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To: Councillor Crockett, Convener; Councillor Milne, Vice-Convener; and Councillors Allan, Boulton, Corall, Cormie, Delaney, Finlayson, Grant, Jaffrey, MacGregor, McCaig, Jean Morrison MBE, Thomson and Yuill.

Town House,
ABERDEEN 3rd September 2012

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

The Members of the **ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE** are requested to meet in Council Chamber - Town House on **TUESDAY, 11 SEPTEMBER 2012 at 2.00 pm.**

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES

BUSINESS

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 MINUTES

2.1 Minute of Previous Meeting of 31st May 2012 (Pages 1 - 24)

3 MOTIONS

3.1 Speed Limit Review - Notice of Motion by former Councillor Farquharson
(Pages 25 - 46)

3.2 Notice of Motion by Councillor Townson - Referred from Council on 13
June 2012

“Council agrees to develop a youth employment strategy for Aberdeen in consultation with relevant public and private organisations.”

3.3 Notice of Motion by Councillor Malone - Referred from Council on 13 June 2012 (Pages 47 - 50)

“To instruct the Director of Enterprise, Planning and Infrastructure to support the request by the International School of Aberdeen and install a safe pedestrian crossing similar to other crossings on North Deeside Road at the entrance of the School. At present there is no safe crossing and pupils and community members must negotiate a very busy road.”

3.4 Notice of Motion by Councillor Jennifer Stewart - Referred from Council on 22 August 2012

"Council instructs officers to report on the feasibility and implications of removing/ending on street Sunday parking charges"

3.5 Notice of Motion by Councillor Yuill - Referred from Council on 22 August 2012

“That this Council agree to instruct officers to report to the appropriate committee on the feasibility of providing local communities with the materials and equipment necessary to undertake snow clearing and gritting and that this report should seek to include information about such schemes operating elsewhere in Scotland and the UK.”

3.6 Notice of Motion by Councillors Yuill, Delaney and Malone - Referred from Council on 22 August 2012

“That this Council agrees to write to the Scottish Government and Aberdeen’s MSPs calling for a change in the regulatory regime for bus operators providing scheduled public services to introduce a ‘public service obligation’ which would require any bus operator providing more than 50% of the bus services in a particular local authority area to provide a basic level of bus service (including in evenings and at weekends) to communities across that local authority area.”

3.7 Notice of Motion by Councillor Yuill - Referred from Council on 22 August 2012

“That this Council:

1. Expresses concern at the impact the withdrawal of evening bus services to Airyhall will have on residents of that community, including increased social isolation for some.
2. Instructs officers to report to the relevant committee on the feasibility and likely cost of introducing a City Council supported evening bus service to Airyhall and to further report on options for funding such a supported service.”

3.8 Notice of Motion by Councillor Greig - Referred from Council on 22 August 2012

“That this Council produces a report on identifying funding sources for the bus services which are scheduled for withdrawal from Seafield and Craigiebuckler.”

3.9 Notice of Motion by Councillor Delaney - Referred by Council from 22 August 2012

“That this Council:-

1. Deplores First Aberdeen’s decision to terminate the Park & Ride service from Kingswells at Aberdeen Royal Infirmary.
2. Instructs officers to seek a meeting with First Aberdeen to emphasise the need for effective Park & Ride services in order to reduce congestion caused by commuter traffic and their role in achieving this.
3. Instructs the Chief Executive to seek a meeting with the Transport Minister and Group Leaders to discuss recent reductions in bus frequencies across the city and First Aberdeen’s failure to deliver on local and national transportation policies in Aberdeen.”

4 PERFORMANCE MANAGEMENT AND SERVICE ISSUES

There are no reports under this heading.

5 FINANCE

5.1 2012/13 Revenue Budget Monitoring (Pages 51 - 60)

5.2 Capital Monitoring - Enterprise, Planning and Infrastructure Projects (Pages 61 - 66)

6 ENTERPRISE

6.1 Twinning and International Partnerships (Pages 67 - 88)

- 6.2 City Events Programme 2013-14 (Pages 89 - 102)
- 6.3 Community Digital Media Channel (Pages 103 - 104)
- 6.4 Aberdeen City Employability Forum (Pages 105 - 108)
- 6.5 Retail Rocks Update (Pages 109 - 122)
- 6.6 Management of Events in Parks and Open Spaces (Pages 123 - 140)
- 6.7 Visit Aberdeen Business Plan (Pages 141 - 146)
- 6.8 Aberdeen Hogmanay Celebrations (Pages 147 - 150)

7 PLANNING AND SUSTAINABLE DEVELOPMENT

- 7.1 Aberdeen the Smarter City: A Strategy for 2020 (Pages 151 - 172)
- 7.2 West Huxterstone, Kingswells Masterplan (Pages 173 - 200)

8 INFRASTRUCTURE

PROPOSED TRAFFIC ORDERS COMING TO COMMITTEE FOR THE FIRST TIME

- 8.1 Various Small Scale Traffic Management and Development Associated Proposals (New Works) (Pages 201 - 232)

TRAFFIC ORDERS AT THE MIDDLE STAGE OF THE PROCEDURE

There are no reports under this heading.

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

- 8.2 Traffic Orders at the Final Stage of the Statutory Process (Pages 233 - 242)

OTHER INFRASTRUCTURE, ROADS AND PARKING ISSUES

- 8.3 Review of the National Speed Limit on the C128C Road between its junction with the A944 at Kingswells Roundabout and the existing 40mph restriction to the north of Cults (Pages 243 - 250)
- 8.4 Roads Winter Services Plan 2012/13 (Pages 251 - 256)
- 8.5 Extension of Pay by Phone Parking (Pages 257 - 260)
- 8.6 Road Asset Management Plan (Pages 261 - 264)
- 8.7 Flood Risk Management (Scotland) Act 2009 - Governance Arrangements for the North East Local Plan District (NELPD) (Pages 265 - 274)
- 8.8 Palmerston - Revised Traffic Management and Controlled Parking Zone Proposals (Pages 275 - 290)
- 8.9 Permit Misuse Policy (Pages 291 - 296)
- 8.10 Off-Street Monthly Car Parking Permits (Pages 297 - 304)
- 8.11 Strategic and Local Transportation Projects - Update Report (Pages 305 - 372)

9 COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST

- 9.1 Committee Business Statement (Pages 373 - 390)
- 9.2 Motions List (Pages 391 - 398)

ITEMS THE COMMITTEE MAY WISH TO CONSIDER IN PRIVATE

OTHER INFRASTRUCTURE, ROADS AND PARKING ISSUES

- 10.1 Bus Shelter Advertising Contract (Pages 399 - 416)

Please note that reports marked with an * have implications for agreed Priority Based Budget (PBB) options.

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ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN, 31 May, 2012. Minute of Meeting of the ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Crockett, Convener; Councillor Milne, Vice-Convener; and Councillors Allan, Boulton, Corall, Delaney, Dunbar (as a substitute for Councillor Cormie for articles 1-26), Finlayson (as a substitute for Councillor Lawrence), Grant, Jaffrey, McCaig, MacGregor, Jean Morrison MBE, Noble (as substitute for Councillor Cormie for articles 27 -36), Thomson and Yuill.

The agenda and reports associated with this minute can be found at:-
<http://councilcommittees/ieListDocuments.aspx?CId=140&MId=2284&Ver=4>

DETERMINATION OF EXEMPT ITEMS OF BUSINESS

1. Prior to considering the matters before the Committee, the Committee resolved in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, to exclude the press and public from the meeting for articles 35 and 36 so as to avoid disclosure of exempt information of the Class described in paragraphs 8, 10 and 12 of Schedule 7(A) to the Act.

REQUEST FOR DEPUTATION

2. The Committee had before it the following request for deputation, which complied with Standing Order 10(1):-

1. Mrs. Reid, Braeside and Mannofield Community Council - in relation to item 5.1 on the agenda;
2. Mr Ron Taylor – in relation to item 5.2 on the agenda
3. Ms Waddell – in relation to item 5.2 on the agenda
4. Ms Sim and Mr Buchan – in relation to item 11.4 on the agenda
5. Mr Isaac Wood – in relation to item 5.1 on the agenda
6. Ms Hannah Kunzlik - in relation to item 5.2 on the agenda

The Committee resolved:-

to hear the request for deputation prior to the consideration of the relevant report.

AGENDA ORDER

3. The Convener proposed that item 10.5 (Consultation Response to the Aberdeen Airport Master Plan) be considered following item 3.1 (Aberdeen Airport 2012 Draft Master Plan Presentation), and that thereafter the deputations and relevant reports be heard and considered.

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The Committee resolved:-

to concur with the proposal of the Convener in respect of the order of the agenda.

ABERDEEN AIRPORT 2012 DRAFT MASTER PLAN

4. The Committee welcomed Mr. Dan Peck, Head of Development, Aberdeen Airport to the meeting, who was present to provide a presentation on the Aberdeen Airport 2012 Draft Master Plan.

Members were afforded the opportunity to ask questions of Mr. Peck

The Committee resolved:-

to thank Mr. Dan Peck for his informative presentation.

**CONSULTATION RESPONSE TO THE ABERDEEN AIRPORT MASTERPLAN –
EPI/12/113**

5. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of a response to the draft Aberdeen Airport Master Plan which was currently out for consultation.

The report recommended:-

that the Committee –

- (a) note the main proposals contained in the Aberdeen Airport Draft Master Plan; and
- (b) agree that the letter in Appendix 1 be sent to Aberdeen Airport in response to the consultation on the draft Master Plan.

The Committee resolved:-

to approve the recommendations.

**FOUR TRAFFIC ORDERS – OUTCOME OF MAIN STATUTORY ADVERTISEMENT
STAGE – CG/12/054**

6. (A) In terms of Standing Order 10(1), and as agreed at the beginning of the meeting (see article 1 above), the Committee received a deputation from Mr Buchan and Ms Sim, in relation to the recommendation regarding Newhills Avenue contained in the above-named report.

Mr Buchan questioned the rationale for the proposal and highlighted that there have been no incidents of safety at the location. He explained that residents felt that the proposal would aggravate the current parking situation experienced by residents and question where they should park if the measure was introduced.

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Mr Buchan and Ms Sim suggested the following alternative proposals to alleviate the parking concerns:- (1) the introduction of a one-way restriction on the length of Newhills Avenue; (2) the grass and the outer pavement on Newhills Avenue be removed so that all residents, nurses, doctors etc could park off the road safely; and (3) the corner of the road be widened and the double yellow only come as far as number 1 Dykeside Way and not number 11; and (4) extension of the existing bus lay-by to provide residential parking, the lay-by originally was used solely for cars.

Members asked questions of Mr Buchan and Ms Sim and thanked them for their contribution.

(B) The Committee had before it a report by the Director of Corporate Governance which presented the outcome of the following four traffic orders, all at the final statutory stage:-

- (1) The Aberdeen City Council (Citywide Traffic Management Measures) (No 1) Order 2012;
- (2) The Aberdeen City Council (Citywide Traffic Management Measures) (No 2) Order 2012;
- (3) The Aberdeen City Council (Advocates Road, Aberdeen) (Prohibition Of Waiting) Order 2012; and
- (4) The Aberdeen City Council (Mid Stocket Lane, Aberdeen) (Traffic Management) Order 2012.

The report recommended:-

that the Committee –

- (a) in relation to The Aberdeen City Council (Citywide Traffic Management Measures) (No 1) Order 2012:-
 - (i) approve the proposal for the north side of Queen's Lane South and with regard to the proposal for the south side, to approve the proposed relaxation to the order as detailed in Section 5.1.1 below as shown in the appendix to the report; and
 - (ii) request officers to monitor the impact of the introduction of the measure on the south side of Queen's Lane South and should the impact be detrimental to the access to garages, to request officers to commence the traffic regulation order procedure for the introduction of further waiting restrictions in the front of the garages concerned;
 - (iii) overrule the objections in relation to the proposal at Queen's Road, and approve the proposed relaxation to the order, as detailed in section 5.1.2 in the report and shown in the appendix; and
 - (iv) approve that the order be introduced as originally envisaged, with the exception of the relaxations proposed for Queen's Road and the south side of Queen's Lane South;
- (b) in relation to The Aberdeen City Council (Citywide Traffic Management Measures) (No 2) Order 2012:-
 - (i) overrule the objection in relation to the proposal at Forest Avenue, and approve the proposal as originally envisaged for inclusion in the order;

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- (ii) overrule the objections in relation to the proposal at Newhills Avenue, and approve the proposed relaxation to the order, as detailed in section 5.2.2 of the report; and
- (iii) approve that the order be introduced as originally envisaged, with the exception of the relaxation proposed for Newhills Avenue;
- (c) agree to defer consideration of The Aberdeen City Council (Advocates Road, Aberdeen)(Prohibition Of Waiting) Order 2012 to the next meeting of the Enterprise, Planning and Infrastructure Committee to allow for further investigation to be undertaken; and
- (d) in relation to The Aberdeen City Council (Mid Stocket Lane, Aberdeen) (Traffic Management) Order 2012, to request officers to recommence the traffic regulation order process with the proposed police parking bay at a new location on Mid Stocket Lane which was not directly adjacent to an access point.

The Committee resolved:-

to approve the recommendations in the report with the exception of (b)(ii) in relation to Newhills Avenue, where the Committee requested that the proposal for Newhills Avenue be removed from the Aberdeen City Council (City Wide Traffic Management Measures) (No 2), and that officers explore the possibility of providing five, rather than four, car parking spaces at the bend of Newhills Avenue, and re-commence the traffic regulation order process.

MOTION BY COUNCILLOR YUILL – HEAVY GOODS VEHICLES USING BROOMHILL ROAD AS A THROUGH ROUTE – EPI/11/285

7. (A) In terms of Standing Order 10(1), and as agreed at the beginning of the meeting (see article 1 above), the Committee received a deputation from Ms Waddell, in relation to the above-named report.

Ms Waddell explained her concern at the high volume of heavy goods vehicles using Broomhill Lane and the safety implications of this for residents and pedestrians. She highlighted the speed of these vehicles and urged the Committee to support the terms of Councillor Yuill's motion to introduce of an "except for access" width or weight restriction on some or all of Broomhill Road between Holburn Street and South Anderson Drive.

Members thanked Ms Waddell for her contribution.

(B) The Committee then received a deputation from Mr Taylor.

Mr Taylor explained that he had been a resident on Broomhill Road for a long time and throughout this time he had seen a considerable increase in the number of heavy goods vehicles using Broomhill Road as a through route.

