdeen City Council is prepared to act as lead authority for the Aberdeenshire and Aberdeen City local plan district.
- iv) Refer this report to the next meeting of the Finance and Resources on 29 September with the recommendation that all identified revenue funding as per the Local Government Finance Settlement is made available for this and future years to fund Aberdeen City Council's duties under the FRM Act, including its contribution to the development of the integrated catchment model.

- v) Authorise the suspension of standing orders to allow officers to purchase the specialist software required to run the integrated catchment model. The software package will be predetermined by Scottish Water and SEPA and only available from a single supplier.

3. FINANCIAL IMPLICATIONS

£60,000 was included in the 2010/11 revenue grant to ACC for implementation of its duties under the FRM Act. This funding was only confirmed in February 2011 and therefore not spent but carried forward to 2011/12. It has not yet been made available to E P & I for FRM duties but is currently included in 'Reserves & Balances – Earmarked Sums'

An additional £150,000 has been added to the revenue grant for this financial year (2011/12) to cover FRM duties. There is therefore a maximum of £270,000 (includes £60,000 carry forward from 2010/11 discussed above) available for implementation of the Act this year. None of this funding is currently available to E P & I for FRM duties.

For future years (at least up to 2015/16) it is anticipated that revenue allocation from the Scottish Government will be similar but will increase if ACC is the lead authority. The revenue allocation may also require adjustment if the scale and scope of the integrated catchment model exceeds preliminary estimates.

4. OTHER IMPLICATIONS

The Council has a statutory duty to comply with the Act

There are no other staffing or property issues involved at present. However acting as lead authority will place some additional burdens on the Council beyond those of the Act generally.

5. BACKGROUND/MAIN ISSUES

5.1 The Flood Risk Management (Scotland) Act

The Act came into force on 26 November 2009. It enables provision to be made for implementing the European Communities Floods Directive 1. The purpose of this Directive is to establish a framework for the assessment and management of flood risks, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods.

The Act makes provision in relation to five main areas:

- a) Coordination and cooperation within the domain of flood risk management

- b) Assessment of flood risk and preparation of flood risk maps and flood risk management plans, including implementing the EC Floods Directive.
- c) Amendments to local authority and SEPA functions for flood risk management
- d) A revised statutory process for flood protection schemes incorporating deemed planning consent within the Flood Order
- e) Amendments to the enforcement regime for the safe operation of reservoirs.

The statutory Organisations responsible for delivery of the new legislation are:

- a) Scottish Government
- b) Local Authorities
- c) SEPA
- d) Scottish Water
- e) National Parks

Appendix B lists the milestones for implementation of the Act..

The Council responded to a consultation “Delivering Sustainable Flood Risk Management” as approved by this committee on 18 March 2011.

SEPA have now published (June 2011) “Flooding in Scotland: A consultation on Potentially Vulnerable Areas and Local Plan Districts”. Responses were required by 15 August 2011. Aberdeen City Council’s response is included in appendix A.

This consultation document includes identification of “Potentially Vulnerable Areas” and “Local Plan Districts” as well as estimating the weighted annual average damages as a result of flooding for each PVA.

Potentially Vulnerable Areas (PVAs) are defined as –“Catchment units in which the National Flood Risk Assessment (nFRA) has identified significant impacts from flooding either now, or in the future as a result of climate change. They will be used as the basis for producing Flood Risk Management Strategies.

Local Plan Districts (LPDs) are defined as – “Geographical areas from which Local Flood Risk Management Plans will be produced.” Aberdeen City, Aberdeenshire and part of Moray will form the Aberdeenshire and Aberdeen City district. This district includes the catchments of the Dee, Don and Deveron.

Weighted Annual Average Damages is defined as – “A strategic level estimate of flood damages calculated using the Multi-Coloured Handbook. The Weighted Annual Average Damages figure gives an indicative estimate of direct costs to residential properties, non residential properties and agriculture. It includes the benefit offered to

residential and non-residential properties by flood protection schemes which protect to a 1 in 200 year flood event. The figure does not include the benefit from Flood Warning Areas. These figures are indicative and have been derived using nationally held datasets. Care should be taken when applying these figures locally. They will be subject to change following consultation and as a result of subsequent more detailed assessments. A revised set of figures will be published as part of the National Flood Risk assessment in December 2011. They will be further updated and refined as part of SEPA's Flood Risk Management Strategies in 2013.

The nFRA has identified 9 PVAs within Aberdeen City. The cumulative estimated weighted annual average damages from flooding for the 9 areas is £20,000,000. This exceeds the figure for Aberdeenshire and Moray both of which form part of the North East local plan district. Because Aberdeen City has been identified as potentially having the most to lose from the effects of flooding it is proposed that ACC should notify SEPA that it wishes to act as lead authority for the North East district. SEPA in consultation with the Scottish Government will have the final say on which authority acts as lead.

The lead authority will be responsible for preparing the local district plan that supplements the national plan. This will be partly a coordinating role, but it will include managing the statutory process including preparation, publishing a draft, considering consultation responses and finalising the plan for the approval of Scottish Ministers. This includes obtaining the agreement of all councils in the local plan district together with SEPA and Scottish Water, to commit to fund flood prevention measures included in the local district plan.

5.2 Integrated Catchment Model

The Act places a duty on Scottish Water to carry out an assessment of flooding from the sewerage system for each of the Potentially Vulnerable Areas and any other areas identified by SEPA. Scottish Water is funded to deliver 5 of these assessments by December 2012. The SAIFF (Scottish Advisory and Implementation Forum for Flooding) Q&S Group agreed that:

The computer models produced in this investment period should be integrated models capable of assessing the interactions between all sources of flooding to enable the implementation of sustainable flood risk management interventions.

The 5 areas identified are:

Location	Local Authorities		
Edinburgh	City of Edinburgh	East Lothian	Midlothian
Grangemouth	Falkirk		
Aberdeen	Aberdeen City	Aberdeenshire	
Irvine To Ayr	East Ayrshire	North Ayrshire	South Ayrshire
Dundee	Dundee City	Angus	Perth & Kinross

It was further agreed by SAIFF that the following additional aspects should be considered to be part of the prioritisation process:

The Local Authority's commitment (of financial and other resources) to:

- a) Work in partnership with Scottish Water to understand the flooding issue. This will in the first instance require the commitment of funding and resources to develop an integrated model and implement a LFRMP in the near future to enable Scottish Water and Local Authority investment to be coordinated thus achieving maximum benefit;
- b) Work in partnership with Scottish Water to develop a strategy to deliver sustainable and integrated solutions.
- c) Deliver the element of the solutions for which they are responsible (for example Scottish Water would deliver improvement on the sewer system while the Local Authority may have to fund river improvement projects). This can be facilitated by setting up a structure which would provide governance for the development of Surface Water Management Plans (SWMPs).

The integrated model will primarily deal with Aberdeen City but may include small areas of Aberdeenshire. Properly developed the model will go a long way to fulfill much of Aberdeen City Council's statutory duties with regard to preparation of the Local Flood Risk Management Plan. For example it will cover those areas of the city where there is a known risk of flooding like the Green and Harbour area and allow flood mitigation and drainage investment strategies to be developed for those areas.

Detailed discussions are required between ACC and Scottish Water to determine the scope of the work and share of costs. However it is not expected that ACC's share will be less than £100,000 and could easily rise to twice this figure. Financial contributions will be required from ACC in years 2011/12, 2012/13 and possibly into year 2013/14.

On completion of the exercise ACC will receive a copy of the integrated flood model for our own use and development. In order to use the

model it will be necessary to purchase specialist software which is likely to cost in the region of £40,000 and have an annual maintenance cost of £6,000. This should be funded from the revenue allocation identified for implementation of the Act.

6. IMPACT

Implementation of the Act is a statutory requirement and a national initiative.

The management and mitigation of flooding has already generated public interest and will continue to do so.

7. BACKGROUND PAPERS

Flood Risk Management (Scotland) Act 2009

Delivering Sustainable Flood Risk Management – a consultation – January 2011

Flooding in Scotland: A consultation on Potentially Vulnerable Areas and Local Plan Districts including Appendix 6 – June 2011

SAIFF discussion paper: Prioritisation of areas for integrated catchment modeling in Q&SIIB – April 2011

The Multi-coloured Handbook – Published by the Environment Agency and DEFRA.

8. REPORT AUTHOR DETAILS

Alan Robertson

Structures, Flooding and Coastal Engineering Manager

alanr@aberdeencity.gov.uk

01224 (52)2419

Appendices

Appendix A: Flood Risk Management (Scotland) Act 2009 Consultation
'Flooding in Scotland: a Consultation on Potentially Vulnerable
Areas and Local Plan Districts'
Consultation Response from Aberdeen City Council

Appendix B: Milestones identified for implementation of the Act

Flood Risk Management (Scotland) Act Implementation Progress Report

APPENDIX A

Flood Risk Management (Scotland) Act 2009 Consultation 'Flooding in Scotland: a Consultation on Potentially Vulnerable Areas and Local Plan Districts' Consultation Response from Aberdeen City Council

1. Do you support the setting of a significance threshold that will capture the majority of flood impacts and subsequent action in a comprehensive planning system (i.e., based around Medium risk levels)?

Yes

2. Are there areas identified as PVAs following this assessment that that you believe should not be designated as at significant risk of flooding

No.

3. Are there any areas NOT identified as PVAs following this assessment that you believe should be designated as at significant risk of flooding.

No

4. Do you agree that the amendments made to the boundaries of the local plan districts are an appropriate response to the consultation exercise held in 2010? If not what changes would you suggest and why.

Regarding the proposed Aberdeenshire and Aberdeen City local plan district, the name is perhaps inappropriate because it contains a substantial part of Moray. Perhaps North East Local Plan District would be more appropriate.

5. Do you agree with the broad remit, membership and procedure for Local advisory groups?

Yes

6. Do you support use of the Area Advisory Group Boundaries established under the Water Framework Directive as the basis for establishing local advisory groups as required in Section 50 of the Flood Act? If not, what alternative arrangements would you suggest and why.

Yes

Flood Risk Management (Scotland) Act Implementation Progress Report

APPENDIX B

The milestones identified for implementation of the Act are as follows:

Deadline	Lead Authority	FRM Act requirement	Comments
18 March 2011	Responsible Authorities	Comments to Scot Gov on draft guidance on sustainable flood management.	Completed
May 2011	Scottish Government	Publish guidance on sustainable flood management	
January 2011	SEPA	Establish advisory groups	
December 2011	SEPA	Produce an assessment of flood risks across Scotland leading to identification of areas most vulnerable to flooding	The draft nFRA has been published as a consultation document with 9 PVA's identified in Aberdeen. The nFRA has also identified that there are more properties at risk from flooding in Aberdeen City than in either Aberdeenshire or Moray.
December 2011	SEPA	Identify Local Plan Areas	These are included in the recent consultation document. It is proposed that Aberdeen City, Aberdeenshire and part of Moray form one district. Because Aberdeen has the greatest number of properties at risk and has been chosen as one of the five initial areas for development of an integrated catchment model it is possible that Aberdeen will be the lead authority.
March 2012	SEPA	Establish local plan advisory groups	
No Statutory deadline	Local Authorities	Prepare a schedule of clearance and repair works	
Timescales to be set by Scottish Ministers	Local Authorities	Prepare maps of water bodies and Sustainable Urban Drainage Systems (SUDS)	
Timescales to be set by Scottish Ministers	SEPA	Prepare maps of artificial structures and natural features	

Timescales to be set by Scottish Ministers	Scottish Water	Publish an assessment of flood risk from sewerage systems	Aberdeen along with 4 other urban areas in Scotland has been chosen for the initial development of integrated catchment models. The costs will be shared between Scottish Water and ACC. ACC's share could be £200,000 spread over this and next financial year.
December 2013	SEPA	Publish an assessment of opportunities for restoration of natural features and characteristics to reduce flood risk	
	SEPA	Publish flood hazard maps and flood risk maps	
	SEPA	Publish a statement of consultation actions	
December 2014	SEPA and lead authorities	Publish draft national and local flood risk management plans for consultation	ACC likely to be Lead Authority for this
December 2015	SEPA and lead authorities	Publish flood risk management plans	ACC likely to be Lead Authority for this
June 2016	Lead local authorities	Publish implementation parts of local flood risk management plans	ACC likely to be Lead Authority for this
Cycle to be repeated every 6 years thereafter			Lead Authority Role could transfer to Aberdeenshire.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Roads Winter Services Plan
REPORT NUMBER:	EPI/11/268

1. PURPOSE OF REPORT

This report is intended to present 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" for 2011- 2012 (The Winter Services Plan will be sent to Councilors as an electronic attachment)

3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's approved Revenue budgets for Winter Maintenance and Emergencies 2011-2012 of £1.499M. It should be noted that the expenditure for the previous two winters have been £2.08M in 2010-2011 and £2.4M in 2009-2010

4. SERVICE & COMMUNITY IMPACT

This report has no direct implications in relation to Equalities & Human Rights Impact Assessment.