He advised of the serious implications this was having on residents and of his safety concerns resulting from the volume of heavy goods vehicles. He supported Councillor

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Yuill's proposal for the introduction of an "except for access" width or weight restriction on some or all of Broomhill Road between Holburn Street and South Anderson Drive.

Members asked questions of Mr Taylor and thanked him for his contribution.

(C) The Committee then received a deputation from Ms Kunzlik.

Ms Kunzlik highlighted that the increasing volume of heavy goods vehicles using Broomhill Road was a long standing concern of residents. In particular, she and others were concerned for the health and safety of residents and pedestrians. Ms Kunzlik supported the proposal to introduce an 'except for access' weight or width restriction on Broomhill, as sought by Councillor Yuill's motion, to alleviate the current problem.

Members asked questions of Ms Kunzlik and thanked her for her contribution.

(D) With reference to article 11 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 31 January, 2012, the Committee had before it a further report by the Director of Enterprise, Planning and Infrastructure regarding Councillor Yuill's Notice of Motion:-

"That given the ongoing difficulties caused by HGVs using Broomhill Road as a through road, the Council instructs officers to report to the appropriate Committee on the introduction of an "except for access" with weight restriction on some or all of Broomhill Road between Holburn Street and South Anderson Drive"; and explored other options available, not excluding the introduction of an "except for access" with and/or weight restriction to address the concerns of residents on Broomhill Road.

The report recommended:-

that the Committee –

- (a) agree that, given the strategic importance of Broomhill Road within the road network and the proportionately small percentage of HGVs that were using Broomhill Road as a through route, restricting LGVs/HGVs along Broomhill Road would not be appropriate; and
- (b) agree that no action be taken at this time.

The Convener, seconded by the Vice-Convener moved:-

that the recommendations in the report be approved and to request officers to undertake further speed, volume and parking surveys on Broomhill Road following the implementation of the new puffin crossing and report back to the Committee with this information.

Councillor Yuill, seconded by Councillor Delaney moved as an amendment:-

to request officers to commence the necessary traffic regulation order process for the introduction of an "Except for Access" width or weight restriction on some or all of Broomhill Road between Holburn Street and South Anderson Drive and to report back to the Committee in this regard. The funding for the Traffic Regulation Order to come from contingencies.

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On a division, there voted:- for the motion (13) – the Convener; the Vice-Convener; and Councillors Allan, Boulton, Corall, Dunbar, Grant, Jaffrey, Finlayson, MacGregor, McCaig, Jean Morrison MBE and Thomson; for the amendment (2) - Councillors Delaney and Yuill.

The Committee resolved:-

to adopt the motion.

MOTION BY COUNCILLOR YUILL – HEAVY GOODS VEHICLES USING MORNINGSIDE ROAD, CRANFORD ROAD AND DUTHIE TERRACE – EPI/12/119

8. (A) With reference to article 1 of this minute whereby the Committee agreed to hear a deputation from Mrs Reid and Mr Wood, the Committee was advised that neither of the deputations were present, therefore the Committee proceeded to consider the report.

(B) With reference to Article 12 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 31 January, 2012, the Committee had before it a further report by the Director of Enterprise, Planning and Infrastructure regarding Councillor Yuill’s motion:-

“That, given the ongoing difficulties caused by lorries using Morningside Road, Cranford Road and Duthie Terrace as through roads 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 ‘accept for access’ weight restriction on these roads plus that part of Hammerfield Avenue not already covered by such a restriction.”

The report addressed the Committee’s previous instruction where officers were requested to contact BEAR Scotland regarding the possible reconfiguration of the traffic light junction from Great Western Road to Anderson Drive.

The report recommended:-

that the Committee –

- (a) agree to take no action at this time given the low volume of large/heavy goods vehicles using these roads and the level of resources that would be required to ensure compliance with the traffic order restricting such vehicles; and
- (b) request officers to continue to monitor the level of usage of these roads by HGVs on an annual basis and if there should be a significant change reconsider the possibility of introducing a restriction.

The Convener, seconded by the Vice Convener moved:-

that the recommendations contained in the report be approved.

Councillor Yuill, seconded by Councillor Delaney, moved as an amendment:-

to request officers to necessary traffic regulation order procedure for the introduction of an “except for access” width restriction on Morningside Road,

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Cranford Road and Duthie Terrace, plus that part of Hammerfield Avenue not already covered by such a restriction, to prevent access to HGV's and other larger vehicles, and that officers report the results to a future meeting of the Committee. The funding for the traffic regulation order procedure to come from contingencies."

On a division, there voted:- for the motion (13) – the Convener; the Vice-Convener; and Councillors Allan, Boulton, Corall, Dunbar, Grant, Jaffrey, Finlayson, MacGregor, McCaig, Jean Morrison MBE and Thomson; for the amendment (2) - Councillors Delaney and Yuill.

The Committee resolved:-
to adopt the motion.

MOTION BY COUNCILLOR YUILL – BOLLARDS OPPOSITE THE ENTRANCE TO DEESIDE DRIVE – EPI/12/108

9. With reference to article 13 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 31 January, 2012, the Committee had before it a further report by the Director of Enterprise, Planning and Infrastructure which provided further information on alternative solutions to the difficulties experienced by the bollards opposite the entrance to Deeside Lane as raised by Councillor Yuill's motion.

The report recommended:-
that the Committee –

- (a) note the proposals that officers had considered; and
- (b) agree that no further action should be taken with regard to the removal of the bollards as this could not be justified due to the costs of the associated works.

The Convener, seconded by the Vice-Convener moved:-
that the recommendations as contained in the report be approved.

Councillor Yuill, seconded by Councillor Delaney moved as an amendment:-
to request officers to commence the removal of the bollards opposite the entrance to Deeside Lane and the associated works, with this to be funded from contingencies.

On a division, there voted:- for the motion (13) – the Convener; the Vice-Convener; and Councillors Allan, Boulton, Corall, Dunbar, Grant, Jaffrey, Finlayson, MacGregor, McCaig, Jean Morrison MBE and Thomson; for the amendment (2) - Councillors Delaney and Yuill.

The Committee resolved:-
to adopt the motion.

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MOTION BY COUNCILLOR GRAHAM – TRAFFIC CALMING ON BONNYVIEW DRIVE – EPI/12/107

10. With reference to article 7 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 31 January, 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information in relation to the notice of motion by Councillor Graham regarding the implementation of speed cushions and the mandatory 20mph speed limit on Bonnyview Drive.

The report recommended:-

that the Committee –

- (a) note the speed surveys carried out by officers, as well as the content of the report; and
- (b) agree, given the findings of the survey, to instruct officers not to consult with residents and that no further action be taken.

The Committee resolved:-

- (i) to approve the recommendations as contained in the report; and
- (ii) to delete the motion from the list of outstanding motions

MOTION BY FORMER COUNCILLOR LESLIE – MARISCHAL COLLEGE ACCESS – EPI/12/089

11. With reference to article 6 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 31 January, 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which responded to the following motion by former Councillor Leslie:-

“that officers are instructed to prepare a report on proper access for disabled people using mobility scooters at Marischal College, and such a report be reported to the appropriate Committee.”

The report recommended:-

that the Committee agree that as an operational matter the gate between the main structure and the pend column might open during business hours as an alternative straight on means of access and that, subject to obtaining relevant consent an additional left-hand operation push-pad be mounted on the main structure wall at an appropriate distance from the access door. In addition, consideration be made to re-hang the existing gate to minimise any perception of an obstruction. This constituted minimal intervention and minimal cost for minimal need.

The Committee resolved:-

- (i) to approve the recommendation;
- (ii) to delete the motion from the list of outstanding motions; and
- (iii) to convey their best wishes to former Councillors Hunter and Leslie, both of whom were currently in hospital.

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DECLARATION OF INTEREST

The Vice-Convenor declared an interest in the subject matter of one of the recommendations contained in the following article by virtue of his employment. The Vice-Convenor felt it necessary to withdraw from the meeting.

MINUTE OF MEETINGS OF THE CONTROLLED PARKING AREAS WORKING PARTY OF 3 FEBRUARY AND 5 APRIL 2012

12. The Committee had before it the minutes of the meetings of the Controlled Parking Areas Working Party of 3 February and 5 April, both of which contained a number of recommendations to the Committee.

The minute of the Working Party of 3 February 2012, recommended:-

that the Committee –

- (a) in relation to article 4 (Current Anomaly with the Procedure for Issuing Business Permits), approve that the current policy for issuing business permits be changed to allow a business a maximum of two permits per property (in the zones where two residential permits were allowed) and one of these permits might be of the flexible type; and to instruct officers to amend the required traffic regulation orders accordingly; and
- (b) in relation to article 9 (Proposed Changes to the Current Parking Permit Procedures Operational and Policy Related):-
 - (i) to approve a limited number of GP medical permits to be issued to any practice within a controlled parking zone where no off-street parking existed “for the sole use of GPs”;
 - (ii) to approve that two additional flexible permits might be purchased by any repair and maintenance garage/business within all controlled parking zones within the city (however, these additional permits must be for trade working practice only and not for staff). A business with adequate off-street parking would not be eligible for these additional permits;
 - (iii) to approve that a final reminder letter be issued at their next renewal to all permit holders advising them that this was their last and that no future reminders would be issued; and
 - (iv) to instruct officers to amend the traffic regulation orders accordingly on the basis of the above.

The Committee resolved:-

to approve all of the recommendations as detailed above, on the basis that officers commence the required traffic regulation order procedures for each aspect and that the results be reported to a future meeting of the Enterprise, Planning and Infrastructure Committee.

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The minute of the Working Party of 5 April 2012, recommended:-

that the Committee –

- (a) in relation to article 3 (Introduction of Parking Controls/Charges at Duthie Park), to approve the introduction of a maximum stay of 3 hours (no return within one hour) within each of the car parks within Duthie Park between the hours of 8.00am and 4.00pm, Monday to Friday; and to instruct officers to commence the required traffic regulation order procedure;
- (b) in relation to article 4 (Cross Boundary Parking and Residential Parking Permit Eligibility), to:-
 - (i) approve the proposed changes to the Zone N boundaries and the integration of Zone P within Zone N;
 - (ii) approve the amalgamation of the parking zones as noted in paragraph 5.3(i), namely that Zones K, Land M be amalgamated, Zones N and T, and Zones H and V, each for the purpose of cross boundary movements and that this be restricted to between the hours of 4.00pm and 10.00am each day; and
 - (iii) instruct officers to monitor the impact of the proposed changes and to review the eligibility of residents to on-street parking should cross boundary parking be seen to be unresolved;
- (c) in relation to article 5 (Allocation of Business Permits to Offices and for Offices with Multiple Occupancy), to agree to restrict the issue of business permits to those businesses classified as Class 1 Retail Activity or Class 2 Business Activity as specified in the Town and County Planning (Use Classes) (Scotland) Order 1997 only, and which did not have any off-street parking; and
- (d) in relation to article 6 (Proposed Revisions to On-Street Parking Charges for Foresterhill and Garthdee), to instruct officers to increase charges for on-street parking within both the Foresterhill and Garthdee Zones in a phased manner, with option 1 to be implemented as soon as possible and a further review undertaken to raise charges in line with public transport costs, and to instruct officers to amend the existing traffic regulation orders where required.

The Committee resolved:-

- (i) to approve recommendations (a), (b) and (c) as contained in the minute, on the basis that officers commence the required traffic regulation order procedures for each item and that the results be reported to a future meeting of the Enterprise, Planning and Infrastructure Committee; and
- (ii) in relation to recommendation (d), to agree to postpone the increase of on-street parking charges in both the Foresterhill and Garthdee Zones until a review of NHS Grampian's new parking scheme had been undertaken and to request officers to report back to the Committee at this time.

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APPOINTMENT OF MEMBERS TO SPECIFIC SUB-COMMITTEES, GROUPS, COUNCIL SUPPORTED TRUSTS AND BOARDS – CG/12/056

13. The Committee had before it a report, by way of referral, by the Director of Corporate Governance which sought to appoint members to the Sub Committees, Working Groups and other groups relevant to the Enterprise, Planning and Infrastructure Committee.

The Committee resolved:-

- (i) to agree to retain the Controlled Parking Areas Working Group, with a composition of 1+1+1+1+1; and to note that Councillor Laing would be the Labour member, Councillor Finlayson the Independent Alliance member, Councillor Thomson the Conservative member, Councillor Yuill the Liberal Democrat member, and Councillor Corall the SNP member; and
- (ii) to agree that Councillor Yuill continue as the Council's representative on the Pictish Way Working Group.

COMMITTEE BUSINESS STATEMENT

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

The Committee resolved:-

- (i) to delete item 8 (Community Gardens Policy);
- (ii) to note that reports on items 2 (Access from the North), 5 (Justice Mill Lane), 7 (Minute of the Meeting of the Controlled Areas Parking Working), 9 (Environmental Strategy), 13 (Various Traffic Management), 16 (Supplementary Guidance: Householder Development Guide), 18 (Supplementary Guidance: Wind Turbine Development in Aberdeen City), 20 (Draft River Don Corridor Framework), 21 (Technical Advice Note – Retail Impact Assessments) were to be considered later on the agenda; and
- (iii) to otherwise note the updates contained within the list.

MOTIONS LIST

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

The Committee resolved:-

- (i) to delete motions 8 (Motion by Councillor Graham – competitive bus routes), and 9 (Motion by Councillor Jennifer Stewart – crossing patrollers);
- (ii) to note that reports on motions 2 (Motion by Councillor Yuill – HGVs on Broomhill Road), 3 (Motion by Councillor Yuill – HGVs on Morningside Road, Cranford Road, Duthie Terrace, and section of Hammerfield Avenue), 4 (Motion by Councillor Yuill

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- Removal of Bollards on Deeside Drive), and 6 (Motion by former Councillor Leslie – Access at Marischal), and 7 (Motion by Councillor Graham – Traffic Calming on Bonnyview Drive), were to be considered later on today's agenda and a decision would be taken on consideration of each report; and
- (iii) to otherwise note the updates contained within the list.

The Vice-Convenor declared an interest in a subject matter contained in the following article by virtue of his employment. The Vice-Convenor felt it necessary to withdraw from the meeting.

ENTERPRISE, PLANNING AND INFRASTRUCTURE SERVICE ASSET MANAGEMENT PLANS – EPI/12/118

16. 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 report recommended:-

that the Committee approve the Service Asset Management Plans for Enterprise, Planning and Infrastructure.

The Committee resolved:-

to approve the recommendation.

DECLARATION OF INTEREST

Councillor Grant declared an interest in the following item by virtue of his position as Chairperson of Tillydrone Community Council prior to the local government election, and Chair of the Tillydrone Development Trust. Councillor Grant did not feel it was necessary to withdraw from the meeting.

COMMUNITY COUNCIL BUSINESS DEVELOPMENT GRANT COMPETITION – EPI/12/117

17. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of an opportunity to enable local Community Councils to support business development within their communities.

The report recommended:-

that the Committee support the delivery of a Community Council grant competition as outlined in the report.

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The Committee resolved:-

to support the delivery of a Community Council grant competition and that both Community Councils and Community Centres would be eligible to apply.

POSITIVE PROCUREMENT PROGRAMME – SUPPLIER DEVELOPMENT PROGRAMME – EPI/12/116

18. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the benefits of withdrawing from the National (“Supplier Development Programme” and supporting the delivery of a locally developed “Positive Procurement Programme” that would fit closer with local business needs and offer support to an increased number of local businesses.

The report recommended:-

that the Committee –

- (a) support the withdrawal from the National “Supplier Development Programme” which currently caused Aberdeen City Council £7,000 per annum; and
- (b) approve the funding for the development and delivery of a localised “Positive Procurement Programme” of up to £7,000 for the year 2012/2013 to be funded from within existing employability, skills and community enterprise budget.

The Committee resolved:-

to approve the recommendations contained in the report.

NORTH SEA COMMISSION AND EXTERNAL FUNDING UPDATE – EPI/12/093

19. 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) nominate and approve both member and officer travel and attendance to relevant NSC meetings (there would be four NSC Executive meetings at various times throughout 2012). Officer travel to European project development meetings within Europe Member states in 2012/2013. Locations and timings of project development meetings would vary in the year as and when the lead partners called for the meetings;
- (b) approve officer travel to project meetings associated with the “Future Participation in EU Funded Projects” outlined in section 6 of the report;
- (c) note the success of the Council drawing down £287,231 in 2011/12 of external monies to be utilised in EU projects over a period of three years with the potential of £18,906,455 should the pending decision applications being funded; and

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- (d) approve that the Council joins the International Local Governments for Sustainability (ICLEI) as a full member designating the Council Leader or his delegate as primary political contact for ICLEI.

The Committee resolved:-

to approve the recommendations in the report.

INTERNATIONAL PARTNERSHIPS AND TWINNING APPLICATIONS – EPI/12/0124

20. 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 2012/2013.

The report recommended:-

that the Committee –

- (a) approve an allocation of £2,500 towards the participation of Strong Men in the Aberdeen Highland Games Tri-Twinning Challenge, between 15 and 18 June, 2012;
- (b) approve an allocation of £2,600 towards the 21st Aberdeen Scouts visit to Gomel, between 10 and 17 October, 2012;
- (c) approve an allocation of £7,000 maximum contribution towards the visit of a youth theatre group from Regensburg to produce a theatre production with Aberdeen Performing Arts, between 31 July and 12 August, 2012;
- (d) approve an allocation of £2,180 maximum contribution towards the participation of an artist from Clermont-Ferrand in the Aberdeen Art Fair, between 17 and 19 August, 2012;
- (e) approve an allocation of £6,950 towards the participation of a football team from Stavanger in the Denis Law Tournament, between 15 and 21 July, 2012; and
- (f) approve an allocation of £1,000 towards sending a loan exhibition and the curator from The Gordon Highlanders to the Regional Gomel Military Museum and to be a representative in the Intermuseum competition, between 7 and 16 October, 2012.

The Committee resolved:-

to approve recommendations in the report.

SUSTAINABLE URBAN FRINGES (SURF) PROJECT UPDATE – EPI/12/091

21. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the Sustainable Urban Fringes (SURF) project that the Council was lead beneficiary for, and sought member representation at the SURF 2012 Final Conference in Aberdeen.

The report recommended:-

that the Committee –

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- (a) note the positive progress to date of the SURF project, with specific acknowledgement of the intention of the Partnership to extend the project by a further six months;
- (b) approve the attendance of the Convener and Vice-Convener of the Enterprise, Planning and Infrastructure Committee to represent the Council at the SURF Output Dissemination Conference in Aberdeen on Thursday, 28 June, 2012; and
- (c) support, in principle, that the SURF position paper be presented to the EU Commission as an output of the SURF project.

The Committee resolved:-

- (i) to approve recommendations (a) and (c); and
- (ii) to approve the attendance of all members of the Committee at the SURF Output Dissemination Conference in Aberdeen on Thursday 28th June, 2012.

OLYMPIC TORCH REPLAY

22. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided details of the actual cost of hosting the Olympic Torch Relay 2012; and requested additional funds to ensure the efficient and effective delivery of the event in Aberdeen on Monday 11th and Tuesday 12th June 2012.

The report recommended:-

that the Committee -

- (a) agree to allocate a further £45,000 from the Common Good Fund to support the organisation and safe delivery of the Olympic Torch Relay in Aberdeen (£35,000 having already been secured from the Common Good Fund following the approval of Full Council on 23rd February 2011); and
- (b) if unable to approve these monies from the Common Good Fund, request that a meeting of the Urgent Business Committee be called to consider a request for the necessary funding from another budget.

The Committee resolved:-

to support the allocation of £45,000 from *contingencies*, rather than the Common Good Fund, to provide for the organisation and safe delivery of the Olympic Torch Relay in Aberdeen, and to refer the request to the Urgent Business Committee of 1 June 2012, for consideration.

DRAFT SUPPLEMENTARY GUIDANCE ON INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS MANUAL, CHILDREN'S NURSERIES AND SPORTS FACILITIES AND BATS AND DEVELOPMENT – EPI/12/112

23. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of three revised draft supplementary guidance documents:-

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- Infrastructure and Developer Contributions Manual (Appendix 1);
- Children's Nurseries and Sports Facilities (Appendix 2); and
- Bats and Development (Appendix 3).

The report also presented the representations received on the supplementary guidance documents and the officer responses to these representations.

The report recommended:-

that the Committee –

- (a) note the representations received on the draft supplementary guidance documents concerned with the consultation undertaken alongside the Aberdeen Local Development Plan;
- (b) approve officers responses to these representations received on the draft supplementary guidance documents; and
- (c) approve the revised draft Infrastructure and Developer Contributions supplementary guidance, Children's Nurseries and Sports Facilities supplementary guidance, and draft supplementary guidance document – Bats and Development for a six week consultation period.

The Committee resolved:-

- (i) to approve the recommendations;
- (ii) to request officers to look at the policy for the allocation of affordable housing in retirement home developments; and
- (iii) to commend planning officers on the quality and quantity of work undertaken in relation to supplementary guidance.

RIVER DON CORRIDOR FRAMEWORK SUPPLEMENTARY GUIDANCE, IN SUPPORT OF THE ABERDEEN LOCAL DEVELOPMENT PLAN – EPI/12/110

24. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval for a new item of draft supplementary guidance, the River Don Corridor Framework, to be forwarded to Scottish Ministers for adoption.

The report recommended:-

that the Committee –

- (a) approve the River Don Corridor Framework Supplementary Guidance document;
- (b) note the representations received on the draft Supplementary Guidance document during the consultation undertaken; and
- (c) approve officers' responses to these representations received on the draft Supplementary Guidance document.

The Committee resolved:-

to approve the recommendations.

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SUPPLEMENTARY GUIDANCE : HOUSEHOLDER DEVELOPMENT GUIDE – EPI/12/109

25. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the outcome of a consultation exercise undertaken in relation to a specific draft supplementary guidance document entitled “The Householder Development Guide”; and sought approval of responses to the comments received and adoption of the supplementary guidance document.

The report recommended:-

that the Committee –

- (a) note the representations received in relation to the draft Householder Development Guide;
- (b) approve officers’ responses to representations received on the draft Householder Development Guide; and
- (c) agree the adoption of the Householder Development Guide supplementary guidance document pending ratification by the Scottish Government following which it would be formally adopted by the Council.

The Committee resolved:-

to approve the recommendations.

TECHNICAL ADVICE NOTE – RETAIL IMPACT ASSESSMENTS – EPI/12/106

26. With reference to article 36 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 31 January, 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of a technical advice note and retail impact assessments.

The report recommended:-

that the Committee approve the retail impact assessment technical advice note.

The Committee resolved:-

to approve the recommendation.

PLANNING REFORM AND CONSULTATIONS – EPI/12/114

27. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of the proposed Council response to the consultations on planning reform which were being carried out by the Scottish Government.

The report recommended:-

that the Committee endorse the report and appendices as the Council’s response to the Scottish Government consultations on planning reform.

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The Committee resolved:-

to approve the recommendation.

ASHLEY LANE, CORNHILL DRIVE/ASH-HILL DRIVE, CRAIGSHAW CRESCENT, MIDSTOCKET VIEW, NORTH DEESIDE ROAD (LANE AT 229/231), PETERCULTER, NORTH DEESIDE ROAD, PETERCULTER, NORTH DEESIDE ROAD, PETERCULTER, OLD SKENE ROAD, KINGSWELLS, OSCAR ROAD, PROVOST GRAHAM AVENUE, ROYAL COURT, QUEEN'S ROAD, SUMMERHILL ROAD, VIRGINIA STREET, PHARMACY/RESIDENTIAL DEVELOPMENT AT LEARIG, KINGSWOOD DRIVE, KINGSWELLS AND WELLHEADS DRIVE, DYCE – EPI/12/098

28. 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.

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 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 officers to commence the combined statutory consultation for the traffic order for the list of Blue Badge parking spaces and to report back to a future meeting of the Enterprise, Planning and Infrastructure Committee.

The Committee resolved:-

to approve the recommendations as contained in the report, with the exception that officers promote the proposed 'at any time' waiting restrictions on the west side of North Deeside Road (Lane at 229/331), Peterculter, as well as the east side.

**DISABLED PERSONS PARKING PLACES TRAFFIC REGULATIONS ORDER –
OUTCOME OF MAIN STATUTORY ADVERTISEMENT STAGE – CG/12/053**

29. The Committee had before it a report by the Director of Corporate Governance which presented the outcome of the following twenty-one traffic orders, all at the final statutory stage:-

- (1) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 4) Order 2012;
- (2) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 5) Order 2012;
- (3) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 7) Order 2012;

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- (4) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 8) Order 2012;
- (5) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 10) Order 2012;
- (6) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 11) Order 2012;
- (7) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 12) Order 2012;
- (8) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 13) Order 2012;
- (9) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 13A) Order 2012;
- (10) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 14) Order 2012;
- (11) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 15) Order 2012;
- (12) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 22) Order 2012;
- (13) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 23) Order 2012;
- (14) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 24) Order 2012;
- (15) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 25) Order 2012;
- (16) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 27) Order 2012;
- (17) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 28) Order 2012;
- (18) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 29) Order 2012;
- (19) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 30) Order 2012;
- (20) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 32 and 33) Order 2012; and
- (21) The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (Area 37) Order 2012.

The report recommended:-

that the Committee approve all of the twenty-one orders detailed above, and that all the orders therefore be made as originally envisaged and implemented accordingly.

The Committee resolved:-

- (i) to approve the recommendation; and
- (ii) to reiterate the request that officers explore the possibility of introducing temporary city centre disabled parking bays in light of the removal of disabled spaces from St Nicholas Street and the temporary loss of spaces on Netherkirkgate.

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VARIOUS TRAFFIC ORDERS – OUTCOME OF MAIN STATUTORY ADVERTISING STAGE – CG/12/055

30. The Committee had before it a report by the Director of Corporate Governance which presented the outcome of the following eleven traffic orders, all at the final statutory stage:-

- (1) The Aberdeen City Council (Burnside Road, Dyce, Aberdeen) (Traffic Management) Order 2012;
- (2) The Aberdeen City Council (Cairn Road, Peterculter, Aberdeen) (Prohibition of Waiting) Order 2012;
- (3) The Aberdeen City Council (Grampian Road, Torry, Aberdeen) (Traffic Management) Order 2012;
- (4) The Aberdeen City Council (Scott Cassie Circle, Garthdee, Aberdeen) (Prohibition of Motor Vehicles) Order 2012;
- (5) The Aberdeen City Council (Greenbank Crescent, Aberdeen) (Traffic Management) Order 2012;
- (6) The Aberdeen City Council (Foresterhill Road Area, Aberdeen) (Traffic Management) Order 2012;
- (7) The Aberdeen City Council (A96 / Old Meldrum Road / Mugiemoor Road, Aberdeen) (Shared Pedestrian/Cycle Path) Order 2012;
- (8) The Aberdeen City Council (Access Road Serving Balnagask House, Aberdeen) (Ambulance Bay) Order 2012;
- (9) The Aberdeen City Council (Bedford Road Area, Aberdeen) (Traffic Management) Order 2012;
- (10) The Aberdeen City Council (Frederick Street Off-Street Car Park) Order 2012; and
- (11) The Aberdeen City Council (Marischal College Multi-Storey Off-Street Car Park – Aberdeen City Council Staff Permits) Order 2012.

The report recommended:-

that the Committee approve all of the eleven orders, and that all the orders therefore be made as originally envisaged and implemented accordingly.

The Committee resolved:-

to approve the recommendation.

STRATEGIC AND LOCAL TRANSPORTATION PROJECTS UPDATE REPORT – EPI/12/092

31. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the progress to date of various strategic and local transportation projects within Aberdeen City and the wider area.