SOA & VDFL:

1.v,xviii

Aberdeen is an attractive place to do business

2.vii

Aberdeen will have high quality employment opportunities for citizens

3.viii

Ensure education is appropriate to pupil needs and ensure pupils leave school with skills essential to living

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

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. This years plan has taken into account the 2009-2010 recommendations of “Well Maintained Highways”

This year’s amendments have been made to reflect: the following-

a) Salt Usage and Stocks

During both the winters of 09/10 and 10/11 salt demand outstripped supply on a National basis. During both these winters, Aberdeen City managed to control salt usage by starting the winter season with a healthy salt stock and by introducing salt resilience operations at an early stage in order to manage supplies.

Currently it is unknown whether the situation with regard to national salt stocks will be any better during the forthcoming winter but once again we have increased our stock holding for the start of this season.

Over the last 2 years Transport Scotland has been co-coordinating the monitoring of salt stocks and usage across Scotland. Consideration is currently underway for this function to be carried out nationally by the Department for Transport.

Current salt stocks are nearly 16,000 tonnes. Our salt supplier has indicated that they should be able to supply a further 6,000 tonnes during November. This will put our start of season salt stocks to its highest level ever.

Year	Starting Tonnage	Usage
08/09	9,291	19,386
09/10	13,493	25,476
10/11	14,076	19,799
11/12	15,986 (+6,000)	?

Salt, which is purchased through Scotland Excel procurement, have increased this year from £26.59 per tonne to £29.25 per tonne. In an average winter 20,000 tonnes of salt will be used, this will increase our costs by an expected £53,200 during this financial year.

By prudent management of our salt stocks, Aberdeen City Council avoided the need to purchase salt from strategic reserves. This salt, although available, cost in the order of £60 per tonne ex Balmedie, however quantities were limited and required Transport Scotland's approval prior to purchase.

b) De-icing Agent

Severe problems were experienced last year with hard packed snow and ice requiring mechanical excavators to be deployed on carriageways to break them up. Hard packed material on footways had to be broken up by hand.

It is proposed to hold a quantity of de-icing agent in stock to allow trials to take place this winter should similar conditions present themselves. This material may also be trialed on busy shopping areas as an alternative to salt.

The application machinery is already owned by the Council.

c) Grit

Last year 3,000 tonnes of grit were used to assist with the clearance of snow and ice. Whilst this was a considerable reduction on the previous winter, this has continued to cause problems and expense for both street sweeping and gully emptying.

Stocks of grit will continue to be held, however they will again only be used in extreme conditions given the consequences following application.

De-icing agents, once suitably trialed, may provide a more acceptable alternative to the use of grit.

d) Salt Bins

There are currently approximately 850 salt bins throughout the City. Every year there are demands for further boxes at new locations. Maintaining these boxes is a very labour intensive operation and to continually increase their numbers will only add to the current restocking problems. It is proposed to limit the number of extra grit bins this winter, 15 have been allocated from requests received during last winter, it is proposed that the number of additional bins being allocated this winter is limited to a further 15.

A review of existing bins will be undertaken to ensure that they are still in an appropriate location, if not they will be removed and reallocated

e) Vehicles and Plant

It has been practice for several years now for the City Council to purchase second hand lorry chassis (approx 6 years old) and to use re-furbished gritter bodies. This has proved to be the most cost effective option. During the last two years there has been little investment in the gritter fleet, last year the option to purchase an ex demonstrator proved not only fortuitous but also excellent value for money.

Due to this under investment the fleet continues to age, this along with two very severe winters, has taken a toll on the condition and reliability of the vehicles. Replacement vehicles are urgently being sought.

f) Service Provision over Festive Period

<u>Day</u>	<u>Status</u>	<u>Service Available</u>
Fri 23 Dec	Normal Day	Full Service
Sat 24 Dec	Week End	Standby + Nightshift
Sun 25 Dec	Weekend	Standby + Nightshift
Mon 26 Dec	Public Holiday	Standby + Nightshift
Tue 27 Dec	Public Holiday	Standby + Nightshift
Wed 28 Dec	Normal Day	Standby + Rota + Nightshift
Thu 29 Dec	Normal day	Standby + Rota + Nightshift
Fri 30 Dec	Public Holiday	Standby + Nightshift
Sat 31 Dec	Week End	Standby + Nightshift
Sun 1 Jan	Week End	Standby + Nightshift
Mon 2 Jan	Public Holiday	Standby + Nightshift
Tue 3 Jan	Public Holiday	Standby + Nightshift
Wed 4 Jan	Normal Day	Full Service

Standby consists of sufficient staff to operate the 10 Priority 1 carriageway routes and 2 Priority footpath gritter routes. Standby cannot provide a 24 hour service, but will operate an early morning run at 5.45 am and finish with an afternoon treatment of the priority routes. Nightshift provides cover from 7.00 pm until 6.00 am to the main arterial routes throughout the City; this operation does not include any operations within the housing estates. The exception to this is in an emergency situation.

g) Public Information

An information section for Winter Operations was introduced to the Council Web Site part way through last winter. This provided information on gritter routes and live information on operations on the main routes.

A total of 1200 contacts were made to this service.

Work is currently underway to improve this information by including weather and road surface advice.

7. BACKGROUND PAPERS

Report to EP&I Committee "Winter Maintenance Operations 2010 - 2011" 24th May 2011

<http://councilcommittees/mgConvert2PDF.aspx?ID=13900>

8. REPORT AUTHOR DETAILS

Mike Cheyne



01224 522984



mcheyne@aberdeencity.gov.uk

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	13 th September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Maintenance of Municipal Buildings - General Response Maintenance Contracts
REPORT NUMBER:	EPI/11/253

1. PURPOSE OF REPORT

To advise committee of the establishment of a framework for the charging of actual costs to the Non-Housing Repair and Maintenance Fund for non-housing property repairs.

2. RECOMMENDATION(S)

It is recommended that the Committee approve the arrangements for managing the repairs and maintenance of non-housing properties.

3. FINANCIAL IMPLICATIONS

It is anticipated that a like for like saving of approximately £30K per annum could be made to the revenue Non-Housing Repair & Maintenance Fund. This saving is met from staff reductions in dealing with the management process and as such will form part of the PBB savings for EP&I, any additional saving will be used for much needed additional works to maintain the operational condition of the Council's existing operational property portfolio.

4. SERVICE AND COMMUNITY IMPACT

Corporate - This section should include links to the Community Plan, the Single Outcome Agreement, the 5 year Corporate Business Plan, individual Service Plans, and *Vibrant, Dynamic & Forward Looking*.

Please refer to the Single Outcome agreement and VDFL for this information. Both are available on the Zone.

Public - This report will have no direct interest or impact on the public

5. OTHER IMPLICATIONS

None

6. BACKGROUND/MAIN ISSUES

This report is in response to the following Committee Decisions

EP&I Committee of 18/01/11 Article 29

to instruct relevant officers to establish a framework for the charging of actual costs to the Non-Housing Repair and Maintenance Fund, in line with that already established in the Central and South area, and to report back to a future meeting of the Committee in this regard.

EP&I Committee of 27/04/11

The Council resolved to instruct officers to report to the Enterprise, Planning and Infrastructure Committee as soon as possible on how the risks involved could be mitigated.

The list of current contracts carried out over the City is shown on Appendix 1, which is contained under the exempt business on today's Agenda. This information is Exempt Information under paragraph 8-estimated expenditure on contracts.

These contracts will be managed by Building Services in either of the following categories

- as an operation carried out in-house, as is the case of the Double Glazing contracts
- carrying out of contracts in-house once appropriate training has taken place, such as Legionella,
- contracts which Building Service cannot replicate will remain externalised but under their control.

The process adopted for payment of and the monitoring of the works will be:

1. All works carried out across the City will be based on actual cost plus a percentage to cover overheads. This approach is in keeping with other service areas e.g. Roads. It should be noted that the majority of the monies in the current budget are currently spent on "Wind and Watertight" repairs along with any Health and Safety issues. It is intended that the savings provided by the work being carried out in-house be used to increase the repair work within the buildings.
2. Building Services currently have their own internal Quality Assurance section checking the standard of the Housing Repairs. The section check approx. 10% of all works carried out plus any additional checks required when responding to

customer complaints. This process will be carried through to the Non Housing Properties.

3. In order to manage the Non Housing Properties workload there will be a transfer of 3 Building, 2 Electrical and a Mechanical Inspectors from the existing Facilities Management Team to the Building Services Team.
4. As part of the new Facilities Structure there is a Hard Facilities Management team. This team will be carrying out an audit on the service provisions of both Building Services and the 3R's Maintenance project. This is not duplication of work but is part of the wider role of building management to ensure that the overall condition of the buildings is maintained. This team will have access to Building Service's cost control computer system, Consillium, in order to check the costs being allocated to a particular operation.
5. This team will be comprised of the remaining Inspectors from the existing Facilities Management Team.
6. There will be no Internal Charging, as of 1st April 2012 Building Services will be provided with a budget for the maintenance of all Non Housing Properties. The standard of the buildings will be monitored as part of the Asset Management Plan with any additional monies required to maintain or increase Building Condition Index having to be found through the Non Housing Capital Budget.

7. BACKGROUND PAPERS

Report to Resources Management Committee 6th December 2002
Non-Housing Maintenance Service Review

Report to Resources Management Committee 7th February 2007
Maintenance of Municipal Buildings 2007/09 - Central Area
Tender Report

Report to Enterprise Planning and Infrastructure Committee 18 January
2011
Maintenance of Municipal Buildings -General Response
Maintenance Contracts

8. REPORT AUTHOR DETAILS



Mike Cheyne
01224 522984
mcheyne@aberdeencity.gov.uk

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update
REPORT NUMBER:	EPI/11/271

1. PURPOSE OF REPORT

The purpose of this report is to advise Members of the progress to date on various strategic transportation projects within Aberdeen City and the wider area. These strategic and local transportation projects flow from the development of the Regional Transport Strategy (RTS) produced by Nestrans, and the Council's own Local Transport Strategy (LTS).

2. RECOMMENDATION(S)

It is recommended that Members:

1. note the contents of this report, and
2. instruct officers to continue with the implementation of Traffic Regulation Orders regarding the Aberdeen – Blackburn (A96 Corridor) cycle path, in conjunction with Transport Scotland and Bear Scotland and to progress with minor infrastructure improvements this financial year, and
3. agree the proposed questionnaire response for submission to the Department of Transport, detailed in Appendix B on the consultation document entitled Developing a Sustainable Framework for UK Aviation, and
4. endorse development through Nestrans as outlined in Section 17 of the report.

3. FINANCIAL IMPLICATIONS

The various projects mentioned are being funded through various budgets including Nestrans. Details are included in the relevant sections.

4. BACKGROUND/MAIN ISSUES

Active Travel

1 Aberdeen – Blackburn (A96 Corridor) cycle path construction Phase 1 Haudagain and Auchmill Road sections.

- 1.1 Nestrans provided funding for 2009/10 to conduct a feasibility study to establish a coherent cycle route between Aberdeen and Inverurie, with Aberdeen City and Shire Councils undertaking feasibility studies in their respective areas. In 2010/11, Nestrans agreed to provide funding to conduct and produce a preliminary design with cost estimates of the chosen route. The outcome was the identification of sectional costs for appropriate phases of delivery for consideration of future Nestrans budgets.