The report recommended:-

that the Committee –

- (a) Draft Fares and Ticketing Strategy:-

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- (i) agree the draft Aberdeen City and Shire fares and ticketing strategies;
- (ii) instruct officers to advise NESTRANS accordingly including any other comments Members might wish to make; and
- (iii) instruct officers to continue working with local bus operators and partner organisations to implement the actions outlined within the Strategy;
- (b) Draft Regional Parking Strategy:-
 - (i) agree the draft Regional Parking Strategy; and
 - (ii) instruct officers to advise NESTRANS accordingly including any other comments Members might wish to make;
- (c) Bridge of Don Park and Ride Site Car Park:-
 - (i) agree the outcomes of the option assessment for a permanent location for the Bridge of Don Park and Ride Car Park;
 - (ii) agree that existing Park and Ride Car Park provision at the Aberdeen Exhibition and Conference Centre (AECC) was retained on site as the permanent minimum provision; and
 - (iii) instruct officers to further consider how Options 6 and 10 could achieve the remaining capacity required for the optimum 1000 spaces in the context of the forthcoming AECC Development Framework, including public and stakeholder consultation;
- (d) Bridge of Dee Capacity Study:-
 - (i) note the findings and outcomes of the Bridge of Dee Pre-Appraisal;
 - (ii) instruct officers to publish the Pre-Appraisal report and invite public and stakeholder comment, including offering to meet with the adjacent Community Councils; and
 - (iii) instruct officers to continue to work with partners to undertake the formal assessment process as quickly as possible thereafter;
- (e) NESTRANS:-
 - (i) endorse development through NESTRANS as detailed in the relevant section of the report, including Board decisions and 2011/12 and 2012/13 programmes of work;
- (f) Care North:-
 - (i) approve the attendance of an Elected Member, along with officers working on the project, at the CARE North transport and urban realm meeting in Gothenburg on 6th to 8th June, 2012; and
- (g) otherwise note the contents of the report.

The Committee resolved:-

- (i) to approve recommendations (a), (b), (d), (e), (f) and (g) as contained in the report; and
- (ii) in relation to recommendation (c) (Bridge of Don Park and Ride site car park), to:-
 - (a) note the outcome of the Option Assessment for a permanent location for the Bridge of Don Park and Ride car park;
 - (b) note that a Development Framework was being developed to ensure the continued operation and viability of Aberdeen Exhibition and Conference Centre;

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- (c) agree that taking a permanent decision on the future use of the AECC car park could potentially conflict with the forthcoming Development Framework;
- (d) instruct the Director of Enterprise, Planning and Infrastructure to bring a further report to the Enterprise, Planning and Infrastructure Committee reporting on any potential conflict between the Development Framework and the preferred option for a permanent site for the Bridge of Don Park and Ride;
- (e) agree that in the interim the current site continue as a temporary Park and Ride location; and
- (f) request that the Director of Enterprise, Planning and Infrastructure further discuss all possible site opportunities and provide a detailed report back on all options to a future meeting of the Enterprise, Planning and Infrastructure Committee.

REVIEW OF CHARGES FOR STREET OCCUPATIONS – EPI/12/094

32. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought consideration of the review of existing charges for street occupations covered by the Roads (Scotland) Act 1984 and the new Roads and Street Works Act 1991.

The report recommended:-

that the Committee approve the charges detailed in the report and that these be applied from 1 July, 2012.

The Committee resolved:-

to approve the recommendation.

JUSTICE MILL LANE – REVISED TRAFFIC MANAGEMENT PROPOSALS - EPI/12/104

33. With reference to article 36 of the minute of the meeting of the Enterprise, Planning and Infrastructure Committee of 13 September, 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the results of the revised traffic management scheme proposals on Justice Mill Lane as previously requested by the Committee.

The report recommended:-

that the Committee –

- (a) instruct officers to prepare the detailed design and tender the improvement works in Justice Mill Lane;
- (b) instruct officers to proceed with the traffic regulation order to ban right-turn traffic from Justice Mill Lane;

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- (c) instruct officers, under delegated powers, to accept the tender provided that it was within the appropriate budget; and
- (d) instruct officers, in principle, to prepare the detailed design and tender the works for the pedestrian crossing detailed in Option 1, upon conclusion of further discussions with bus operators about the amalgamation of bus services.

The Committee resolved:-

to approve the recommendations, and to request that officers include provision for the separation of cyclists in both their directions within the detailed design.

**ROAD AND TRANSPORT RELATED CAPITAL BUDGET PROGRAMME 2012/2013
– EPI/13/121**

34. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented the proposed Roads and Transportation Programme from the approved capital budgets for 2012/2013 for approval.

The report recommended:-

that the Committee -

- (a) approve the schemes listed in the appendices as the detailed proposals for expenditure within budget headings;
- (b) instruct appropriate officials to implement the detailed programmes;
- (c) agree for officers to amend the programme in consultation with local members should priorities change through the year;
- (d) where traffic legislation was necessary, to approve the proposals in principle and instruct the appropriate officials to progress the necessary legal procedures, however, where no significant objections had been received at the statutory consultation for public advertisement stages to instruct the appropriate officials to implement the scheme, otherwise these would be reported back to the Committee; and
- (e) grant approval to appropriate officers to award contracts on receipt of a valid tender submission subject to necessary funding in the approved revenue and capital budget.

The Committee resolved:-

- (i) to approve recommendations (a), (b), (d) and (e); and
- (ii) to agree for officers to amend the programme in consultation with local members and the Convener should the priorities change during the year.

In accordance with the decision recorded under article 1 of this minute, the following items of business were considered with the Press and public excluded.

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ROADS AND TRANSPORT RELATED CAPITAL BUDGET PROGRAMME 2012/2013

35. The Committee had before it an appendix which contained exempt information in relation to the report considered at article 34 of this minute.

The Committee resolved:-

to note the content of the report.

ABERDEEN INTEGRATED CATCHMENT STUDY

36. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval for the allocation of funding necessary for implementation of the Aberdeen Integrated Catchment Study (AICS).

The report recommended:-

that the Committee –

- (a) approve the participation of the Council in the AICS;
- (b) authorise the document details to be signed on behalf of the Council to secure participation in the AICS and any other document which was necessary to secure involvement in the AICS, provided that any such other document had been reviewed and approved by the Head of Legal and Democratic Services;
- (c) approve the Council's contribution to the AICS being funded from the Roads Revenue Budget as detailed in the report; and
- (d) approve the estimated expenditure as detailed in Section 3 of the report.

The Committee resolved:-

to approve the recommendations in the report.

- **COUNCILLOR CROCKETT, Convener.**

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning and Infrastructure
DATE	11 th September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Speed Limit Review
REPORT NUMBER:	EP&I/12/182

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is to provide members with the finalised review of speed limits on A & B class roads. This review was carried out in accordance with guidance ETTLD Circular No. 1/2006: Setting Local Speed Limits.
- 1.2 Incorporated into this report is the Notice of Motion by Councillor Farquharson which requested that a working group be established “to explore the possibility of changing the whole structure of traffic speed controls within the City of Aberdeen” at the Council meeting of 31st January 2012; the committee instructed Officers to report back with further information on:-
 - a. the blanket city wide 20 mph for residential uses implemented by Portsmouth Council;
 - b. traffic controls implemented by other comparable cities; and
 - c. the prosecution rates for motorists exceeding the existing 20 mph speed limit in the city.

2.0 RECOMMENDATIONS

It is recommended that the Committee:

1. Note the content of this report and that Officers have undertaken the review of speed limit in line with Scottish Government guidance.
2. Approve the outcomes of the speed limit review as detailed in the report.
 - a. A93 from Bieldside to Milltimber possible reduction of speed limit from 40mph to 30mph.
 - b. B997 from The Parkway to just north of Dubford Road, reduction in speed limit from 40mph to 30mph
3. 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.

4. Agree that given the findings of the review no further action is required in regard to the Notice of Motion by ex-Councillor Farquharson.

3.0 FINANCIAL IMPLICATIONS

- 3.1 The cost of promoting the Traffic Regulation Orders related to the review of A & B class roads and providing the appropriate road signage and order is estimated at £4000. It is intended that this will be funded from the Capital outlay and Maintenance cost budget 2012/13.

4.0 OTHER IMPLICATIONS

- 4.1 There are no other implications.

5.0 BACKGROUND / MAIN ISSUES

5.1 Speed Limit Review

- 5.1.1 The Scottish government produced speed limit guidance in 2006 (Circular No 1/2006) on setting local speed limits. This guidance has placed an obligation for Road Authorities to undertake a review of speed limits for all A & B Class Roads within their area. The guidelines are not mandatory but simply outline the aspects to take into account when setting local speed limits, other than 20 mph limits, in both urban and rural areas. There is a separate Scottish Government 20 mph guidance (SEDD Circular 6/2001).
- 5.1.2 The setting of national speed limits for different road types is the responsibility of the UK Government and at local level speed limits are set by local authorities.
- 5.1.3 Aberdeen City's A & B class roads are principal, distributor and arterial roads that carry high volumes of business and leisure related traffic covering all vehicle types through the City. The majority of these roads have 30mph speed limit applied to them. (Appendix 1)
- 5.1.4 All new or existing speed limits should be appropriate to the road environment and, therefore, self-enforcing to the driver. This review and any subsequent additions or changes to the speed limits should enable drivers to perceive the need to travel at a correct and appropriate speed. This takes into account the local environment and the type of road characteristics appropriate to a particular speed limit
- 5.1.5 As noted above the setting of national limits for different road types, is the responsibility of the government. The three national speed limits are:
1. 30 mph speed limit on street lit roads
 2. the national speed limit of 60 mph on single carriageway roads
 3. the national speed limit of 70 mph on dual carriageways and motorways.
- 5.1.6 Local Road Authorities set local speed limits in situations where local needs and conditions suggest a speed limit which is different from the national speed limit. The table below provides an overview of typical local speed limits and general parameters.

Speed limit (mph)	Characteristics
20	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where vehicle movement is not the primary function.

30	In other built up areas where vehicle movement is deemed more important, with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development

5.1.7 Key aspects taken into account when considering a speed limit change are :-

- road function and geometry;
- road environment;
- level of adjacent development;
- traffic flow;
- Accident data.

5.1.8 Guidance indicates principles that are used to determine appropriate speed limits on lengths of roads. The main aim of the guidance is to achieve a 'safe' distribution of speeds which reflects the function of the road and the impact on the local community. It indicates that mean (average) speed should be used to determine local speed limits as this reflects what the majority of drivers perceive as an appropriate speed to be driven on the road.

5.1.9 As part of the Speed Limit Review process, speed data has been collected at a number of sites throughout Aberdeen City, a sample of which can be found in Appendix 2. Surveys are undertaken regularly as a result of concerns expressed by Officers, residents and/or elected Members ensuring speed data is current and up to date.

5.1.10 Whilst a five yearly review is required under the current guidance, the assessment of local speed limits is a continual process that forms part of the day to day duties of the traffic management team, Speed limit amendments are implemented when considered appropriate, and following detailed investigations. Most recent speed limit changes have been introduced on the principal road network and notably the introduction of speed limit changes on the A956 Wellington Road Corridor and A944 at Kingswells. Similarly with the introduction of the Aberdeen Western Peripheral Route and the development of strategic sites associated with land use in the Local Development Plan further assessments will be required

5.2 Current Review Findings and Outcome

- 5.2.1 This latest review, carried out in accordance with the assessment framework has confirmed that the existing speed limits are generally appropriate. However two sites have been identified that should be considered for a reduction in the speed limit from 40mph to 30mph and are as follows:
- a. A93 from Bieldside to Milltimber possible reduction of speed limit from 40mph to 30mph.
 - b. B997 from The Parkway to just north of Dubford Road, reduction in speed limit from 40mph to 30mph.
- 5.2.3 As part of partnership working, Aberdeen City Council works closely with Grampian Police and NESAMP when considering any possible changes to local speed limits. Currently there are 6 fixed safety camera sites across Aberdeen City (*Appendix 3*) and the partnership continue to review sites where camera locations would deliver road safety benefits.

5.3 Conclusions

Speed limits on A & B roads are considered to be generally appropriate and acceptable; however, the review has highlighted two locations where adjustments to the current speed limit are recommended.

6.0 NOTICE OF MOTION BY COUNCILLOR FARQUHARSON

- 6.1. To the consideration of the Notice of Motion by Councillor Farquharson which requested that a working group be established “to explore the possibility of changing the whole structure of traffic speed controls within the City of Aberdeen” at the Council meeting on 31st January 2012; the committee instructed Officers to report back with further information on:-
- a. The blanket city wide 20 mph for residential uses implemented by Portsmouth Council;
 - b. Traffic controls implemented by other comparable cities; and
 - c. The prosecution rates for motorists exceeding the existing 20 mph speed limit in the city.
- 6.1.2 In 2002 the former Policy and Strategy Committee approved the adoption of the policy for the “Use of 20 mph Speed Limits”. The policy advises on Scottish Executive (now Government) guidance for the introduction of both mandatory and advisory 20 mph speed limits and sets out an assessment framework for the implementation of 20 mph speed limit / zones. A summary of the guidance notes can be found in Appendix 4.

6.2 Definitions

- 6.2.1 **20 mph zones** require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50 m from such a feature. In addition, the beginning and end of a zone is indicated by a terminal sign. Zones usually cover a number of roads.
- 6.2.2 **20 mph limits** are signed with terminal and at least one repeater sign, and do not require traffic calming. 20 mph limits are similar to other local speed limits and normally apply to individual or small numbers of roads but can be applied to larger areas.

6.3 The Blanket City Wide 20 mph for residential uses implemented by Portsmouth Council

- 6.3.1 Between 2006 and 2008 Portsmouth City Council implemented mandatory 20 mph speed limits across its residential and general road network covering 94% of the city's road length – 410km of the 438km network. In contrast to other towns and cities that have implemented 20 mph zones with traffic calming, Portsmouth opted for a low-cost approach by installing 20 mph limits supported by only speed limit signing. The implementation costs for this low cost option was in the order of £600,000.
- 6.3.2 The Department for Transport (DfT) commissioned a review by transport consultants Atkins to compare the three-year 'before' and two-year 'after' casualty and speed data.

The 20 mph Speed Limit scheme implementation by signs alone was introduced on Portsmouth City Councils residential roads where the average speeds were already low (24 mph or less) and therefore neither required the provision of additional traffic calming features nor enforcement. However, 20 mph signs were also provided on roads through residential areas with average speeds greater than 24 mph in order to provide consistency in the signing and road user perception.

In the review it was noted that vehicle speeds dropped by an average of 1.4mph at sites with average speeds less than or equal to 24mph before the 20 mph limit was implemented. On streets where average speeds exceeded 24mph before implementation, a bigger speed reduction of 6.3mph was recorded.

- 6.3.3 The Atkins report also noted that on many of these streets the reductions were not big enough to ensure that the 20 mph limit was self-enforcing. Nineteen of the monitored sites still had average speeds of between 24 and 29mph. The review acknowledged that the number of road accident casualties fell by 22% from 183 a year to 142 and compares with a 14% national drop in comparable areas. However the

consultants report concluded that “casualty benefits greater than the national trend have not been demonstrated”.

6.4 Traffic Controls implemented by other Comparable Cities.

6.4.1 Nationally of the 433 English local authorities 33 have committed to 20 mph as the default speed limit for all populated residential streets whilst in Scotland the approach within the large cities is to introduce area wide zones and individual sections of 20 mph limits i.e. outside schools where it was deemed appropriate and in line with guidance.

6.4.2 Of the 33 authorities adopting the wider speed limit only the scheme within Portsmouth has been independently assessed and findings reported.

6.5 Prosecution Rates for Motorists exceeding the existing 20 mph speed limit in Aberdeen City.

6.5.1 The following table indicates the numbers of actual prosecutions of persons speeding in a 20 mph zone in Aberdeen City.

	<i>Year Reported</i>						<i>Total</i>
	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>Jan-12</i>	
Male	12	3	2	8	12	17	54
Female	12	1	0	5	29	3	50
Total persons Prosecuted	24	4	2	13	41	20	104

Table 3

6.5.2 The table above, whilst providing information on the number of drivers who has been subject to reports to the Procurator Fiscal, does not provide meaningful data on the level of adherence to the speed limit. However it does indicate that enforcement is limited and reinforces the need for speed limits to be self enforcing and in keeping with the local road environment.

6.6 Discussion

6.6.1 The current national guidance and the adopted local speed limit policies provide clear guidance on the application and use of 20 mph speed limits within Aberdeen.

6.6.2 Aberdeen City, in line with the vast majority of local authorities nationally, have introduced 20 mph speed limits to meet local circumstances whether it is on an area wide basis, or to address specific speed related issues. The use of appropriate 20 mph limits in line with the current policy has been seen to improve road safety and reduce accidents and severity.

- 6.6.3 For the introduction of speed limits, it is necessary to ensure that the speed limit is appropriate to the local road to which it applies, is recognised by drivers, and where possible, is self enforcing. When taking a blanket speed limit approach there is significant potential to have inappropriate speed limits that do not reflect local conditions, are not readily understood by drivers and are difficult to enforce due to the limited police resource available.
- 6.6.4 Area wide traffic calming and speed limits have been utilised within Aberdeen for a number of years and the introduction of further schemes has been limited due to the funding available and the need to prioritise schemes against road safety benefits.
- 6.6.5 The DfT report findings on the Portsmouth scheme would suggest that limited benefits have been gained from the funds invested but did acknowledge some reduction in accidents.
- 6.6.6 A previous review of both the mandatory and advisory 20 mph speed limits within Aberdeen indicated that where the speed limits had been introduced in line with policy speed reductions had been achieved. However the speed reductions for the advisory 20 mph (20's Plenty) were not significant but are seen to assist in raising driver awareness. Where speed limits were introduced that did not comply with policy or guidance it was noted that a reduction in speeds was not achieved or were nominal. This experience reflects that of Portsmouth and that the introduction of speed limits which do not clearly meet general guidance do not achieve the road safety objectives anticipated from a lower speed limit.
- 6.6.7 As noted above, a significant proportion of the residential areas within Aberdeen, (see Appendix 5) are covered by mandatory or advisory 20 mph speed limits. If Aberdeen were to introduce a mandatory blanket 20 mph limit throughout all residential areas, the existing 20's Plenty scheme would require to be removed and replaced by mandatory signing.
- 6.6.8 The introduction of city wide 20 mph speed within all residential areas would demand a large staff resource in the assessment, promotion and implementation of such a scheme, and would take a number of years to deliver if funding could be identified and justified.
- 6.6.9 It has been suggested that some drivers have difficulty recognising speed limit differences (between mandatory and advisory) and variations within the city leading to confusion and speeding in low speed areas. The signing infrastructure that has been implemented for the both the mandatory and advisory speed limits complies with the necessary guidance and statutory requirements. The results of monitoring would indicate that when first introduced, speed limits are effective in reducing speeds and as would be expected, compliance is most effective when supported by physical traffic calming features.

However, in the case of advisory limits it is noted that after they have been in for an extended period that speeds tend to rise towards previous levels. From this it can be considered that drivers do recognise speed limits but will drive at speeds that they feel are appropriate for the road conditions or can be actively enforced.

6.6.10 In consideration it is felt that drivers are generally aware of speed limits and enforcement; and whilst a percentage of drivers choose to ignore 20 mph limits, the issue of driver perception and understanding is one that can be dealt with through driver education. In this context it is felt that a local media campaign to reinforce driver understanding of 20 mph limits would present an affordable outcome.

7.0 CONCLUSION

7.1.1 The existing guidance and policies adequately set out a framework for the assessment and implementation for speed limits.

7.1.2 Experience from Portsmouth would suggest that the introduction of a city wide speed limit would have limited benefits that would be difficult to justify in road safety and financial terms.

7.1.3 The progression of a city wide scheme to cover the remaining 50% of the residential road network would require significant funding and staff resource to take forward and implement, which at this time could not be justified and would be likely to impact on the delivery of other service areas.

7.1.4 The issue of driver understanding and perception could be reinforced through a local media campaign to highlight the need for compliance with speed limits.

8.0 IMPACT

The provision of Road Safety through the implementation of local speed limits meets the aspirations of the Community Plan and the Councils Vibrant, Dynamic and Forward Looking statement.

9.0 BACKGROUND PAPERS

¹ Setting Local Speed Limits [Guidance for Local Authorities: ETLLD Circular 1/2006](#).

² SCOTS Additional Guidance: [ETLLD Circular No. 1/2006](#) Setting Local Speed Limits – Speed Limit Review.

³ DfT Traffic Advisory Leaflet 2/06 ([TAL 2/06](#)) Speed Assessment Framework

⁴ ACC Adopted Policy for 20 mph Speed Limits – Committee report 16 April 2002.

⁵ [DFT Interim Evaluation of Implementation of 20 mph Speed Limit](#)

⁶ [Parliament UK : Roads: Speed limits](#)

⁷ (20's plenty for us Sept 2011) [20's Plenty UK](#)

⁸ "Total 20" whereby all residential roads are or will be set to a 20 mph limit

10.0 Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett

Vice Convener: Councillor Ramsay Milne

Local Members

Councillor Angela Taylor	Consulted 6 August 2012
Councillor Gordon Townson	Consulted 6 August 2012
Councillor Ian Yuill	Consulted 6 August 2012
Councillor Muriel Jaffrey	Consulted 6 August 2012
Councillor John Reynolds, the Depute Provost	Consulted 6 August 2012
Councillor Sandy Stuart	Consulted 6 August 2012
Councillor Willie Young	Consulted 6 August 2012
Councillor Barney Crockett, Leader of the Council	Consulted 6 August 2012
Councillor Graeme Lawrence	Consulted 6 August 2012
Councillor Neil MacGregor	Consulted 6 August 2012
Councillor Gill Samarai	Consulted 6 August 2012
Councillor Andrew May	Consulted 6 August 2012
Councillor Jean Morrison MBE	Consulted 6 August 2012
Councillor Nathan Morrison	Consulted 6 August 2012
Councillor John Corall	Consulted 6 August 2012
Councillor Martin Greig	Consulted 6 August 2012
Councillor Jennifer Stewart	Consulted 6 August 2012
Councillor Ross Thomson	Consulted 6 August 2012
Councillor George Adam, the Lord Provost. Lord Provost	Consulted 6 August 2012
Councillor Kirsty Blackman	Consulted 6 August 2012
Councillor Lesley Dunbar	Consulted 6 August 2012
Councillor Neil Cooney	Consulted 6 August 2012
Councillor Andrew Finlayson	Consulted 6 August 2012
Councillor Callum McCaig	Consulted 6 August 2012
Councillor David Cameron	Consulted 6 August 2012
Councillor Steve Delaney	Consulted 6 August 2012
Councillor Len Ironside CBE	Consulted 6 August 2012
Councillor Marie Boulton, Depute Leader of the Council	Consulted 6 August 2012
Councillor M. Tauqeer Malik	Consulted 6 August 2012
Councillor Aileen Malone	Consulted 6 August 2012
Councillor Bill Cormie	Consulted 6 August 2012
Councillor Fraser Forsyth	Consulted 6 August 2012
Councillor Jenny Laing	Consulted 6 August 2012
Councillor Scott Carle	Consulted 6 August 2012
Councillor Jackie Dunbar	Consulted 6 August 2012
Councillor Gordon Graham	Consulted 6 August 2012

Councillor Ross Grant	Consulted 6 August 2012
Councillor Ramsay Milne	Consulted 6 August 2012
Councillor Jim Noble	Consulted 6 August 2012
Councillor Yvonne Allan	Consulted 6 August 2012
Councillor Graham Dickson	Consulted 6 August 2012
Councillor Alan Donnelly	Consulted 6 August 2012
Councillor James Kiddie	Consulted 6 August 2012

Council Officers

Barry Jenkins, Head of Finance

Consulted 6 August 2012 – no comment

Jane MacEachran, City Solicitor, Continuous Improvement

Consulted 6 August 2012

Ciaran Monaghan, Head of Service, Office of Chief Executive

Consulted 6 August 2012

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure

Consulted 6 August 2012

Hugh Murdoch, Head of Service, Shelter and Environment

Consulted 6 August 2012

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership –

consulted 6 August 2012 - agrees with recommendations

Mike Cheyne, Roads Manager

Consulted 6 August 2012 – comments incorporated into report.

Colin Walker, Community Safety Manager

Consulted 6 August 2012

Dave Young, Account Manager, Service, Design and Development

Consulted 6 August 2012

Laura Watson, Service Co-ordinator E P & I

Mark Masson, Committee Services

Allison Swanson, Committee Services

11.0 REPORT AUTHOR DETAILS

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Andy Smith

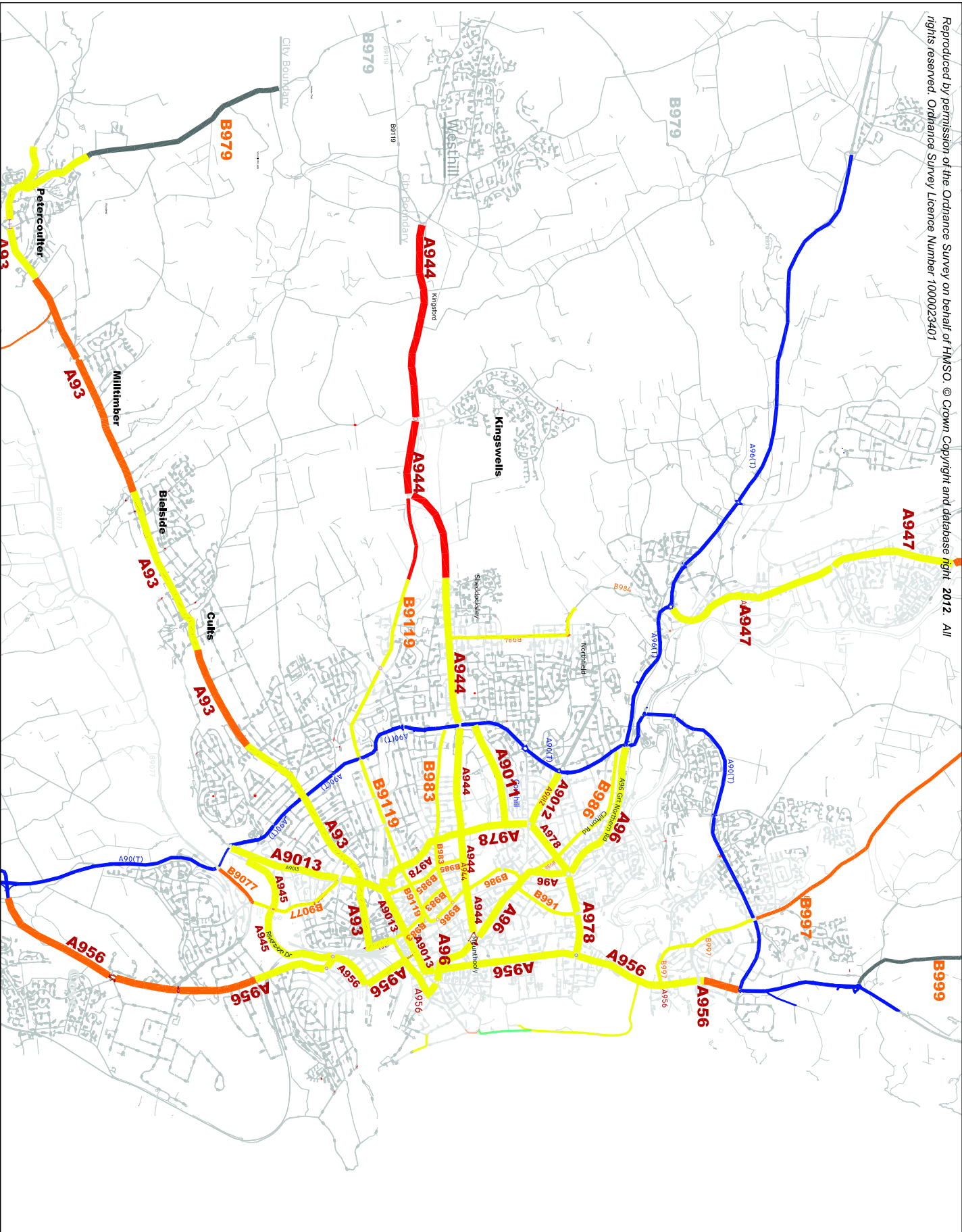
Traffic Engineering Manager

Road Safety & Traffic Management Team

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Appendix 1

Key

Trunk Rd	
Local Road	
20mph Mand	n/a
20mph Adv	n/a
20mph P/T	

15mph	
30mph	
40mph	
50mph	
National	

Project:
Speed Limit Review

Title:
Appendix 1
A & B Roads Existing
Speed Limit Extents

Drawing No.: SLR/AB/RDS/12/01
Scale: 1:50
Date: 13 July 2012
Drawn: LESJ
Checked: DR
Approved: DR

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APPENDIX 2
Sample Speed Data