The phases of possible construction were prioritised from the City outwards to create a continuous route to Blackburn, linking in with existing infrastructure.

- 1.2 This project was awarded £50,000 from the 2011/12 Nestrans budget for measures to further the detail of and commence the delivery of cycle provisions from the Haudagain Roundabout to an existing shared route which leads to Dyce Drive, identified as phase one and two.
- 1.3 This valuable link will provide a designated cycle route to Bucksburn, a large residential area, and links to existing routes on the A96 through to Dyce and Old Meldrum Road through to Stoneywood. At present there are no consistent provisions for cycle commuters along this busy city access route. The proposals have been developed with Aberdeen Cycle Forum (ACF) and BEAR Scotland representing the Trunk Road Authority with a continued involvement of both organisations throughout the process.
- 1.4 Cyclists would start or end the route at the existing pedestrian crossing point immediately west of the Haudagain Roundabout. There are relatively low volumes of pedestrian traffic along long sections of Auchmill Road's northern footway and it is proposed to promote shared cycle and pedestrian use along these stretches. This enables long lengths of cycle infrastructure to be provided at low cost, maximising use of these assets. A Traffic Regulation Order (TRO) would be required to enable this change of use. Minor junction improvements including dropped kerbs and tactile paving will be required for cyclists along this section.
- 1.5 At the junction of Old Meldrum Road and Auchmill Road there is an increase in pedestrian flows around Bucksburn's retail centre. It is necessary to divert the cycle route up Old Meldrum Road for a section as the existing northern footway along Auchmill Road is subject to restricted widths due to a bus stop, with little scope for widening the footway. It is proposed to resurface small sections of the existing footway on Old Meldrum Road to accommodate a shared use route on the eastern footway. This route could be extended up to Mugiemoor Road to join with the existing National Cycle Network Route 1. Street furniture is also being reviewed to ensure the width is maximised for

users. Dropped kerbs and tactile paving will be required at three crossing points.

- 1.6 Cyclists will then be directed on road along Malcolm Road. This will be signed as a recommended route and due to the low traffic flows along this stretch no infrastructure changes are required further to signage and dropped kerbs. From Malcolm Road it is proposed that existing footpaths are again designated for shared use allowing cyclist's access to Inverurie Road using the existing underpass beneath the A96.
- 1.7 A shared use path is proposed on the northern footway of Inverurie Road and this continues onto the southern footway along the A96. A series of minor junction improvements will be required here to ensure cyclists and pedestrians are able to cross at clear and safe locations.
- 1.8 Phase 1 is completed at the existing pedestrian crossing to the north west of the Sclattie Roundabout. At this point cyclists can cross the road to join the existing shared use path on the northern side of the carriageway, leading to the Airport Roundabout and onwards towards Dyce. It would be anticipated that this crossing point would be upgraded to a Toucan crossing when funding becomes available.
- 1.9 A layout of the proposals has now been produced and discussions are ongoing with Transport Scotland and BEAR as this work follows the trunk road corridor. Officers have agreed the extent of the works and the process for progression of the necessary Traffic Regulation Orders with trunk road officials.
- 1.10 The budget for this financial year will enable the TRO consultations to be undertaken and the necessary infrastructure changes implemented prior to any change of route status. In the event of the TRO being unsuccessful, pedestrian facilities will have been upgraded along the route, including resurfacing and dropped kerbs where required, therefore there would be no redundant or abortive works. Additional works will be carried out as and when funding becomes available.
- 1.11 Following implementation, monitoring will be required to ensure the measures are achieving their aims. ACF will again be involved with this process. As and when funding becomes available for further route progression, further updates to committee will be provided.

2 Bike Week 2011

- 2.1 This year's Team Green Britain Bike Week was from 18th-26th June 2011. To celebrate, Aberdeen City Council organised a number of events with Getabout, a partnership promoting sustainable travel in the north east.
- 2.2 The new Getabout Bike Roadshow made its debut appearance in the City at the Highland Games in Hazlehead on 19th June, followed by another public event on George Street on 23rd June. Delivered by Adventure Aberdeen on behalf of the Getabout partnership, the roadshow allows members of the public to try a variety of types of

bicycles (including recumbent bikes, tricycles, hand-powered bicycles and even a clown bike) for free. Council staff were on hand during both events to help deliver the roadshow, provide information on cycling to members of the public and to give away a selection of sustainable travel promotional items including copies of the Aberdeen Cycle Map. Both events were a great success with over 800 members of the public of all ages and abilities trying out a bike.

- 2.3 Smaller in scale but no less so in impact were another pair of bicycle roadshows delivered in Aberdeen City schools during Bike Week. Cults Primary School, as winners of a recent Walking and Cycling Challenge amongst four Aberdeen schools, was awarded the Roadshow for a day, while Riverbank School in Tillydrone hosted the other show, after winning a prize draw amongst Aberdeen schools. Despite the adverse weather on the day of the Riverbank event, feedback from both schools suggests that all the children involved had an extremely enjoyable and educational day, with the Deputy Head of Riverbank commenting: *Big, big thanks to yourself for choosing us and to the team that were with you for giving the children that experience. The kids seemed to have a ball – one of them came up to me really excitedly and said "I could go a bike even although I'd never been on one before!" He was so chuffed with himself - it was lovely.*

3 Schools Hands Up Survey 2010

- 3.1 In May this year, Sustrans released the Scotland-wide results of the Hands Up Survey 2010, which measures how children normally travel to and from school, allowing officers to compare the results for Aberdeen City with the Scottish average and the figures for comparable Scottish Cities.
- 3.2 The response rate from Aberdeen City schools, especially secondary schools, was well below the Scottish average (70.7% compared to 75.7% of primary schools and 36.1% compared to 52.4% of secondary schools).
- 3.3 Fewer schools in Aberdeen took part in the survey this year than in 2009, meaning the sample size has reduced from 16,285 to 11,783.
- 3.4 Although there has been a slight decline in the number of pupils walking to school in Aberdeen, which corresponds to a similar decline throughout the country, Aberdeen still has the highest walk to school rate of all Scottish local authorities and has the 3rd highest Active Travel to School rate behind only Edinburgh and East Lothian.
- 3.5 Cycling to school in Aberdeen has suffered a slight decline, while figures for Scotland as a whole have seen a slight increase. Aberdeen has the lowest cycle to school rate of Scotland's 4 major cities.
- 3.6 Scooter/skate to school figures are roughly in line with the Scottish average and other Scottish cities.
- 3.7 The percentage of pupils being driven all the way to school has increased since 2009, while Scotland as a whole has seen a slight

decrease, although figures for Aberdeen remain below the Scottish average. Aberdeen still has a lower percentage of children being driven to school than Dundee and Glasgow, although the percentage is slightly higher than Edinburgh's.

- 3.8 Bus travel to school has seen a slight decline, while the Scottish figure has remained fairly static, and is well below the Scottish average. Aberdeen has the lowest travel to school by bus rate out of the 4 cities, but, given that we have the highest walking rates and one of the lowest driving rates, this is not cause for concern.
- 3.9 This year's survey is due to take place during the week beginning Monday 12th September.

4 Sustrans Community Links Fund 2011/12

- 4.1 The Council has been successful in attracting £19,050 in match-funding from Sustrans' Community Links Fund 2011/12. This will be used to upgrade a short section of the National Cycle Network Route 1 by the Persley Walled Garden and to improve Core Path 47 which runs between Heathryfold and Auchmill Road.

5 Sustrans School Cycle Parking Fund 2011/12

- 5.1 Aberdeen City Council has been successful in attracting £12,600 from Sustrans Scotland to help fund new or improved cycle parking facilities at three schools within the City. By match-funding this from the Cycling, Walking and Safer Streets (CWSS) allocation, the Council now has a total of £21,000 to spend at these three schools.
- 5.2 Fernielea School is looking to provide shelters to their existing cycle racks and to add some scooter parking at the school, following a huge increase in the number of children scooting to school in recent years. As well as the addition of the shelter, the school will now have 20 scooter parking spaces installed. Pupils at Fernielea are also hoping to gain cycle friendly accreditation for their school next term.
- 5.3 Riverbank School currently has no cycle parking but, following their participation in Bike Week 2011, enthusiasm for cycling has grown at the school, therefore they are looking to install a secure cycle compound, capable of holding 20 bicycles.
- 5.4 Northfield Academy currently has 12 cycle parking spaces at the school but these are damaged and no longer fit for purpose, leaving bicycles vulnerable to vandalism and theft. The school will now be able to have a covered cycle stand, capable of holding 20 bicycles securely, installed on their premises in a more convenient location and overlooked by CCTV.
- 5.5 It is intended to introduce these facilities during this financial year.

6 European Mobility Week

- 6.1 The Council will be participating in European Mobility Week again this year. The event, which runs from the 16th to the 22nd of September 2011, encourages the use of alternative forms of transport and travel other than private cars in order to create healthier lives, better places and reduced pollution.
- 6.2 During European Mobility Week, Aberdeen City Council, along with partner organisation Getabout, is organising a series of events which promote walking, cycling, public transport and car sharing and encourage people to think differently about how they can use road space. One major event will see Belmont Street in the city centre closed to traffic on Saturday 17th September in order to allow a Cycle Roadshow to take place, while staff will be working with schools and their pupils to promote sustainable transport too. Further activities are being planned and more detail will be contained in the next report.

7 National Walk at Work Challenge

- 7.1 This year staff from Aberdeen City Council took part in the National Walk at Work Challenge. The challenge, run by Scottish pro-walking charity Paths for All and aimed at workplaces, ran for 12 weeks from the 14th of February and encouraged teams of five people to see how far they could collectively walk in that time. Staff from the Council Travel Plan Team in E,P and I promoted and administered the challenge within Aberdeen City Council and were impressed when 44 teams signed up - the second highest number from all the workplaces who entered the challenge nationally.
- 7.2 In the 12 weeks our 44 teams clocked up almost 165 million steps between them, equating to around 73,000 miles and comfortably providing the Council with the greatest travelled distance of all the workplaces participating. Even more impressive was that, out of the 541 teams in the challenge, Aberdeen City Council teams came away with 1st, 3rd and 4th places overall with winning team "The Zimmers", clocking up over 6 million steps between them.
- 7.3 Founded as a Scottish charity in 1996, Paths for All is a partnership of more than twenty national organisations committed to promoting walking for health and developing the path networks in Scotland for all abilities of walker. The Walk at Work challenge is run by them annually and, although not intended as a competitive challenge, participants are encouraged to try and fit more walking into their routine, with commuting promoted as one of the best ways to do this.

Public Transport

8 Scotland Rail Utilisation Strategy

- 8.1 Reference is made to the meeting of this Committee on 24 May 2011 wherein Members agreed to send a further letter to Network Rail on the draft Scotland Rail Utilisation Strategy (RUS) reiterating our concerns about the lack of attention to addressing the issues of overcrowding on

trains in the north east, this following a previous letter outlining our overall concerns about the lack of much needed options to improve the rail infrastructure in this part of Scotland.

8.2 Having received this letter, Network Rail officers met with Transportation Team officers in Aberdeen to further discuss these concerns on 15 July 2011, and although Network Rail explained in further detail how the draft RUS had been prepared, they accepted that the Council would not consider our concerns to have been addressed in any significant way.

8.3 The key issues expressed by both Aberdeen City Council and NESTRANS during the consultative period are summarised as follows:

- passenger growth forecasts in the area only being considered as part of the interurban market not as a market in its own right and therefore missing the opportunity that significant growth in and around Aberdeen could have;
- concerns regarding overcrowding in the north east,
- lack of commitment to investment to benefit the Aberdeen suburban market;
- lack of commitment to a central belt express service from the north east;
- lack of priority to implement additional Aberdeen-Portlethen-Stonehaven enhancements prior to 2014; and
- lack of commitment to implement the proposed journey time reductions contained in the Government's Strategic Transport Projects Review.

8.4 On 28 June, Network Rail produced their final version of the RUS which is available at:

www.networkrail.co.uk/browseDirectory.aspx?dir=\RUSDocuments\Route Utilisation Strategies\RUS Generation 2\Scotland

8.5 Of the six key points articulated above, there has been only limited acknowledgement of the concerns and only minor amendments have been made to the text. The final RUS still refers to the Aberdeen suburban market only within an overview of "interurban" Scotland, despite Edinburgh and Glasgow being presented as distinct suburban markets; overcrowding in the north east is dismissed as "not generally extending beyond Stonehaven and Inverurie" even when projected to 2019; capacity between Aberdeen and the Central Belt is considered generally adequate, although some trains are forecast to experience crowding on approach to major centres during the peaks; gaps are defined as being where passengers will require to stand for more than ten minutes – no assessment of the level of crowding is made where journeys are less than ten minutes; there are no commitments to develop or progress the projects and schemes promoted by Nestrans as part of the Regional Transport Strategy and supported by the City Council Local Transport Strategy or those aspirations contained in the Strategic Transport Projects Review. ACC and Nestrans dispute Network Rail's assessment of overcrowding and Nestrans have commissioned consultants to undertake further analysis of this issue.

- 8.6 Members should be aware that the Scotland RUS is now a final document and that further comments are not requested – Network Rail have submitted the document to the Office of the Rail Regulator (ORR) for approval, and it is possible to pass objections to the ORR and Scottish Government. Nestrans have subsequently written to the the Scottish Government with copies to Network Rail and the ORR expressing disappointment that little recognition has been taken of the North East’s concerns and that the consultation seems to have had so little impact on the final version of the RUS.

9 Night Time Buses Update

- 9.1 This is an update to information provided in the November 2010 report approved at the Enterprise, Planning and Infrastructure committee regarding night time buses within Aberdeen and the update provided via the last Strategic projects bulletin
- 9.2 The intention is to install second flags and lit night bus signs at several dedicated night time stops within the City Centre, contributing towards City Centre safety along with the night time economy. A recommendation of £10,000 to implement this has been approved by the Nestrans Board on 24 August.

10 Bus Lane Decriminalisation Update July 2011

- 10.1 Aberdeen City Council along with Glasgow City Council and Edinburgh City Council submitted a detailed business case, in September 2008 to the Scottish Government, for the civil enforcement of bus lane regulations in their respective cities.
- 10.2 Initially a time scale of April 2009 was anticipated to bring these regulations into force. The initial timescale was later amended to December 2009 which has subsequently passed.
- 10.3 A joint letter from the three councils was submitted to Keith Brown, Transport Minister on 22 July 2011 expressing concern over the length of delays regarding the legislative process and requesting that the legislation be expedited as a matter of urgency. A copy of this letter can be found in Appendix A. The Council is awaiting a response from the Transport Minister.

11 Night Time Taxi Ranks

- 11.1 On the 15th September 2010 Aberdeen City Council’s Licensing Committee instructed officers to carry out formal consultations to change the operational times of the night time taxi ranks to seven days a week and to introduce a 4th night time taxi rank located on the southern side of Castle Street in the existing lay-by outside the new Sheriff Court building. The necessary legislation was subsequently promoted and approved.
- 11.2 The changes to operational times and the installation of the new taxi rank are anticipated to commence on w/c 19th September 2011.

Major Projects

12 Aberdeen Western Peripheral Route

- 12.1 News arrived on Thursday 11th August that The Court of Session' Lord Tyre had rejected appeals from campaigners against the bypass construction, who had raised legal challenges to the decision by the Scottish Ministers to proceed with the project and the making of certain Schemes and Orders in connection with the AWPR.
- 12.2 Scottish Ministers gave the scheme the go-ahead in December 2009 following a lengthy public inquiry however, the scheme to build the 28-mile AWPR had been delayed following this appeal.
- 12.3 The appellants had argued that the public inquiry procedure had been unfair because it was given an unreasonably restricted remit. There were also challenges based on obligations under the Habitats Directive and the European Convention of Human Rights.
- 12.4 The court has rejected the appellants' arguments, ruling that Scottish Ministers addressed all of the relevant requirements.
- 12.5 There is now a 21 day period from the decision date for the challenging parties to further appeal against The Court of Session' ruling.
- 12.6 The link to The Court of Session case can be found following,
<http://www.scotcourts.gov.uk/opinions/2011CSOH131.html>

13 Bridge of Dee Capacity Study

- 13.1 This study, funded by Nestrans, is ongoing to investigate capacity issues and potential opportunities relating to the existing transport network in the Bridge of Dee area of Aberdeen.
- 13.2 A programme has been developed for the initial phase of work, using the approach set out in the Scottish Transport Appraisal Guidance (STAG), with the key milestones indicated as follows:
- Inception - to identify existing data, traffic modelling, review of relevant policies and strategies – **completed**
 - Problem and Opportunity Analysis – including Stakeholder workshops to discuss, explore and agree problems, issues, opportunities and scheme benefits – **Problems and Opportunities identified**
 - Objective Setting – including Stakeholder workshops to develop a set of project specific objectives – **draft objectives identified**
 - Option Generation, Sifting and Development – the generation of a finalised set of options which will be developed to a level of detail necessary for this initial assessment – **finalised set of options identified**
- 13.3 The work to this point relating the initial phase of the study will be the subject of a summary report which is due to be completed in the near

future. Information and documentation on this key project are available on the Aberdeen City Council website at the following link:

http://www.aberdeencity.gov.uk/Roads/transport_projects/roa_access_from_south_home.asp

- 13.4 There is still much work to do to fully assess and evaluate the options emerging from this early stage of the study and future work will be progressed as funding permits. Stakeholders will continue to be involved as the study progresses and the summary report detailing the outcomes of this first stage of work will be put on the website as soon as it is available. Nestrans has approved a budget of £75,000 to progress this study in 2011/12.
- 13.5 When completed, this initial phase of work will be the subject of a report to this Committee and any outcomes at this stage will be subject to approval by Members.

14 Access to Aberdeen from the North

- 14.1 The planning application for the Third Don Crossing was approved subject to conditions at the meeting of full Council on 23 February 2011. Officers are continuing to progress land acquisition and areas of land that are being acquired through Compulsory Purchase will be the subject of a Public Inquiry, which may be held towards the end of 2011.
- 14.2 Discussions are ongoing with the Scottish Government and Transport Scotland on the possible future delivery of the Third Don Crossing as part of the AWPR contract. Nestrans £250,000 budget was approved to contribute to the progression of the design work in 2011/12 (see 17 Strategic Road Capacity Improvements).
- 14.3 Officers are continuing to progress the delivery of the recommended sustainable transport measures with the Third Don Crossing programme, the Berryden Corridor Improvements programme and other programmes of work as appropriate in terms of further design work, timing and budget availability. £10,000 has been allocated from the Nestrans budget for this financial year to prepare the footprint for the Berryden Corridor.
- 14.4 Members will be kept up to date on progress on the development of this scheme through future reports to this Committee.

15 A96 Park and Ride / Dyce Drive Link Road

- 15.1 A planning application for the A96 Park and Ride site and link road was submitted at the beginning of May 2010 and this was approved subject to conditions by the Development Management Sub Committee on 19 August 2010. Land required for both the Park and Ride site and the link road has now been acquired. Officers will continue to progress this scheme subject to budget availability. Discussions are ongoing with the Scottish Government and Transport Scotland on the possible future delivery of the A96 Park and Ride / Dyce Drive Link Road site as part of the AWPR contract.

15.2 Members will be kept up to date on progress on the development of this scheme through future reports or bulletins to this Committee.

Aviation

16 Developing a Sustainable Framework for UK Aviation

16.1 In March 2011, the Department for Transport issued a consultation document entitled Developing a Sustainable Framework for UK Aviation. This document can be found at

www.dft.gov.uk/consultations/open/2011-09/consultationdocument.pdf

16.2 The consultation which closes on 30th September 2011 is in the format of a series of strategic questions based around three themes: aviation and the economy, aviation and climate change, and aviation and the local environment. The Department for Transport have specified that each respondent need only respond to those questions within their remit or knowledge. In preparing a response to the consultation it is proposed that the officers should emphasise:

- The need for ease of access to world markets in the energy industry. Air travel and the **protection of landing slots at Heathrow Airport** is an essential component in ensuring continuing growth in this area which will allow the North East of Scotland to continue to contribute strongly to the UK economy.
- The important function that aviation provides in reducing peripherality and that consideration should be given to policies supporting aviation from these peripheral regions including **access to London and its hub airport**.
- That any policy on UK aviation should recognise the **essential role played by helicopter traffic** in servicing the offshore industries.
- That encouragement should be given to increasing international travel from regional and peripheral regional airports but a national policy should ensure that those regions of the country whose economy is strongly dependent on world travel should be able to **access the national hub**.
- That even with High Speed Rail in place some parts of the country will still be peripheral to London. Therefore, peripheral regional airports should be given a **priority for landing slots to ensure adequate access to London** and where the peripheral regional economy requires it, **adequate connectivity through the hub airport at Heathrow**.
- That the Government needs to ensure that the more **peripheral airports are not disadvantaged** by not having direct benefit from the huge investment in HSR.

The full proposed questionnaire response can be found in Appendix B.

NESTRANS

17 Nestrans Progress and Programmes

17.1 The Nestrans Board met on the 8th June and a copy of the minute is available within this report in appendix D. The minutes of the latest Nestrans Board meeting on the 24th August are to be approved at their next meeting and will be provided in a report to follow.

17.2 NESTRANS Capital Programme 2011/12

The Capital programme expenditure for 2011/12 was approved at the NESTRANS Board meeting on 16 February 2011, subject to anticipated funding levels being confirmed. Details of the programme within Aberdeen City are listed below totalling approximately £1.3m.

17.2.1 Active Travel

Core Paths

Surveys carried out in June, July and September 2011. Work awarded to contractors in August, September and October 2011. Work completed in September, October, November and December 2011.

Aberdeen to Blackburn Cycle Route

Refer to section 1, Active Travel.

Cycle Demonstration Project

A successful Getabout Bike Roadshow and Bike Doctor public event was carried out on 13 August 2011 in the grounds of Greenbrae Primary School in which many local residents approved the action plan prepared for the area. A detailed report is on this Committee's agenda, titled "Greenbrae Cycle Project". If works are approved construction work on a number of cycle path links in the Greenbrae Primary School area will start in the autumn.

17.2.2 Public Transport

BPIP Buchan / King Street Bus Lane Construction

Winning tender of £99,983 awarded to Leiths (Scotland) Ltd. Work started on site July 2011 completion expected late August 2011.

Holburn Street Bus Lane Time Changes

Traffic Regulation Order process completed. Signage to be altered to include change of bus lane times. Awaiting update.

Links Road / Beach Boulevard Junction Improvements

Moving back the existing stop line, relocating traffic signal loops and amending signal timings at this junction. Loop work expected to be completed in August 2011.

Jesmond Drive / Scotstown Road Junction Widening

Widen the bell mouth on the South / West side of the junction to allow buses to manoeuvre into Jesmond Drive without blocking both lanes on the approach to the junction. Works to be carried out in October 2011.

17.2.3 Strategic Road Capacity Improvements

Berryden Corridor Improvements

Design work expected to be carried out and completed between January 2012 and March 2012. See sections 14.

Contribution to 3rd Don Crossing

Refer to section 14.

Segregated left turn Great Southern Road to Stonehaven Road

Traffic modelling has been carried out however it has not been possible to identify a viable low cost, short term improvement at this time. While the findings still have to be verified, it is unlikely that any further works will be carried out.

Guild Street / Wapping Street Signals

Provide a link cable to implement SCOOT at this junction to improve both vehicular and pedestrian flow. Work to be underway in September 2011 completed by early November 2011.