Principal Route	Road No.	Date	Road Name	Location	Speed Limit	Average Speed	85th %ile
A 93		26/06/10	Grt Western Rd	Between Gordon Tce and Craigton Road (n/b)	30	28	32
A 93		26/06/10	Grt Western Rd	Between Gordon Tce and Craigton Road (s/b)	30	24	27
A 93		24/09/10	North Deeside Rd	Eastbound	40	37	41
A 93		24/09/10	North Deeside Rd	Westbound	40	37	42
A 93		16/05/12	St John's Tce	prior to jct with Gordon Tce (e/b)	30	24	29
A 93		16/05/12	St John's Tce	prior to jct with Gordon Tce (w/b)	30	26	30
A 944		30/03/10	Westburn Road	City to Lang Stracht	30	33	38
A 944		30/03/10	Westburn Road	Lang Stracht to City	30	33	37
A 956		01/04/11	Wellington Road	Wellington Road (slip road from A956 at Optima UK)	40	36	31
A 978		08/03/12	Hilton Street	Between jcts five roads roundabout/Clifton Road (n/b)	30	34	39
A 978		08/03/12	Hilton Street	Between jcts five roads roundabout/Clifton Road (s/b)	30	28	32
A 9012		07/05/10	Hilton Drive		30	35	30
A 9012		28/06/11	Hilton Drive		30	24	21
B 983		16/05/12	Mid Stocket Rd	Between jcts Woodstock Rd / Readon Park Rd (eb)	30	35	40
B 983		16/05/12	Mid Stocket Rd	Between jcts Woodstock Rd / Readon Park Rd (w/b)	30	29	34
B 9007		18/01/10	Leggart Tce		30	32	37
B 9077		18/04/12	Great Southern Rd	Between Holburn St / Whinhill Rd (n/b)	30	34	40
B 9077		18/04/12	Great Southern Rd	Between Holburn St / Whinhill Rd (s/b)	30	33	39
B 9119		09/03/12	Queens Rd	Gladstone Place at Queen's Road (e/b)	30	26	31
B 9119		09/03/12	Queens Rd	Gladstone Place at Queen's Road (w/b)	30	26	31

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APPENDIX 3
Fixed Safety Camera Sites

Route ID	Name	Ref. No	Camera Type	Speed Limit	Site Length (km)	Ave Speed	%age above speed limit	% > 15mph	Daily traffic flow	SI	Se	Fa
947	A96 Great Northern Road, Aberdeen, at junction with Anderson Road (northbound)	323/023 (route 3)	Fixed	40	1.0	34	3%	0%	10000	5	1	0
948	A96 Great Northern Road, Aberdeen at junction with Tanfield Walk (northbound)	322/3922/022 (in Route 3)	Fixed	30	1.0	31	50%	0%	8300	5	1	0
949	A96 Great Northern Road, Aberdeen near junction with Queen Street (southbound)	325/3925/025 (in Route 3)	Fixed	30	1.0	29	43%	1%	8400	1	2	0
950	A96 Great Northern Road, Aberdeen opposite house number 726 (southbound)	324/3924/024 (in Route 3)	Fixed	40	1.0	36	12%	0%	9000	0	4	0
1005	Beach Boulevard, Aberdeen	705/507	Mobile	30	0.75	35	90%	4%	3000	9	0	1
1281	A956 from the Ellon Road/Parkway roundabout to the Cove roundabout	2181	Route Strategy	30	9.8	37	88%	12%	6410	72	13	2

****Note this is a route of 9.8km**

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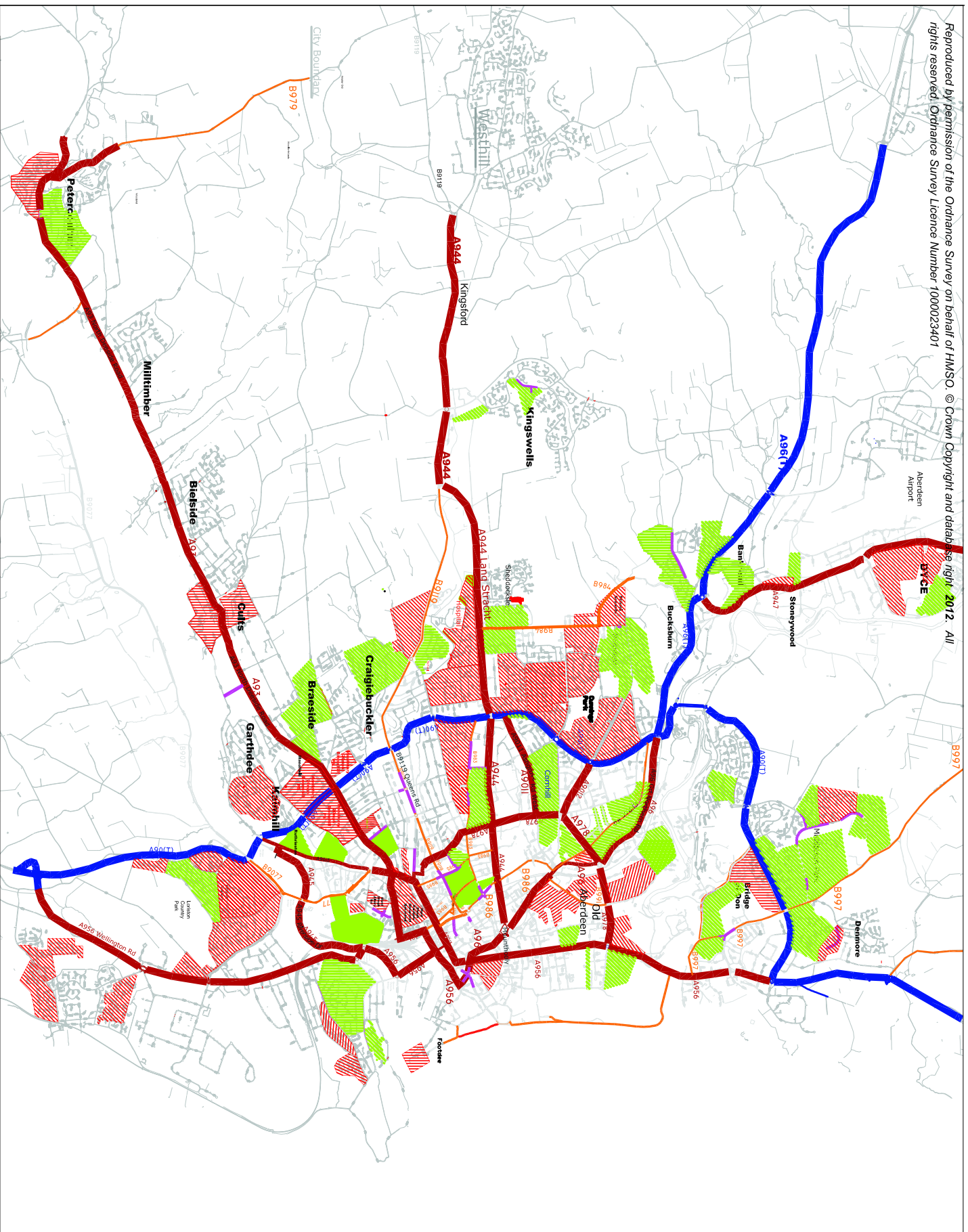
APPENDIX 4

GUIDANCE ON MANDATORY AND ADVISORY SPEED LIMITS

1.0 20 MPH Zones

- 1.1 This guidance on the introduction of 20mph zones (mandatory limits) has not changed in that speed reducing features are still necessary to make the scheme self enforcing. These speed reducing features must comply with legislation and specifications for traffic calming features.
- 1.2 The establishment of the zone should be consistent with the authority's road safety objectives as set out in its Road Safety Plan.
- 1.3 The installation of engineering measures such as traffic calming will have reduced average speeds to the order of 20mph or less.
- 1.4 20mph zones are unlikely to be appropriate on the approaches to fire or ambulance stations or hospitals, where the casualty reductions to be expected from lower speed may be outweighed by the delay of emergency service vehicles.
- 1.5 Entrances to 20mph zones should normally be at junctions and designed in such a way as to give the appearance of passing through a gateway to a more restricted area.
- 1.6 The engineering measures used should be of standard design and will not create hazards for cyclists and pedestrians, particularly those people with visual or mobility impairment.
- 1.7 Consultation will follow normal statutory requirements for the promotion of speed limit traffic regulation orders, which includes the police and other emergency services as well as road user representative bodies. It is vital when promoting such orders to give full weight of the view expressed by the police regarding enforcement. There are also statutory consultation requirements for the promotion of associated traffic calming measures. Both legislative procedures enable residents, members of the public, local community councils and other bodies as may be affected, the opportunity for comment and final assessment.

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APPENDIX 5

Key

- Trunk Rd
- A Road
- B Road
- Local Road
- 20mph Mand
- 20mph Adv
- 20mph p/t

Project:
Speed Limit Review

Title:
Extents of Existing 20mph
Mandatory/Advisory
and Part-time Orders

Drawing No. SLR/20mph/RDS/12-02
Scale 1:50
Drawn LES/Checked
Date 13 July 2012
Approved

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ABERDEEN CITY COUNCIL

COMMITTEE :	Environment, Planning and Infrastructure
DATE:	11th September 2012
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	Notice of Motion from Councillor Malone – “To instruct the Director of Enterprise, Planning and Infrastructure to support the request by the International School of Aberdeen and install a safe pedestrian crossing similar to other crossings on North Deeside Road at the entrance of the School. At present there is no safe crossing and pupils and community members must negotiate a very busy road.”
REPORT NUMBER:	EPI/12/162

1. PURPOSE OF REPORT

This is a background report which responds to Councillor Malone’s notice of motion “to instruct the Director of Enterprise, Planning and Infrastructure to support the request by the International School of Aberdeen and install a safe pedestrian crossing similar to other crossings on North Deeside Road at the entrance of the School. At present there is no safe crossing and pupils and community members must negotiate a very busy road”.

2. RECOMMENDATION(S)

2.1 There are no recommendations at this stage.

3. FINANCIAL IMPLICATIONS

3.1 There are no financial implications arising from this report. The International School of Aberdeen has informally intimated that they are willing to finance any proposal that is accepted by Aberdeen City Council.

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 None arising from this report

6. REPORT

- 6.1 At its meeting on 13th June 2012 full Council considered a motion raised by Councillor Malone "to instruct the Director of Enterprise, Planning and Infrastructure to support the request by the International School of Aberdeen (ISA) and install a safe pedestrian crossing similar to other crossings on North Deeside Road at the entrance of the School. At present there is no safe crossing and pupils and community members must negotiate a very busy road"
- 6.2 Council officers have been in discussions with the International School of Aberdeen for the previous 18 months to bring forward a scheme to enhance pedestrian safety at this location, and these discussions are still in progress.
- 6.3 This issue originates from the Planning Application for the relocation of the school.
- 6.4 A Transportation Statement was submitted in support of the application with regard to the impact the development was likely to have on the local roads network.
- 6.5 Within this statement it was indicated that, at that time, the vast majority of the pupils were taken to the school by buses provided by the school that the majority of the remainder travelled by car. In short only 1% of pupils cycled/walked to school and when school staff were included the figure rose to 2% of daily visits.
- 6.6 It was indicated that this bus service would continue after the move and that the travel split would remain.

- 6.7** The proposal in the Planning Application was approved on the information submitted and did not include a requirement for a pedestrian facility. Had a pedestrian facility been highlighted by the schools consultants as a requirement at the planning stage then the roads mitigation necessary to support the application would have reflected this along with the conditions associated with a crossing facility.
- 6.8** Correspondence from the School's engineering/planning consultant restarted in August 2010 shortly after the new school opened, requesting that ACC consider the introduction of a pedestrian facility.
- 6.9** Initial surveys were carried out to determine the numbers of people walking and cycling to the School, and also to record the level of community usage. These surveys indicated a level well below that which would be necessary to support the introduction of a crossing facility.
- 6.10** When considering the survey results a meeting was held with the School Management, Head Teacher, their Planning/Engineering Consultant and the Council's Traffic Management Team to discuss the various options that had been suggested by the school and to rule out those that were not possible. The discussions also considered the means by which to take forward those options that had potential.
- 6.11** Various measures were discussed at length and these included, reducing the speed limit on North Deeside Road, Pelican/Puffin crossings, Zebra Crossing, Pedestrian Refuge Islands and School Crossing Patrollers.
- 6.12** Of these options only the Pedestrian Refuge Islands and installing a School Crossing Patroller were considered viable by the Traffic Management Team. It was suggested that the ISA take forward these two options for further investigation.
- 6.13** Proposals for retro-fitting a pedestrian refuge island at either side of the School entrance were submitted however, on both occasions the design fell short of the minimum standards required by the "Design Manual for Roads Bridges" and the recommendations in "The Design of Pedestrian Crossings" and "Cycling by Design".
- 6.14** The only means by which the minimum design standard could be met is through further local widening of North Deeside Road. This has been confirmed by the Construction Consent Team within the Planning and Sustainable Development Service.
- 6.15** Currently we await information from the School's consultant as to how they wish to further their application.
The School has not chosen to pursue the option of a School Crossing Patroller to date.

7. REPORT AUTHOR DETAILS

Ruth Milne
Technical Officer,
rumilne@aberdeencity.gov.uk
(01224) 538052

8. BACKGROUND PAPERS

N/A

Consultees comments

Enterprise, Planning and Infrastructure Committee
Convener: Councillor Barney Crockett –
Vice Convenor: Councillor Ramsay Milne –

Councillors

Councillor Marie Boulton –
Councillor M Tauqeer Malik –
Councillor Aileen Malone -

Council Officers

Barry Jenkins, Head of Finance, Corporate Governance – *has no comments on this report*
Jane MacEachran, Head of Legal and Democratic Service -
Ciaran Monaghan, Head of Service, Office of Chief Executive -
Gordon McIntosh, Director of Enterprise, Planning and Infrastructure -
Hugh Murdoch, Head of Asset Management and Operations, E,P and I –
Margaret Bochel, Head of Planning & Sustainable Development – *agrees with the recommendations in this report*
Mike Cheyne, General Manager, Operations -
Neil Carnegie, Community Safety Manager -
Dave Young, Account Manager, Corporate Governance -
Laura Watson, Service Co-ordinator E P & I
Mark Masson, Committee Services Officer
Allison Swanson, Committee Services Officer

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	2012/13 Revenue Budget Monitoring
REPORT NUMBER:	EPI/12/184

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) approve the virement proposals detailed within Appendix A;
 - iii) instruct that officers continue to review budget performance and report on Service strategies as required to ensure a balanced budget;
 - iv) instructs officers to report, in due course, on the actual outturn compared to budget following completion of the 2012/13 financial statements.

3. FINANCIAL IMPLICATIONS

- 3.1. The total Enterprise, Planning and Infrastructure budget currently amounts to £52.0M net expenditure.
- 3.2. Based upon present forecasts it is anticipated that the outturn for the Directorate will be £1.1M below 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 Directorate to Period 3 (end of June 2012) 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 Directorate 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 £80K. The forecast outturn for the full year is a net underspend of £1.1M. The reason for this movement is that a number of recharges do not take place until the year-end.

The outturn is based on a detailed review of progress towards achieving the income and expenditure budgets of each service and takes account of any factors which are expected to influence them. Detailed below are the main variances that are forecast to apply for the full year:

- Staff costs across a number of Services are forecast to be £900K below budget due the ongoing management of vacancies.
- Fee income for the Non-Housing Design Team is forecast to exceed budget by £250K as the Service's workload for the current year is expected to increase in line with the Non-Housing Capital Plan.
- Vehicle lease costs are forecast to be £230K below budget but costs for hired vehicles are forecast to exceed budget by £150K.
- The cost of school catering provisions is forecast to be £100K above budget due to continuing pressure on food prices.
- Recharges for services to non-General Fund accounts are forecast to exceed budget by £370K. None of these recharges are new but some were not included in the budget and other were reviewed in 2011/12 and revised charges for 2012/13 are anticipated as a result.

- Advertising income is forecast to be £230K below budget. It looks unlikely that the additional income required by PBB option EBD03a will be achieved in the current .
- Other income is forecast to be £100K below budget. The shortfall is anticipated in Marketing Services and in exhibitions income.
- The outturns detailed in Appendix A incorporate the main risks identified by the Service to date. The most significant additional risk faced by the Service relates to the severity of the winter and its impact on roads maintenance budgets. The impact of this could add at least £500K to costs and reduce the Service's favourable variance.

6. IMPACT

Corporate - as a recognized 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
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01224 346351

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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	30 June 2012	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
ACCOUNTING PERIOD 3		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS		28,017	7,004	6,375	(629)	27,117	(900)	(3.2)%	0
PROPERTY COSTS		10,399	1,962	1,844	(118)	10,468	69	0.7%	0
ADMINISTRATION COSTS		2,039	255	723	469	2,138	98	4.8%	0
TRANSPORT COSTS		5,119	1,280	1,257	(22)	5,033	(85)	(1.7)%	0
SUPPLIES & SERVICES		11,295	2,824	4,194	1,370	14,087	2,791	24.7%	0
TRANSFER PAYMENTS		2,443	611	735	125	3,015	572	23.4%	0
CAPITAL FINANCING COSTS		11,703	0	0	0	11,698	(5)	(0.0)%	0
GROSS EXPENDITURE		71,016	13,936	15,129	1,194	73,556	2,541	3.6%	0
LESS: INCOME									
GOVERNMENT GRANTS		(387)	(81)	(278)	(197)	(2,508)	(2,121)	547.6%	0
OTHER GRANTS		(371)	(92)	(256)	(163)	(537)	(167)	44.9%	0
FEES & CHARGES		(17)	(4)	0	4	(7)	10	(59.8)%	0
INTEREST		(6,303)	(1,576)	(2,054)	(478)	(7,454)	(1,152)	18.3%	0
OTHER INCOME		(11,895)	(2,974)	(3,417)	(444)	(12,058)	(163)	1.4%	0
TOTAL INCOME		(18,973)	(4,727)	(6,005)	(1,278)	(22,565)	(3,592)	18.9%	0
NET EXPENDITURE		52,042	9,209	9,124	(84)	50,991	(1,051)	(2.0)%	0

VIREMENT PROPOSALS

Several. See details within individual Head of Service summaries.

REVENUE MONITORING VARIANCE NOTES

Employee Costs

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

FORECAST VARIANCE	CHANGE
£'000	£'000

(900)	0
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Property Costs

Energy costs for Marischal College are forecast to be below budget. Property costs associated with the AWPR have not been budgeted for under this heading and a virement of budget within the AWPR cost centre is required to correct the mis-match.

69	0
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Administration Costs

Adverse variances are forecast in Roads Authority Works and in Building Standards totalling £80K. Further adverse variances are forecast within Operational Support for archiving and subscriptions of £15K.

98	0
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Transport Costs

Savings are forecast in vehicle leasing (£230K) and are offset by expected overspends in vehicle hires and maintenance (£150K).

(85)	0
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Supplies & Services

Budget adjustments are required to correct overpends in UHIS (£1.05M) and AWPR (£1.59M). Overspends are forecast in school catering provisions of £100K and a further net overspend of £50K is forecast across a number of areas.

2,791	0
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Transfer payments

An adverse variance of £600K is forecast for the THI project although this is offset by a corresponding favourable variance in income.

572	0
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Capital Financing

No significant variance from budget is forecast at this stage.

(5)	0
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Government Grants

Income will exceed budget due to mismatches in UHIS, AWPR and SURF budget allocations. Virement proposals are in place to correct these anomalies.

(2,121)	0
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Other Grants & Contributions

This variance is due to the forecast recoveries for the THI project not being budgeted for specifically as income, being netted off against expenditure instead.

(167)	0
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Fees & Charges

No significant variance from budget is forecast at this stage.

10	0
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Recharges

Fee income for the Non-Housing Design Team is forecast to be £250K above budget. Recharges of accommodation costs to non-General Fund accounts are forecast to exceed budget by £370K. Recharges included under the AWPR and THI projects are in excess of budget as costs and income for these projects were netted off against each other in the budget.

(1,152)	0
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Other Income

Advertising income is forecast to be £230K below budget and other marketing income and income from exhibitions £100K below budget and £30K below budget respectively. This forecast shortfall is offset by £470K of income recharged in respect of the AWPR project which is not currently reflected in the budget.

(163)	0
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
HEAD OF ASSET MANAGEMENT AND OPERATIONS

AS AT	30 June 2012	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
ACCOUNTING PERIOD 3		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS		19,695	4,924	4,460	(463)	18,727	(968)	(4.9)%	0
PROPERTY COSTS		10,223	1,945	1,787	(157)	10,148	(75)	(0.7)%	0
ADMINISTRATION COSTS		884	155	402	246	867	(17)	(1.9)%	0
TRANSPORT COSTS		1,927	482	465	(17)	1,830	(97)	(5.0)%	0
SUPPLIES & SERVICES		9,398	2,349	2,941	592	10,690	1,293	13.8%	0
TRANSFER PAYMENTS		25	6	21	15	25	0	0.0%	0
CAPITAL FINANCING COSTS		11,102	0	0	0	11,102	0	0.0%	0
GROSS EXPENDITURE		53,254	9,861	10,076	215	53,389	135	0.3%	0
LESS: INCOME									
GOVERNMENT GRANTS		0	0	(353)	(353)	(1,056)	(1,056)	0.0%	0
OTHER GRANTS & CONTRIBUTIONS		(140)	(35)	(148)	(113)	(147)	(7)	5.0%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		(5,802)	(1,451)	(1,936)	(485)	(6,556)	(753)	13.0%	0
OTHER INCOME		(7,298)	(1,825)	(1,772)	52	(7,070)	228	(3.1)%	0
TOTAL INCOME		(13,241)	(3,310)	(4,209)	(898)	(14,829)	(1,588)	12.0%	0
NET EXPENDITURE		40,013	6,551	5,868	(683)	38,560	(1,453)	(3.6)%	0

VIREMENT PROPOSALS

Re-alignment of account budgets within the cost centre for the Universal Home Insulation Scheme (UHIS).

REVENUE MONITORING VARIANCE NOTES	FORECAST VARIANCE £'000	CHANGE £'000
Employee Costs Vacancies have been identified and are being managed across the service. The Service will receive a budget allocation for vacancy savings that will be offset against the current saving. This budget current sits within Operational Support so there will be no overall impact on the Directorate outturn.	(968)	0
Property Costs Based on an analysis of monthly charges over the first year of occupancy, it is forecast that gas costs for Marischal College will be £115K below budget while electricity costs will exceed budget by £50K	(75)	0
Administration Costs Savings are forecast in a number of areas across the Service.	(17)	0
Transport Costs Underspends are forecast in vehicle leasing costs (£230K) and in travelling expenses (£15K). The cost of external hires is forecast to be £100K over budget and the cost of vehicle repairs is forecast to be £50K over budget.	(97)	0
Supplies and Services Savings are forecast in the purchase and repair of equipment within Vehicle Maintenance (£15K). The cost of catering provisions is expected to be £100K above budget in line with current trends in food costs. Overspends totalling £50K are forecast across a number of areas. An adverse variance of £1.05M is forecast for UHIS but this is due entirely to a mismatch between the allocation of budgets at account level within this cost centre. The income, as shown below, has a favourable offsetting variance of the same amount for this reason and it is proposed that the budgets be corrected to reflect better the analysis of costs and income.	1,293	0
Capital Financing Costs No significant variance from budget is forecast at this stage.	0	0
Income Fee income for Non-Housing Design team is expected to be £250K above budget based on a forecast of increased workload associated with the current year's non-housing capital plan. A review of the allocation of accommodation costs carried out as part of the 2011/12 year-end exercise identified several areas where allocations to services outwith the General Fund had to be increased. The forecast incorporates these revised allocations and it is expected that an additional £370K will be recharged for the current year. The forecast income for UHIS is £1.05M but, as detailed above, this is not currently identified in a separate income account.	(1,588)	0
	(1,453)	0

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

AS AT	30 June 2012	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		5,727	1,432	1,207	(224)	5,544	(183)	(3.2)%	0
PROPERTY COSTS		167	17	58	40	312	145	87.1%	0
ADMINISTRATION COSTS		877	30	213	184	961	84	9.6%	0
TRANSPORT COSTS		3,149	787	778	(9)	3,148	(1)	(0.0)%	0
SUPPLIES & SERVICES		599	150	987	838	2,088	1,489	248.7%	0
TRANSFER PAYMENTS		167	42	181	139	758	590	353.0%	0
CAPITAL FINANCING COSTS		590	0	0	0	590	(0)	(0.0)%	0
GROSS EXPENDITURE		11,276	2,458	3,425	967	13,400	2,125	18.8%	0
LESS: INCOME									
GOVERNMENT GRANTS		(372)	(81)	(2)	78	(1,395)	(1,023)	275.0%	0
OTHER GRANTS & CONTRIBUTIONS		(120)	(30)	(33)	(3)	(274)	(154)	127.9%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		(157)	(39)	(26)	13	(329)	(172)	109.1%	0
OTHER INCOME		(3,497)	(874)	(1,469)	(594)	(4,294)	(797)	22.8%	0
TOTAL INCOME		(4,147)	(1,024)	(1,530)	(505)	(6,293)	(2,146)	51.7%	0
NET EXPENDITURE		7,129	1,433	1,895	462	7,107	(21)	(0.3)%	0

VIREMENT PROPOSALS

Re-alignment of account budgets within the Aberdeen Western Peripheral Route (AWPR) and Townscape Heritage Initiative (THI) cost centres.

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been identified and are being managed across the service. Budget allocations for the AWPR and THI cost centres need to be realigned to reflect more accurately the allocation of costs and income. Currently these variances are being offset against income.

FORECAST VARIANCE	CHANGE
£'000	£'000

(183)	0
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Property Costs

This variance relates to spend within the AWPR budget that is not correctly allocated and is offset against income.

145	0
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Administration Costs

An adverse variance is forecast in Roads Authority works (£50K) for staff costs allocated to specific projects. Within Building Standards, an adverse variance of £30K is forecast to cover possible one-off costs associated with demolition orders which are not budgeted for but which were incurred in 2011/12.

84	0
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Transport Costs

No significant variance from budget is forecast at this stage.

(1)	0
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Supplies and Services

Savings totalling £45K are forecast in materials and office supplies across the Service. Costs for the use of consultants within Development Management and other services are forecast to be £36K below budget. Consultants fees and payments to outside contractors for the AWPR project are forecast to be £1.59M above budget, due to the expenditure and income budgets currently being netted off against each other for this project.

1,489	0
-------	---

Transfer Payments

An adverse variance of £600K is forecast for the THI project although this is offset by a corresponding favourable variance in income.

590	0
-----	---

Capital Financing Costs

No significant variance from budget is forecast at this stage.

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

Income

A number of income budgets within Development Management totalling £20K for the sale of maps and other items are forecast not to be achieved this year. The remainder is due to variances arising from the consolidation of budgets for the AWPR (£1530K) and the THI (£650K) into single accounts and are offset by adverse variances detailed above.

(2,146)	0
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(21)	0
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ABERDEEN CITY COUNCIL
REVENUE MONITORING 2012 / 2013

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
ECONOMIC DEVELOPMENT PROJECT DIRECTOR

AS AT	30 June 2012	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		1,967	492	515	23	2,004	37	1.9%	0
PROPERTY COSTS		9	0	(1)	(1)	8	(1)	(8.1)%	0
ADMINISTRATION COSTS		238	60	98	39	239	1	0.5%	0
TRANSPORT COSTS		36	9	13	4	50	14	38.3%	0
SUPPLIES & SERVICES		1,280	320	263	(57)	1,296	16	1.2%	0
TRANSFER PAYMENTS		2,250	563	533	(29)	2,232	(18)	(0.8)%	0
CAPITAL FINANCING COSTS		12	0	0	0	7	(5)	(42.4)%	0
GROSS EXPENDITURE		5,793	1,443	1,423	(21)	5,837	44	0.8%	0
LESS: INCOME									
GOVERNMENT GRANTS		(15)	0	77	77	(57)	(42)	273.1%	0
OTHER GRANTS & CONTRIBUTIONS		(110)	(27)	(75)	(48)	(116)	(6)	5.3%	0
INTEREST		(17)	(4)	0	4	(7)	10	(59.8)%	0
RECHARGES		(149)	(37)	0	37	(180)	(31)	20.6%	0
OTHER INCOME		(1,100)	(275)	(176)	98	(694)	406	(36.9)%	0
TOTAL INCOME		(1,391)	(344)	(175)	169	(1,053)	338	(24.3)%	0
NET EXPENDITURE		4,401	1,099	1,248	149	4,783	382	8.7%	0

VIREMENT PROPOSALS

Re-alignment of account budgets within the SURF project cost centre.

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Adverse variances are forecast for professional fees within the 1st Tier markets and European Funding cost centres, in both cases on the basis that unbudgeted costs during 2011/12 is expected to recur this year.

FORECAST VARIANCE	CHANGE
£'000	£'000

37	0
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Property Costs

No significant variance from budget is forecast at this stage.

(1)	0
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Administration Costs

No significant variance from budget is forecast at this stage.

1	0
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Transport Costs

Travel expense costs are expected to be above budget in a number of areas, mainly in European Funding, AREG and North Sea Commission. In most cases these costs are recoverable and offset by income.