Hareness Road / Souterhead Road Junction Improvements

The Nestrans Board agreed on 8 June that further investigation into a strategic improvement on the A956 Wellington Road corridor be deferred until the impact of construction of the Aberdeen Western Peripheral Route and the outcome of the Bridge of Dee Study are known. Council officers will however, continue to develop a junction strategy for this corridor that recognises the new development likely to be delivered over the coming years. Details of this will be reported in due course.

17.2.4 Strategic Road Safety Improvements

Kingswells Roundabout Toucan Crossing

Installation of Toucan Crossing and Footpath links over C89C north arm of Kingswells roundabout to assist cyclist and pedestrians along A944 corridor. Initial design completed, detailed design virtually completed. Work expected to start on site in the autumn.

Riverside Drive Variable Message Sign

Initially a safety barrier was to be installed at this location however a more beneficial alternative safety scheme in the form of two permanent variable message signs is now being progressed. The signs are expected to be installed in October 2011.

17.2.5 Strategic Road Prioritised Maintenance

A956 Ellon Road – Southbound from the Parkway to North Donside Road

Resurfacing work started on site end of June 2011. This section of work is expected to be completed by 7 August 2011.

A956 Ellon Road – Southbound from North Donside Rd to Balgownie Rd

From 28 July the southbound carriageway will be closed from the North Donside Road roundabout to the Links Road junction, with two-way traffic on the northbound carriageway for up to 19 days. This section of work is expected to be completed by 7 August 2011.

Skene Road – from the west end of the dual carriageway to Borrowstone Road

Works contract currently out to tender; works anticipated to be undertaken prior to the end of the calendar year.

17.2.6 Rail

Access for All

Accessibility improvements to rail stations in the North East have been agreed with Network Rail with work expected to start in September 2011 and completed by March 2012 at Huntly, Inch, Inverurie, Stonehaven and Portlethen train stations. A detailed breakdown of schemes can be found in Appendix C.

17.2.7 Other

Car Club

Tender documentation sent out by end of July 2011

Tenders returned mid September 2011

Car Club Operator awarded October 2011

Promotion of Car Club October 2011 – February 2012

Car Club Launched March 2012 (including implementation of necessary traffic legislation)

17.3 **NESTRANS Revenue Programme 2011/12**

The schemes identified and agreed for the Nestrans 2011/12 revenue programme listed below totalling £330,500.

17.3.1 Rail Action Plan

Contribution to Dyce Shuttle Bus

An additional £780 has been agreed for a publicity reprint

17.3.2 Freight Action Plan

Care North Year 3 of 3

Contribution complete. Further information on the Carbon Responsible Transport Strategy can be found at,

http://www.aberdeencity.gov.uk/CommunityAdvice/environment/cma_europeanprojects.asp

17.3.3 Bus Action Plan

Bus link improvements to Anderson Drive

Final report of previous modelling received 02/08/11. Review of report to be completed and then further work to test options on other junctions will progress.

Bridge of Don Park and Ride Feasibility Study

Stakeholder workshops were carried out in June 2011 to identify problems and opportunities. Analysis is currently being carried out on the information gathered during the workshops with objectives set in August.

Option generation and sifting - September 2011

Report outcomes to Committee - 15 November 2011

Option assessment - March 2012

Aberdeen Royal Infirmary Interchange

Design work is now underway and is anticipated to be complete at the end of the calendar year.

17.3.4 Project Feasibility and Monitoring

Bridge of Dee

Refer to section 13.

Rob Roy Bridge Feasibility Study

Alignment design investigatory work is currently underway and should be completed in September.

5 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'.

All of the projects and strategies referred to in this report 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 (LTS) and Regional Transport Strategy (RTS) from which the transportation schemes within this report are an integral part have been subject to Equalities & Human Rights Impact Assessments.

6 BACKGROUND PAPERS

All background papers are referenced within the main body of the report.

7 REPORT AUTHOR DETAILS

Ken Neil
Senior Engineer
kenn@aberdeencity.gov.uk
Tel. No. (52)3476

Chris Philip
Technical Officer Trainee
chphilip@aberdeencity.gov.uk
Tel. No. (52)2080

Appendix A Bus Lane Decriminalisation Letter to the Scottish Government



Mr Keith Brown MSP
Minister for Housing and Transport
Victoria Quay
EDINBURGH
EH6 6QQ

Date 22 July 2011
Your ref
Our ref TP/06/001/1

Dear Mr Brown

CIVIL ENFORCEMENT OF BUS LANES – PROGRESS OF SECONDARY LEGISLATION

As the Council Conveners responsible for the transport function in the cities of Aberdeen, Edinburgh and Glasgow, we are writing to you with regard to progressing secondary legislation governing the civil enforcement of bus lanes.

As you will be aware, the primary legislation, the *Transport (Scotland) Act 2001, Section 44, Civil Penalties for bus lane contraventions* was passed by the Scottish Parliament on 20 December 2000.

Aberdeen, Edinburgh and Glasgow Councils welcomed this step, allowing as it does for local authorities to initiate tighter enforcement of bus lanes. Tightened enforcement is expected to enhance the efficiency of the bus lane networks by reducing delays to buses and improving bus journey reliability, especially in the future; and while the three Councils are working towards encouraging a shift towards the more sustainable modes of transport, traffic levels are nevertheless predicted to increase in all the urban areas.

In June 2008, the three Councils wrote to the Scottish Government stating that they wished to commence civil enforcement of bus lanes and requesting that the Scottish Government commence the process to create the necessary secondary legislation to enable civil enforcement of bus lanes. Subsequently, in September 2008, at the request of the Scottish Government, the three Councils submitted individual business cases.

Since this time, officers from the respective Councils have been in discussion with the Scottish Government officials responsible for progressing the secondary legislation and other actions required to enable civil enforcement of bus lanes. The timescale for completion was initially anticipated to be April 2009 and was subsequently extended to late 2009, due, we understand, to more pressing priorities within the Scottish Government's legal team.

After some further delay, consultation on the draft regulations took place between July and October 2010. In late November 2010, Council officers met with the Scottish Government's (now Transport Scotland) officer leading on the scheme to discuss some final minor amendments to the draft regulations. At the meeting Transport Scotland's lead officer informed the Councils' officers that he was retiring within the next few weeks and was unable to inform them who was progressing the legislation and stated that future enquiries should be addressed to his manager. At that time, it was hoped then that the regulations could be approved by ministers by the end of the year.

Since then, however, it appears that little progress has been made. The Transport Scotland manager has not been able to be contacted as we believe that he is on long term sick leave. The officer that is now charged with progressing the legislation has stated that she is 'hopeful' that the regulations will come into force by the end of this year.

This lack of progress in the last six months is frankly disappointing, considering the potential completion date for the regulations by the end of 2010. We are also concerned that with ongoing resource issues within Transport Scotland and fear that these ongoing issues, including other competing work streams within Transport Scotland could further delay the regulations' introduction.

Glasgow City Council was awarded over £500,000 funding from Strathclyde Partnership for Transport in May 2009, and has now installed enforcement cameras infrastructure at eleven locations. The City of Edinburgh Council is currently installing a portable five camera system covering ten sites and the enforcement system will be installed by the end of August. Aberdeen currently has eight existing roadside cameras for criminalised bus lane enforcement and has an approved business case for the civil enforcement of bus lanes. Within the next three months both Edinburgh and Glasgow will be in a position to commence civil enforcement of bus lanes.

The three cities have invested heavily in their bus lanes networks and these form important elements in delivering high quality and reliable public transport systems. Effective enforcement of the regulations determining valid use of bus lanes is instrumental in maintaining high quality and reliable public transport systems.

We ask you, therefore, as Minister for Housing and Transport, to ensure that the legislation is progressed without further delay.

Yours sincerely



Councillor Kate Dean
Convenor
Enterprise Planning and
Infrastructure Committee
Aberdeen City Council



Councillor Gordon Mackenzie
Convenor of the Transport,
Infrastructure and Environment
Committee



Councillor James Coleman
Executive Member, Land and
Environment
Glasgow City Council

Appendix B

Proposed Questionnaire Response to the Department of Transport Consultation entitled “Developing a Sustainable Framework for UK Aviation”.

Section 5. - Questions and proposed response

The aviation sector

5.1 *How does the aviation sector as a whole **benefit the UK**? Please consider the whole range of aviation activities including, for example, air freight, General Aviation and aerospace.*

The UK economy is a global economy. This is true not just for the South East of England but also for Aberdeen City and the North East of Scotland in general. The North East of Scotland economy is a highly significant contributor to the UK economy not simply for the oil and gas returns from the North Sea but for the hugely significant export market in that industry and its supply chain.

Key to the continuing success in this area is ease of access to world markets in the energy industry. On such a world scale air travel and the protection of landing slots at Heathrow Airport is an essential component in ensuring that this success grows allowing Aberdeen City and the North East of Scotland to continue to contribute strongly to the UK economy.

A significant contributor to our regions ability to operate successfully is the ability to service the oil and gas, and increasingly the renewable energy, industry by helicopter. This form of air travel is a significant contributor to airport traffic and is essential, as the only viable means of transport, to the movement of people to offshore installations.

5.3 *Are some sub-sectors of aviation more **important** than others? If so, which and why?*

Aviation serves to enhance the economy in many ways. However in developing a policy for the future consideration should be given to:

International travel:

Export income relies on the ability of people to reach markets across the globe. In many cases this will have to be via a hub airport. Heathrow’s ability to serve this hub function is essential as is people being able to access Heathrow.

Extending international travel from regional and peripheral regional airports will be an important tool for assisting Heathrow achieve its hub function, however this will not obviate the need for a hub airport.

Reducing peripherality in the UK:

An important function for aviation should be to reduce peripherality. It should be recognised that even with enhanced connectivity within the UK by surface modes, the more peripheral regions of the UK will still require access to London and its hub

airport. Consideration should therefore be given to a policy supporting aviation from these peripheral regions including access to London and its hub airport. This should consider supporting aviation for journeys where the surface alternative is over 3 ½ hours journey time.

Helicopter travel:

Any policy on UK aviation should recognise the essential role played by helicopter traffic in servicing the offshore industries.

Lifeline services:

The UK has a number of air services to remote locations including the Highlands and Islands. Many of these services are lifeline services and future policy should support these services.

5.7 *Should some aspects of UK aviation be considered to be of **strategic national interest** (e.g. certain airports, air traffic control)? If so, based on what criteria?*

International travel is clearly important to the UK economy. Encouragement should be given to increasing international travel from regional and peripheral regional airports but a national policy should ensure that those regions of the country whose economy is strongly dependent on world travel should be able to access the national hub.

Reducing peripherality is of strategic national interest. Air travel has an important role to play in re-balancing the UK economy in ensuring that the more peripheral regions can continue to flourish by ensuring good access to the major centres. In the case of the North East of Scotland, where Aberdeen is as far from London as Geneva, failure to ensure this good access and connectivity will result in **world class centres of excellence** in sub sea technology being **transferred to other foreign locations** resulting in **lost export revenue** and potential revenue.

Lifeline services are self explanatory and as such are of strategic national interest.

Helicopter traffic is also of strategic national interest. This essential mode not only services the offshore installations but also provides many search and rescue and emergency functions that cannot be fulfilled by other modes.

International connectivity and hub airports

5.9 *How important are air transport connections – both international and domestic – to the UK at both national and regional levels?*

In December 2009 BAA Aberdeen along with Aberdeen City and Shire Economic Future ACSEF), a public/ private sector body promoting economic development in the north east of Scotland and Scottish Enterprise **commissioned an Economic Impact Assessment** (EIA) of Aberdeen Airport. This EIA can be found at:

<http://www.acsef.co.uk/uploads/reports/27/Aberdeen%20Airport%20Economic%20Impact%20Final%20Report.pdf>

This study highlights the importance of the north east of Scotland to the UK economy, notes the high volume of Scotland's air traffic through Aberdeen Airport and the "**exceptionally high proportion of business travellers**" through Aberdeen Airport. The study also notes "**Of particular importance are the links to London**, although a greater range and frequency of direct international destinations is also seen as an important factor in supporting continuing economic growth."

The EIA highlighted the crucial importance of transport connections both domestic and international to the UK and the peripheral regions of the UK.

The growth in the supply chain and sub sea sectors (along with renewables) is where the future lies for the energy industry in the UK and the north east of Scotland needs domestic and international connectivity to compete with other regions across the globe to ensure that jobs and their related export markets are anchored into the UK.

5.10 *As long as people and goods can easily reach their desired destination from the UK, does it matter if they use a foreign rather than a UK hub airport?*

For the passenger the main issue is a matter of choice. The choice of carrier and choice of destination served by the hub airport will determine which airport is used. Central to this is the ability of access to the chosen airport.

Therefore, the wide range of choice of carriers and destinations provided by Heathrow, is important to the businesses in Aberdeen City and the North East of Scotland.

5.11 *Are direct connections from the UK to some international destinations more important than others? If so, which and why?*

Direct connections are important in supporting industry workers and their families in the oil and gas industry accessing key regions. Such travel demands the minimum of inconvenience and time for the traveller.

5.13 *What are the benefits of maintaining a hub airport in the UK?*

The reasons for having a hub airport, reduced costs, emissions etc by combining passengers from different areas to the one longer haul route are as sensible now as they have always been. It could be argued that as more parts of the globe become developed then the opportunities for British companies increase in more diverse locations then the need for a hub also increases.

5.15 *What are the relative merits of a hub versus a point-to-point airport? &*

5.16 *Would it be possible to establish a new 'virtual' hub airport in the UK with better connectivity between existing London and / or major regional airports? Could another UK airport take on a limited hub role? What would be the benefits and other impacts?*

Point to point has convenience and time saving opportunities but does require sufficient patronage to be a viable proposition for an operator. Where this sufficiency doesn't exist then the hub airport's ability to group passenger numbers is required.

When considering hub services some thought should be given to the principle of mini hubs. Instead of travelling to Heathrow could passengers be encouraged to use a more

local airport to travel via Aberdeen for certain journeys serving the oil and gas industry such as Scandinavia and Western Russia.

Regional connectivity and regional airports

5.17 *Can regional airports absorb some of the demand pressures from constrained airports in the south-east? What conditions would facilitate this?*

Regional airports can also take some pressure off the south east airports by providing direct access to international destinations. This is of course dependent on establishing a big enough demand for these services without the need for a hub airport. Proposing the concept of mini hubs was considered in the answer to question 5.16.

5.18 *What more can be done – and by whom – to encourage a switch from domestic air travel to rail? &*

5.19 *How could the benefits from any future high speed rail network be maximised for aviation?*

The Government's proposals for High Speed Rail, connecting the main population centres in the country, are supported in so far as they go. To fully achieve the benefits of transference of passengers to High Speed Rail from air travel then the proposals need to extend to central Scotland. This would have a significant impact on air travel from Edinburgh/ Glasgow to London.

The proposals for a direct HSR link to Heathrow when HSR extends beyond Birmingham are supported as enhancing the likelihood of achieving the maximum transference of passengers.

5.20 *How can regional airports and the aviation sector as a whole support the rebalancing of the economy across the UK?*

Question 5.9 addressed the importance of air travel to both the UK and the regional economy. In the case of Aberdeen Airport serving the city and the north east of Scotland this previous question looked at the global nature of our economy, the growing impact of that and the importance of both domestic and international connectivity to maintaining that economy from a region very peripheral to London, and its hub airport.

Essential to the important role of rebalancing the economy is ensuring that Aberdeen and other regional airports continue to provide, and indeed expands on the provision of global connectivity through maintenance of existing routes and schedules and expanding into new routes and schedules whether that be through creating new direct routes or maintaining good frequent access to the national hub.

Recent announcements on new routes between Aberdeen/ Baku and Aberdeen/ Frankfurt as well as the current runway extension works demonstrate the willingness and endeavour locally to ensure that we do our bit in ensuring that the UK can continue to enjoy in the prosperity that has been created in our area.

Making better use of existing capacity

5.22 *Can we extract more **capacity** out of the UK's existing airport infrastructure? Can we do this in a way which is environmentally acceptable? To what extent might **demand management measures** help achieve this?*

Increasing the attractiveness of surface access to the hub airport at Heathrow and to London offers the opportunity to increase the number of flights from Heathrow and other London airports by reducing the number of landing slots required for regional airports. However this does not apply to all regional airports.

Even with HSR in place some parts of the country will still be peripheral to London. These peripheral regional airports (where surface access of less than 3 ½ hours is not available) should be given a priority for landing slots to ensure adequate access to London and where the peripheral regional economy requires it, adequate connectivity through the hub airport at Heathrow.

To encourage the use of surface transport where this is viable a differential Air Passenger Duty should be introduced where a lower or zero tax rate should apply to those flights over the surface access time limit. For the avoidance of doubt this should apply to all flights where the surface transport limit of 3 ½ hours is exceeded and to services designated as lifeline services. This point was made to HM Treasury during their APD consultation earlier this year.

5.23 *How can we support **Heathrow's hub status** within the **constraints of its existing capacity**? Can we do this in a way which is environmentally acceptable?*

With High Speed Rail in place the number of internal UK flights may reduce due to transference of passengers to surface transport. This would reduce the pressure on airlines to drop internal flights from the peripheral regional airports for more lucrative bigger planes to other worldwide destinations.

5.26 *Could existing airport capacity be more efficiently used by **changing the slot allocation** process, for example, if the European Commission were to alter grandfather rights? If so, what process of slot allocation should replace it? &*

5.27 *What provision, if any, should be made for **regional access into congested airports**?*

Consideration should be given to a mechanism that would permit the peripheral regional areas (where surface access of less than 3 ½ hours is not available) to have a degree of priority for landing slots to permit access to London. Where a peripheral regions economy is dependent on worldwide connectivity through the hub at Heathrow this degree of priority should be extended to include Heathrow.

Climate change impacts

5.38 *What more can the UK aviation industry do to reduce the **climate change impact** of its ground operations and **surface access** to and from the airport (which can also help reduce local environmental impacts)?*

Improving surface access, particularly the provision of High Speed Rail to the major population centres including Edinburgh and Glasgow, has the opportunity to hugely impact on the numbers of short haul flights taken. This will reduce carbon emissions but will also reduce the need for flights from regional airports including Manchester, Newcastle, Edinburgh & Glasgow. This will reduce pressure on the south east airports and airlines by making landing slots available for either resilience or new flight operations to new world destinations.

We would argue that the Government needs the flexibility to determine how best to use these slots in the national interest and to ensure that the more peripheral airports such as Aberdeen are not disadvantaged by not having direct benefit from the huge investment in HSR.

5.39 *What scope is there to influence people and industry to make choices aimed at reducing aviation's climate change impacts, e.g. **modal shift**, alternatives to travel, better information for passengers, fuller planes, airspace management (which can also help reduce local environmental impacts)?*

We believe that a differential Air Passenger Duty could be applied to encourage mode shift to surface access where a viable surface mode exists. This could include a significantly reduced or zero tax for those areas where no viable alternative surface mode exists.

Local impacts

5.40 *What do you consider to be the most significant **impacts** – positive and negative - of aviation for local communities? Can more be done to enhance and / or mitigate those impacts? If so, what and by whom?*

The largest impact on the Aberdeen and regional economy would be if the business community didn't have the connectivity it needs or didn't have the confidence that the connectivity it has will be maintained. In this circumstance these losses won't simply be to Aberdeen City and this region but to the UK as a whole.

Any other comments

5.49 *If you have comments on any strategic issues not covered in this scoping document, which you consider to be relevant to the development of the aviation policy framework, please include them in your response.*

We would highlight the differences between the airports and the regions that they serve.

Some airports serve areas of the country that are relatively easily accessible from the capital and the national hub. Others serve areas much more peripheral where air travel is always going to be a favoured option for access to London and the hub. These differences need to be understood and it should be accepted that there is a difference between a regional airport and a peripheral regional airport such as Aberdeen.

**Appendix C
Access for All**

List of Schemes

Station	Quotation	Work Description
Huntly	£675.00	Install Gripfast GRP Corduroy Tactiles at the bottom of the 2 risers of the footbridge steps. 1300mm x 800mm each side.
Huntly	£1,804.00	Install 2 Zoeflig seats @ £902 + VAT per bench
Insch	£675.00	Install Gripfast GRP Corduroy Tactiles at the bottom of the 2 risers of the footbridge steps. 1600mm x 800mm each side.
Inverurie	£675.00	Install Gripfast GRP Corduroy Tactiles at the bottom of the 2 risers of the footbridge steps. 2000mm x 800mm each side.
Laurencekirk	£660.00	Replace existing Coir doormat with Treadsmart Prior Tiles. Mat well size 1500mm x 1500mm. Install Luminous High-Visibility Tape (yellow) to the end uprights of the metal galvanised barriers at the 2 access's on to Plt 2. 6 in total and are 1200mm in height.
Dyce	£2,706.00	Install 3 zoeflig seats @ £902 + VAT per bench
Stonehaven	£2,447.00	Install Gripfast GRP Corduroy Tactiles throughout the station
Stonehaven	£940.00	Install DDA Compliant Anti Slip Nosing to 9 step staircase, next to ramp access to Plt 1.
Stonehaven	£3,100.00	Install anti slip surface on ramp to platform 1
Stonehaven	£4,510.00	Install 5 zoeflig seats @ £902 + VAT per bench
Total cost	£18,192.00	
P/Mgr Fees 10%	£1,819.20	
Total Cost	£20,011.20	

Appendix D
Nestrans Board Meeting Minutes - 8th June

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP
Minute of Meeting of the North East Scotland Transport Partnership Board
Aberdeen, 8 June, 2011

Present:- Councillor Anne Robertson (Deputy Chair); and Councillors Argyle, Clark and Webster (Aberdeenshire Council); Councillors Boulton, Dean, McCaig (as substitute for Councillor Kevin Stewart MSP) and John Stewart (Aberdeen City Council); Mr. Eddie Anderson, Ms. Jennifer Craw and Mr. David Sullivan; and Dr. Margaret Bochel; and Mr. Iain Gabriel (Advisers to the Board).

In Attendance:- Derick Murray, Rab Dickson and Jenny Anderson (Nestrans Office); Derek Yule (Aberdeenshire Council); and Martin Allan (Aberdeen City Council).

Apologies:- Councillor Kevin Stewart MSP and Derek Provan.

MINUTE OF PREVIOUS MEETING OF 20 APRIL 2011

1. The Board had before it the minute of its previous meeting of 20 April, 2011.

The Board resolved:-

to approve the minute as an accurate record.

DAVID MIDDLETON, CHIEF EXECUTIVE OF TRANSPORT SCOTLAND

2. The Board welcomed Mr. David Middleton, Chief Executive of Transport Scotland to the meeting.

Mr. Middleton addressed the Board, outlining a number of issues such as:-

- he was currently working with the new Ministerial Team at Holyrood which included Alex Neil, Cabinet Secretary for Infrastructure and Capital Investment and Keith Brown, Minister for Housing and Transportation, as well as with John Swinney, Cabinet Secretary for Finance and Sustainable Growth. He explained that a key deadline that Transport Scotland was working with the Government towards was the Budget Statement scheduled in September, 2011.
- he outlined a number of projects across Scotland which were close to being finalised or were in final stages of development, etc. He acknowledged the frustration that members of the public and parliamentarians in the North East of Scotland had regarding the slow progress of a number of projects in the area such as the Aberdeen Western Peripheral Route (in particular the legal challenges to this project) and the knock-on effect this legal challenge had on other infrastructure projects such as the Third Don Crossing, improvements to the Haudagain roundabout; the development of Park and

Ride in the area and rail improvements on the Aberdeen to Inverness line as well as the opening of Kintore station.

- he explained the importance of using not for profit distribution models for the procurement of all of these projects and that it was proposed that all of the projects be put out to contract in one “deal”. He explained that with a diminished capital budget the Scottish Government and its agencies need to use not for profit distribution models and public private partnership projects to make as many efficiencies as possible during the contractual/procurement process.
- he then provided information on a review and reorganisation of representatives on Transport Scotland and explained that John Swinney was happy to receive and consider external views on specific projects.

Mr. Middleton explained that the Cabinet Secretary for Infrastructure and Capital investment or the Minister for Housing and Transportation could be invited to meet with the Board if required.

The Board were then invited to ask questions of Mr. Middleton.

The Board explained the importance of progressing projects as soon as possible and enquired whether preparatory work could be undertaken prior to the outcome of the court case on the Aberdeen Western Peripheral Route. Mr. Middleton explained that preparatory work could start at the right time and that Transport Scotland would work with the Board on management issues regarding the projects when required. The Board expressed their concern of putting all of the projects in one procurement deal. The Board reiterated the importance of moving quickly once the court case had been resolved and enabling preparatory work to be done on such projects like the Haudagain roundabout which was not purely an infrastructure project as there were major housing issues involved in the proposed project. Mr. Middleton took note of the tenants’ issues regarding the Haudagain roundabout improvement proposal.

The Board explained to Mr. Middleton the increase in train usage in the area and he agreed that he would talk with Scotrail and Network Rail regarding the increased figures, acknowledged the success of Laurencekirk station and explained that railway infrastructure was expensive. He explained that he would ensure that Scotrail/Network Rail spoke with a collective voice on North East issues so that all agencies would have a common understanding of the issues facing the North East. To help Mr. Middleton with this process it was agreed that officers in Nestrans provide him with statistical information on the usage of railways in the North East.

Mr. Middleton agreed that any financing models for funding transportation issues which Transport Scotland and the Scottish Government had not considered would be looked at if they were to be beneficial to all involved.

The Board then asked questions regarding the possibility of having grade separated junctions at Laurencekirk in relation to the Aberdeen Western Peripheral Route bundle. Mr Middleton said there was no intention to include these junctions at this stage and was then asked why Transport Scotland were requiring developers to provide two junctions. Mr. Middleton explained that all the junctions need to be appropriate for their needs and need to protect the safety of the access onto the road network.

The Board requested that David Middleton help Nestrans to assist them in the case for transportation projects in the North East of Scotland and acknowledged the frustrations felt in the North East regarding the delays of these.

The Board asked Mr. Middleton for his views regarding the high speed rail project, specifically asking if Transport Scotland would support the Board regarding increased landing slots to Heathrow. Mr. Middleton commended the sensible approach that the Board was taking regarding the geographical location of the high speed rail network in the United Kingdom and agreed that Transport Scotland would make representations on increased landing slots for Scottish airports whilst acknowledging that landing slots discussion was probably a longer term discussion topic. He further agreed that the North East's views on increased landing slots requires to be heard by the appropriate agencies.

The Chair then concluded the discussion by explaining that the Board had made it clear to Mr. Middleton their hopes for the future whilst outlining the excellent economic development environment of the North East of Scotland which requires an equally good transportation infrastructure.

Mr. Middleton thanked the Board for their time and reiterated that he would progress the issues discussed prior to the Ministerial meeting.

The Board resolved:-

- (i) to agree that officers provide Mr. Middleton with the rail statistical information he requires to ensure that all Government agencies are aware of the transportation issues in the North East so that all agencies can speak with a collective voice on these matters;
- (ii) to agree that either the Cabinet Secretary for Infrastructure and Capital Investment or the Minister for Housing and Transportation be invited to meet with the Board to discuss the progress of the major infrastructure projects affecting the North East;
- (iii) to make representations to the Scottish Government on the progress of infrastructure projects in the North East prior to the budget announcement in September (to include writing to all local MSPs to gain their support) with reference made to the timelines for construction; and
- (iv) to request that officers continue to gather evidence and statistical information to help in this process.

STRATEGY

3. (A) Liaison between Regional Transport Partnerships (RTPs) and the Scottish Government and Others

With reference to article 3(A) of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a report by the Director which provided an update on liaison with other Regional Transport Partnerships (RTPs) and the Scottish Government and others.

The report summarised the discussion at the following meetings which had been held since the last meeting of the Board, these being:-

- RTP Lead Officers meeting – Edinburgh – 11 May, 2011;
- Nestrans/Hitrans/Tactran/Zettrans – Aberdeen – 16 May, 2011;
- RTP Chairs/CoSLA meeting – Nairn – 1 June, 2011.

The report also provided details of future meetings.

The Board resolved:-

to note the progress on liaison arrangements with other RTPs and the Scottish Government and the arrangements for future meetings.

(B) National Planning Framework (NPF2) Action Plan – Annual Update

With reference to article 3(D) of the minute of meeting of the Board of 16 June, 2010, the Board had before it a report by the Director which updated members on the 2nd National Planning Framework (NPF2) and on progress relating to actions in which Nestrans has an interest or involvement.

The report explained that the Scottish Government produces National Planning Frameworks to provide strategic direction on land use matters at a national level. The NPF2 was produced in 2008 and a number of specific actions relate to issues of interest to Nestrans. The report explained that these were reported to the Board in September, 2009 and updated in June, 2010.

Appended to the report was an action programme which provided an update on relevant actions, particularly those of interest to Nestrans. The report explained that this information is produced by (and also reported to) the Strategic Development Planning Authority, with whom Nestrans works closely.

The Board resolved:-

to note the report and the appendix attached.

(C) Regional Transport Strategy Update

With reference to article 5(B) of the minute of meeting of the Board of 8 December, 2010, the Board had before it a report by the Director which provided members with information regarding the possibility of a review / refresh of the Regional Transport Strategy and outlined proposals to align the timescale with those of the Structure Plan/Strategic Development Plan.

The report explained that the Regional Transport Strategy was submitted to Scottish Ministers in March, 2007 and approved in the Spring of the following year.

Nestrans and the Strategic Development Planning Authority (SDPA) held a joint workshop at the Town House in Aberdeen on 25 March, 2011 at which the question of the need for a refresh of the Regional Transport Strategy was considered. Generally, there seemed to be a view that:-

- focus should remain on delivery;
- that the general thrust of policy direction was unchanged since preparation of the existing Strategy;
- that an update report should be prepared considering aspects that have changed since the existing Strategy was agreed, including delays to the Aberdeen Western Peripheral Route, different focus in Aberdeen City Centre, new climate change obligations and the

- difficulties with the global economy impacting on expenditure, affordability of schemes and personal transport; and
- that the Strategy should be better-aligned to the Structure Plan/Strategic Development Plan, both in terms of consistency of message and timeframe for planning.

The report explained that the new Strategic Development Plan will cover a timeframe up to 2030/2035 and it is suggested that the Regional Transport Strategy timeframe be expanded to coincide with this.

The report also provided information on the close working arrangements between Nestrans and the Strategic Development Planning Authority, a key example of this would be the joint working on the cumulative impact of the long-term development, which was commissioned by Nestrans and the Strategic Development Planning Authority in partnership with the local authorities and Transport Scotland. This work enabled an assessment of the impacts on the transport network of the proposed development contained in the Structure Plan and Local Development Plan taking account of the transport interventions contained in the Regional Transport Strategy and was able to identify where further projects were required to ensure that the Transport Network can accommodate the proposed development.

The report recommended:-

that the Board –

- (a) note the intention to better integrate the Regional Transport Strategy with the developing Strategic Development Plan; and
- (b) instruct further reports giving consideration to the development of the Regional Transport Strategy to cover the period to 2030/2035 and take account of changes which have occurred since the approval of the existing Regional Transport Strategy.

The Board resolved:-

to approve the recommendations contained in the report.

(D) Community Planning in Aberdeen City

The Board had before it a report by the Director which provided an update on proposed amendments to the arrangements and structures for community planning in Aberdeen city.

The Aberdeen City Alliance (TACA) had commissioned a report to examine their structures and methods of operation and this report made a number of recommendations, the principle of which was to streamline TACA itself to try and ensure that decision making was simplified and that the Board was attended by the appropriate people to assist in the decision making and taking back those decisions to the appropriate partners.

The Commission report had recommended that TACA be replaced by a smaller board which would be called the Strategic Co-ordinating Group consisting of the following members:-

- the Leader of Aberdeen City Council;
- the Chief Executive of Aberdeen City Council;

- the Chief Executive of NHS Grampian;
- the Chief Constable;
- the Chief Fire Officer;
- the Chief Executive of Aberdeen Council for Voluntary Organisations;
- a representative from Economic Development (to be agreed by ACSEF); and
- the Chair of Aberdeen Civic Forum.

Nestrans (with support from Scottish Enterprise and the Alcohol and Drugs Partnership) raised the issue that if this Strategic Co-ordinating Group was to replace TACA then there was no mechanism that would allow Nestrans to fulfil its statutory duty to participate in community planning.

TACA had agreed to form the Strategic Co-ordinating Steering Group and asked officers to consider the issues raised by Nestrans and to report back to its next meeting on 16 May, 2011. At this meeting TACA decided:-

- to support the retention of the wider body (currently the Alliance) with the status of community planning partnership;
- that this be renamed “Community Planning Aberdeen” and should meet two or three times per year with the following streamlined membership:-
- the eight members of the Strategic Co-ordinating Group;
- the three partners with a statutory duty – Nestrans, Scottish Enterprise and the Alcohol and Drugs Partnership;
- a business representative from the Aberdeen and Grampian Chamber of Commerce;
- Aberdeen University;
- Robert Gordon University;
- Aberdeen College;
- two Aberdeen City Councillors; and
- one community representative.

TACA also requested officers to prepare a report presenting the structure and detailing the remit, role and responsibilities of each of the layers within the structure and the lines of communication between each for consideration at the Community Planning Aberdeen Board and also at the Alliance meeting on 23 June, 2011, and that thereafter, a constitution be drafted on that basis, and further information on the operation of the thematic groups be developed in conjunction with the existing Challenge Forums.

The report explained that therefore, the proposal now has Nestrans as a member of the Community Planning Partnership (now entitled “Community Planning Aberdeen”) with a voice to the actioning group, the Community Planning Aberdeen Board through the Economic Development representative who will have a duty to consult with Nestrans.

The report recommended:-

that the Board note the discussions at TACA and agree that Nestrans accepts the proposed changes at the TACA meeting on 23 June, 2011.

The Board resolved:-

- (i) to approve the recommendation contained in the report; and
- (ii) to request that the Director report back on any concern he has regarding the communication within the Community Planning Aberdeen structure.

PROJECTS

4. (A) Access from the South

With reference to article 6(A) of the minute of the meeting of the Board of 8 December, 2010, the Board had before it a report by the Director which advised members on the latest progress in bringing forward projects identified within the Access to Aberdeen from the South study. The report outlined short-term, medium-term and long-term measures in relation to the study.

In relation to short-term measures, the report highlighted the successful segregated left turn lane from the King George VI bridge to West Tullos which was funded by Nestrans as part of the 2010/11 capital budget. The report explained that given the success of this left turn slip lane, the affect of providing a segregated left turn lane at Great Southern Road to the A90 Stonehaven road at the roundabout on the south side of the Bridge of Dee had been looked at. This had started to be investigated using the £25,000 in the 2011/12 capital budget.

In relation to medium-term measures, the Access to Aberdeen from the South study identified the potential for traffic signals to more evenly distribute the capacity at the junctions of Souterhead Road and Hareness Road with Wellington Road. Funding was allocated to continue the preliminary design work to replace these roundabouts and officers at Aberdeen City Council developed three options at the Souterhead Road junction and a single layout for a traffic signal control junction with full pedestrian crossing facilities at the Hareness junction. Statistics showed significant variance in the results and the underlying reasons for this was now being investigated.

The report advised that although a solution is being investigated to address the capacity problems at the Bridge of Dee in the longer term, in the medium-term, in order to ensure that any strategic improvement on the Wellington Road corridor is fit for purpose and provides value for money, it is recommended that Nestrans waits to determine the impact of the construction of the Aberdeen Western Peripheral Route and the outcome of the Bridge of Dee study before determining the scale of any improvements still required on Wellington Road.

In relation to long-term measures, the study identified the need for additional capacity over the River Dee in the longer term and so a study began in 2010/11 to investigate transport improvements in this area using the methodology set out in the Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB). A sum of £75,000 has been allocated within the 2011/12 revenue budget to continue the longer term studies with the next stage being to complete the pre-appraisal process by finalising the option sifting process, taking account of stakeholder contributions and determining the options to be taken forward for further assessment.

The report recommended:-

that the Board –

- (a) note the progress with projects identified within the Access to Aberdeen from the South study; and
- (b) agree to defer further investigation into a strategic improvement on the A956 Wellington Road corridor until the impact of construction of the Aberdeen Western Peripheral Route and outcome of the Bridge of Dee study are known.

The Board resolved:-

to approve the recommendations contained in the report.

(B) Dyce Shuttle Bus Update

With reference to article 10 of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a report by the Director which provided an update on progress regarding the Service 80 Dyce shuttle bus operating between Dyce railway station, Aberdeen Airport, Aberdeen Heliport and Kirkhill industrial estate. The report explained that in moving from a two-bus operation to a single vehicle, there have been some teething problems and congestion in the evening peak which has caused some difficulties in ensuring connection to some trains. The report advised that a review of service timings was therefore carried out and a revised timetable has been prepared to ensure effective connections. The report explained that this revised timetable has additional time built in to ensure that even in heavy traffic, the shuttle bus will arrive at the station in time to meet connecting services. The report explained that indications from passengers were that it is more important to have a guaranteed connection than reduce waiting time at the station and the revised timetable will be introduced with effect from 13 June, 2011 and will be supported by publicity and promotion.

The report explained that initial indications of passenger numbers are that the move to a single bus operations has not impacted too dramatically on patronage and in the first three weeks of Central Coaches operation, the service carried an average of 193 passengers per day, fairly similar to the daily average previously carried on two buses. The report explained that overcrowding has not been identified as a major problem although buses do get busy at peak times, the new vehicle has room for standing passengers which has generally been sufficient to meet demand.

The report explained that as indicated in the report to the last Board meeting, First Aberdeen have decided to implement a Saturday only service operating 16 journeys between the station and the airport from 11 June, 2011 and Aberdeen City Council are considering whether it is possible to include it on promotional material prepared for the Service 80, but there is limited space on the leaflet and since the First service will operate on a different route, will have a different fare structure and use different vehicles, it may not be possible to do so.

The Board resolved:-

to note the detail contained in the report.

ACTION PLANS

5. (A) Health and Transport Monitoring Report

With reference to article 7(B) of the minute of the meeting of the Board of 8 December, 2010, the Board had before it an update on the Health and Transport Action Plan.

The members discussed the problems associated with parking at Aberdeen Royal Infirmary's grounds and it was explained that NHS Grampian were acutely aware of these problems and that they had established a working group to look at this issue and they would report to the NHS Board on proposals accordingly.

The Board resolved:-

to note the monitoring report.

(B) Freight Action Plan

With reference to article 7(A) of the minute of the meeting of the Board of 8 December, 2010, the Board had before it a report by the Director which provided an update on progress regarding freight matters and details on the development of Nestrans' Freight Action Plan.

The Board resolved:-

- (i) to note the detail contained in the report and its appendix; and
- (ii) to thank all individuals concerned in progressing the Freight Action Plan.

GENERAL

6. (A) Progress Report

With reference to article 5(A) of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a progress chart summarising the work in the three sub-strategies of the Regional Transport Strategy as at 31 May, 2011.

The Board resolved:-

to note the report.

MATTER OF URGENCY

The Deputy Chair intimated that she had directed in terms of Section 50(B)4(b) of the Local Government (Scotland) Act 1973, that a proposed draft response on the air passenger duty consultation document be considered as a matter of urgency to enable the Board to consider approving the said response.

(B) Publications and Consultations

With reference to article 5(B) of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a report by the Director which summarised and advised of recent consultation documents received, and presented suggested responses to the following documents (as detailed in the appendix to the report):-

- High Speed Rail;
- Reform of Air Passenger Duty (the Board were circulated this day with a draft response);
- Aberdeen City Council Draft Open Space Strategy;
- United Nations Decade of Action for Road Safety 2011-2020; and
- Aberdeen City Council/Aberdeenshire Council/Moray Council Joint Road Safety Plan.

The Board resolved:-

- (i) to agree the response detailed at Appendix 1 to the report in relation to the consultation on High Speed Rail, whilst noting that this has already been approved by Aberdeen City Council's Enterprise, Planning and Infrastructure Committee, and Aberdeenshire's Community Planning Partnership and is to be considered by the Aberdeenshire Council's Infrastructure Services Committee and Aberdeen City's Community Planning Partnership in June, 2011;
- (ii) in relation to the proposed extension of duty to private passenger flights (including helicopters), to agree to make representations to the Government making the case for exempting passengers on board helicopters serving installations at sea as these passengers are serving the oil and gas industry by the only practical means of transport available;
- (iii) in relation to the range of banding charges for air passenger duty, to agree to alert other regional transport partnerships in the North of Scotland about Nestrans' view that passengers who will not have the benefit of the investment in High Speed Rail to provide an alternative to short haul air travel should be exempt from air passenger duty;
- (iv) in relation to the regional impact of air passenger duty, to note that the Scottish Airports had commissioned a report by a consultant in 2010 which identified that an increase in air passenger duty could reduce the number of passengers to, from and within Scotland by as many as 1.2 million over a three year period, although the impact on Aberdeen Airport was less severe given the largely business nature of travel;
- (v) in relation to devolving air passenger duty to the Scottish Government, the Board agreed to amend the circulated proposed response in relation to this specific issue to emphasise the importance of North of Scotland passengers not being placed at a disadvantage due to the devolution of air passenger duty whilst seeking a commitment from the Government to use these powers in the best interest of passengers from the North of Scotland;
- (vi) to otherwise approve the proposed joint draft response prepared by BAA (Aberdeen) on the reform of air passenger duty as circulated and suggested that ACSEF should sign the letter as well as Nestrans; and
- (vii) to otherwise approve the responses to the consultation documents as detailed in the report and its appendices.

MATTER OF URGENCY

The Deputy Chair intimated that she had directed in terms of **Section 50(B)4(b) of the Local Government (Scotland) Act 1973**, that the following report be considered as a matter of urgency to enable the Board to consider the draft statements for 2010/11 and to note the proposed plan submitted by Audit Scotland regarding audit arrangements for the 2010/11 audit.

BUDGET MATTERS

7. (A) Draft Accounts for 2010/11 and Audit Scotland Annual Audit Plan 2010/11

The Board had before it a report by the Treasurer to the Board which explained that the Board is required to consider the draft statements for 2010/11 and to note the proposed plans submitted by Audit Scotland regarding audit arrangements for 2010/11. The report also provided an update on the Board's 2011/12 budgets to alert them to any matters arising.

The report explained that the plan for the 2010/11 audit process from Audit Scotland was attached to the appendix to the report and it set out the respective responsibilities of those involved, the general approach to be taken by Audit Scotland, the reporting arrangements with a timescale for key outputs and a summary of major financial issues facing the Board.

The report explained that the draft financial statements for 2010/11 were attached as Appendix 2 to the report and explained that members would note the statements were presented under the new International Financial Reporting Standards format. The report explained that Appendix 3 to the report provided the standard budget monitoring statement for the year to 31 March, 2011 to allow the Board to better relate to the changes in the format of the statements.

The report explained that the Board approved draft capital and revenue budgets for 2011/12 at their meeting on 16 February, 2011, subject to anticipated funding levels being confirmed. The report explained that the 2011/12 capital allocations to Nestrans from the Councils has now been confirmed as £1.411m from Aberdeen City Council and £1.172m from Aberdeenshire Council. The report explained that this resulted in a £260,000 shortfall in comparison with the previously assumed funding. The report advised that a cost benefit analysis has recently been completed for the A944 Wellgrove Road/Straik Road traffic signal installation in Westhill that had an approved budget of £270,000. The report explained that the costs have greatly increased for the scheme and as a result there is a poor benefit to cost ratio and therefore it is recommended this project is no longer progressed and this will also address the reduction to the available 2011/12 capital budget.

The report recommended:-

that the Board –

- (a) note the Audit Scotland Audit Plan for 2010/11;
- (b) considers the draft financial statements for 2010/11 and approves their issue to the Controller of Audit; and
- (c) notes the available 2011/12 capital budget and agrees to dropping the £270,000 A944 Wellgrove Road/ Straik Road, Westhill project.

The Board then discussed some of the detail contained in the report, specifically they raised concern that the salary details of the Director of Nestrans (including pension details) were included in the public papers. The Treasurer to the Board explained that the Local Authority Accounts (Scotland) Regulations 1985 (as amended by the Local Authority (Scotland) Amendment Regulations 2011) advise that the salaries of senior officers need to be disclosed in the Statement of Accounts of the Board.

The Board resolved:-

- (i) to make representations to the Scottish Government regarding their concern that the Directors pension details and salary details were included in a public document; and
- (ii) to otherwise approve the recommendations contained in the report.

INFORMATION BULLETIN

8. With reference to article 7 of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a report by the Director which provided information and updates for the Board on a number of matters not requiring a decision.

The report provided updates on the current position of the following projects/issues:-

- Access from Scotland to London at Heathrow – letter from Transport Minister;
- Rail Update;
- Competition Commission's Report on Buses;
- M74 Extension Completion;
- Nestrans Press Releases; and
- Getabout Events.

The Board resolved:-

to note the details contained in the report.

CONFERENCES AND PRESENTATIONS

9. With reference to article 8 of the minute of meeting of the Board of 20 April, 2011, the Board had before it a report by the Director summarising recent and forthcoming conferences of interest to the Partnership along with presentations by Nestrans and its partners.

The Deputy Chair wished Nestrans and the two Councils the best of luck at the forthcoming Scottish Transport Awards on 16 June, 2011.

The Board resolved:-

- (i) to note that Derick Murray, with Hitrans, would present at a meeting in Edinburgh on 30 June, 2011 organised by the Glasgow Edinburgh Collaboration to discuss High Speed Rail. The Northern RTPs would highlight the implications for the North of Scotland of the High Speed Rail proposals and the North's view on how to ensure the whole of Scotland could benefit; and
- (ii) to otherwise note the report.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

10. With reference to article 9 of the minute of meeting of the Board of 20 April, 2011, the Board had before it a report by the Director detailing pending business and information on reports to be submitted to future Board meetings.

The Board resolved:-

to note the report.

EXEMPT INFORMATION

The Board resolved in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, to exclude the press and public from the meeting during consideration of the following item of business so as to avoid disclosure of exempt information of the class described in paragraphs 6 and 10 of Schedule 7(A) of the Act.

MATTER OF URGENCY

The Deputy Chair intimated that she had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973, that a verbal update by the Director on the future public relations contract for the Partnership be considered as a matter of urgency to enable the Board to make an early decision on this contractual arrangement.

DECLARATION OF INTEREST

Prior to the Board considering the following item the representative of the Board's current public relations contract declared an interest in the item and left the meeting.

PUBLIC RELATIONS CONTRACT

11. The Board heard the Director explain that the current public relations contract for Nestrans had expired and that the Board would have to consider its future public relations requirements. The Director explained that there remained a possibility of a joint public relations contract between Nestrans and ACSEF however the timing of such a joint contract would not be achievable until 2012.

The Board resolved:-

- (i) to request that all members of the Board receive background information in relation to the options available for the public relations contract, following which each member would submit their comments on the options to the Director to collate; and
- (ii) to agree that once each member of the Board had put forward their views in relation to the options available that delegated authority be granted to the Director in consultation with the Chair and Deputy Chairs of the Board to make a final decision on the Board's public relations contractual arrangements and to report the outcome to the next meeting for its information.

- ANNE ROBERTSON, Deputy Chair.

Exempt information as described in paragraph(s) 8, 12 of Schedule 7A of the Local Government (Scotland) Act 1973.

Document is Restricted

This page is intentionally left blank

Exempt information as described in paragraph(s) 8 of Schedule 7A of the Local Government (Scotland) Act 1973.

Document is Restricted

This page is intentionally left blank