14	0
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Supplies and Services

Events expenditure is forecast to be £16K above budget, although it is expected that this additional cost will be recovered through income.

16	0
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Transfer Payments

The budget for the contribution to Glencraft is no longer required under this heading and this is reflected in the forecast.

(18)	0
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Income

Shortfalls in income are forecast in the Marketing and Design service - £230K for advertising income and £70K in other income. Exhibitions income is forecast to be £30K below budget, based on the level of income achieved in 2011/12. International Marketing income is forecast to be £30K below budget. A favourable variance of £60K if forecast for income for the SURF project due to a mis-alignment of budgets within this cost centre and this variance is offset by adverse variances in staff costs

338	0
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387	0
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
OPERATIONAL SUPPORT MANAGER

AS AT 30 June 2012	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	628	157	192	35	843	214	34.1%	0
PROPERTY COSTS	0	0	0	0	0	0	0.0%	0
ADMINISTRATION COSTS	40	10	10	0	70	30	74.0%	0
TRANSPORT COSTS	6	2	1	(0)	5	(1)	(18.9)%	0
SUPPLIES & SERVICES	19	5	2	(3)	13	(6)	(31.7)%	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	694	173	206	32	931	237	34.2%	0
LESS: INCOME								
GOVERNMENT GRANTS	0	0	0	0	0	0	0.0%	0
OTHER GRANTS & CONTRIBUTIONS	0	0	0	0	0	0	0.0%	0
INTEREST	0	0	0	0	0	0	0.0%	0
RECHARGES	(194)	(48)	(92)	(44)	(390)	(196)	101.2%	0
OTHER INCOME	0	0	0	0	0	0	0.0%	0
TOTAL INCOME	(194)	(48)	(92)	(44)	(390)	(196)	101.2%	0
NET EXPENDITURE	500	125	114	(11)	541	41	8.2%	0

VIREMENT PROPOSALS

Operational Support holds budgets for staff vacancy savings to be applied across the Directorate. It is proposed to reallocate these savings to the appropriate Services on a basis to be agreed with the Heads of Service.

REVENUE MONITORING VARIANCE NOTES

Employee Costs

£250K of this variance related to vacancy savings which are to be reallocated across the Directorate. The remainder represents specific savings in staff costs forecast within Operational Support.

FORECAST VARIANCE £'000	CHANGE £'000
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214	0
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Property Costs

No significant variance from budget is forecast at this stage.

0	0
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Administration Costs

Adverse variances are forecast in storage and archiving (£15K) and in copying and subscriptions (£15K). In both cases this is based on a comparison of actual spend in 2011/12 with the budget provision for 2012/13.

30	0
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Transport Costs

No significant variance from budget is forecast at this stage.

(1)	0
-----	---

Supplies and Services

Various small savings are forecast in a number of areas.

(6)	0
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Income

Recoveries from Trading Operations are forecast to exceed the budget provision in the current year.

(196)	0
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41	0
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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Capital Monitoring – Enterprise, Planning & Infrastructure Projects
REPORT NUMBER:	EPI/12/175

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(S)

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 December 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 13 projects, totaling £22.688 million allocated to it from the Non-Housing Capital Programme. The projects and total budget committed to each project included in the programme are:-

- 1) Corp Property Condition & Suitability Programme
£7.71 million
- 2) Cycling Walking Safer Streets Grant
£252,000
- 3) Access From the North
£430,000

- 4) Western Peripheral Route
£4.1 million
- 5) Corporate Office Accommodation
£1 million
- 6) NESTRANS - Capital Grant
£960,000
- 7) 3R's Furniture, Fittings & Equipment and Other Works
£50,000
- 8) Planned Renewal & Replacement of Road Infrastructure
£3.748 million
- 9) Land Acquisition – Contingency
£650,000
- 10) Frederick Street Relocations - Crombie Road
£43,000
- 11) Frederick Street Multi Storey Car Park
£2.345 million
- 12) Hydrogen Buses
£400,000
- 13) City Broadband
£1 million

Spend for all projects to the end of July is £1.389 million, 6% of the total budget. Expenditure on two capital items, Planned Renewal & Replacement of Road Infrastructure and Frederick Street Multi Storey Car Park, have been coded to the incorrect budgets. These issues are currently being resolved as detailed in Appendix A. Discussions so far have identified the Corporate Office Accommodation project as a potential for underspend, . Variances in monthly spend compared to predicted spend have been identified in some cases, which has resulted in spend profiles being amended. It should be noted that ongoing monitoring has shown that expenditure over the summer months has significantly increased. This is to be expected due to the nature of much of the work being undertaken.

Appendix A provides a breakdown of spend to date and relevant supporting information as necessary.

An update on the capital position will be reported to this Committee on 6 November 2012.

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 2012/13 – Capital Monitoring Report approved at Finance & Resources Committee on 19 June 2012

8. REPORT AUTHOR DETAILS

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Appendix A: Spend to date

Project Description	Budget Holder	Total Budget 12/13	Budget 13/14	Budget 14/15	Spend to July
Corp Property Condition & Suitability Programme	Neil Esslemont	7,710	7,400	7,400	926
Cycling Walking Safer Streets Grant	Doug Ritchie	252	232	341	3
Access From the North	Tom Rogers	430	7,010	6,400	39
Western Peripheral Route	John Wilson	4,100	1,000	600	0
Corporate Office Accommodation	Hugh Murdoch	1,000	0	0	3
NESTRANS - Capital Grant	Joanna Murray	960	882	1,295	0
3R's Furniture, Fittings & Equipment and Other Works	Graeme Craig	50	0	0	15
Planned Renewal & Replacement of Road Infrastructure	Mike Cheyne	3,748	3,768	3,659	10
Land Acquisition - Contingency	Stephen Booth	650	0	0	1
Frederick Street Relocations - Crombie Road	Jim Forbes	43	0	0	245
Frederick Street Multi Storey Car Park	Ian Taylor	2,345	0	0	147
Hydrogen Buses	Jan Falconer	400	400	400	0
City Broadband	Jan Falconer	1,000	1,000	0	0
Totals		22,688	21,692	20,095	1,389

- The termination of the Roads Trading account and extension of the Consilium costing system across the Roads service has resulted in delays in transferring further costs of approximately £1.3 million to non-housing capital. Officers will continue to transfer funds from revenue to capital in order to rectify this situation.
- As above, the Frederick Street Multi Storey Car Park expenditure has encountered delays in transfer of funds from revenue to capital. Spend will increase to approximately £650,000 in September.
- The Council remains engaged in a legal challenge with objectors to the AWPR. Expenditure profiles will continue to be updated depending on the results of the legal process. Judgment may not be received before October 2012.
- The Corporate Office Accommodation budget has been split into 5 sub headings:
 - Marischal College Improvements
 - Town House: Replacement Sound System
 - Town House: Refurbishment & Upgraded Security
 - Frederick Street: Ground Floor & External Envelope Repairs
 - Upgrading Offices

Due to the complexity and nature of the projects defined it is likely that some of this budget will slip to 2013 / 14. However, it is intended to have all contracts legally committed this financial year.

- The Frederick Street Relocations – Crombie Road project involved the relocation of the Education, Culture & Sport Reserve Collection to vacant Council owned industrial units at Crombie Road. Much of the required refurbishment to this unit was from the dilapidations budget, paid for by the outgoing tenant. This “transfer” is still to be processed and will help bring the total expenditure back into line.
- The full Hydrogen buses capital project budget of £2 million has now been legally committed. In addition, the Scottish Executive and Scottish Government have committed £3.4 million to this project. Due to the uncertainty of timings of these grants the project profile requires revision.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	11 th September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Twinning and International Partnerships
REPORT NUMBER:	EPI/12/153

1. PURPOSE OF REPORT

The purpose of this report is to bring before Committee applications for financial assistance from the International Twinning Budget 2012-2013 and to make recommendations.

2. RECOMMENDATION(S)

That the Enterprise, Planning and Infrastructure Committee recommend the approval of the following grants from the International Twinning Budget 2012-2013:

- i) £2,500 towards the participation of four delegates from Aberdeen to go to Regensburg as part of their Photo Symposium 2012, 27th to 30th September 2012.
- ii) £2,200 maximum contribution towards the visit of four delegates from Clermont-Ferrand to Aberdeen with the purpose of extending and building on business, economic, educational and sport links, 22nd-25th October 2012.
- iii) £1,925 maximum towards the visit of a group of Head Teachers and the Head of Education at Aberdeen City to Stavanger Education Department to initiate discussion on twinning projects between the two cities, 26th to 27th September 2012.
- iv) £630 grant towards the visit of the International Partnerships Officer to Gomel to represent Aberdeen City Council, accompany 21st Aberdeen Scouts and to attend meetings at Gomel City Council, 8th-15th October 2012.
- v) £1,500 towards the participation of Aberdeen Kilt Kickers in the Stavanger annual meeting of social dancers, 28th-30th September 2012.
- vi) £5,200 towards the participation of the junior group of the HipHop School in Aberdeen, accompanied by the International Partnerships Officer, in

the 'Trans'Urbaines' Festival in Clermont-Ferrand, 5th to 9th November 2012.

- vii) £400 maximum contribution towards the visit of the International Partnerships Officer to Stavanger Council, October 2012.
- viii) £2,055 towards the visit of young people from the YMCA group in Aberdeen to Regensburg, 18th to 22nd October 2012.

3. FINANCIAL IMPLICATIONS

Full council approved the International Twinning Budget for 2012-2013 of £137,350. The approved budget from the Common Good Fund, provides £102,000 of monies towards the support of twinning projects and/or visits.

	Balance of Budget Available	£82,270
i)	Contribution towards the participation of four delegates from Aberdeen to go to Regensburg as part of their Photo Symposium 2012, 27 th to 30 th September 2012.	£2,500
ii)	Maximum contribution towards the visit of four delegates from Clermont-Ferrand to Aberdeen with the purpose of extending and building on business, economic, educational and sport links, 22 nd -25 th October 2012.	£2,200
iii)	Contribution towards the visit of a group of Head Teachers and the Head of Education at Aberdeen City to Stavanger Education Department to initiate discussion on twinning projects between the two cities, 26 th to 27 th September 2012.	£1,925
iv)	Grant towards the visit of the International Partnerships Officer to represent Aberdeen City Council, accompany the 21 st Aberdeen Scouts and to attend meetings at Gomel City Council, 8 th -15 th October 2012	£630
v)	Contribution towards the participation of Aberdeen Kilt Kickers in the Stavanger annual meeting of social dancers, 28 th -30 th September 2012.	£1,500
vi)	Maximum contribution towards the participation of the junior group of the HipHop School in Aberdeen, accompanied by the International Partnerships Officer, in the 'Trans'Urbaines' Festival in Clermont-Ferrand, 5 th to 9 th November 2012.	£5,200

vii)	Maximum contribution towards the visit of the International Officer to Stavanger in October 2012.	£400
viii)	Contribution towards the visit of young people from the YMCA group in Aberdeen to Regensburg, 18 th to 22 nd October 2012.	£2,055
	TOTAL	£16,410
	Amount remaining in budget if recommendations approved:	£65,860

4. OTHER IMPLICATIONS

The health and safety implications of all visits are taken into account during planning, with any exceptional implications addressed at the time of application.

The International Partnerships Officer regularly reviews the travel advice provided by the Foreign and Commonwealth Office and is in close contact with counterpart officers in the twin cities to ensure information provided to participants is accurate and up-to-date.

Where individuals/groups from Aberdeen are travelling overseas, comprehensive pre-visit briefings are offered by the International Partnerships Officer and all have the opportunity to ask questions and request support.

When participating in overseas visits, Council employees are covered by the Council's insurance policy while non-Council employees are instructed by the International Partnerships Officer to obtain comprehensive travel insurance.

Long established twinning links will not be maintained without regular reciprocal visits and ongoing projects being initiated by communities, groups and individuals and there is the potential for the city's international image to be damaged if we don't continue to support established relationships.

Without support from the twinning budget, exchanges and visits of this nature could not take place and people in Aberdeen would lose a wide range of opportunities to engage with the international community. In addition, incoming visitors to the city on twin city projects support the local economy through their participation at events and hospitality and retail expenditure while visiting the city.

The International Partnerships Officer will provide a strong link between Aberdeen and our twin cities who also provide organisational support, advice and guidance when required.

They will also make recommendations on funding available to the group and offer support to foster a relationship with the city so that it is long lasting and beneficial to the people of Aberdeen without requiring on-going financial support from the public purse.

All groups participating in twin city activities are encouraged to develop sustainable relationships with their partner groups. Links between most of the twin cities of Aberdeen are active, and links which have not recently been engaged have been contacted to re-establish communications. It is important that all visits and projects through twinning are long-standing and fruitful to ensure their benefit to the local people of Aberdeen, to establish and promote positively the overseas image of Aberdeen and for best practice to be shared between cities.

5. BACKGROUND/MAIN ISSUES

i) **Contribution towards the participation of four delegates from Aberdeen to go to Regensburg as part of their Photo Symposium 2012, 27th September to 30th September 2012.**

Two Aberdeen City Council Officers and two artists from Aberdeen will be working with Regensburg Council, Regensburg University, Kunstverein Gratz and Regensburg Multi Generational House in order to present work, share best practice and support the development of existing and new partnerships.

An Aberdeen City Council Community Arts Officer has been working closely with partners in Regensburg for six years and this relationship has provided opportunities for the citizens of Aberdeen and Regensburg to visit with and learn from each other. The other Officer will be the International Partnerships Officer. The visit to Regensburg will allow the Officer to meet with her working colleagues in Regensburg, establish face-to-face contact, undertake meetings and to explore and develop new projects between the two cities.

The other two delegates will be the Head of Departments at the Gray School of Art, Robert Gordon University and Alicia Bruce who is an award winning artist and educator who specialises in the field of photography. Her work has been featured in several public and private collections including the National Galleries of Scotland photography collection.

The Cultural Department of Regensburg City Council is hosting a photography exhibition and symposium and has invited Aberdeen City to participate in the Photo Symposium. This exhibition and conference will explore Photography as a Fine Art. Two of the delegates from

Aberdeen will present speeches at the symposium exploring their own professional photography practice within a rural and collaborative context. The two artists from Aberdeen selected to participate are very highly respected within Aberdeen and Scotland, and their knowledge and expertise has enabled support from Regensburg to fund accommodation for the group. Regensburg Stadt has agreed to cover the costs of the accommodation for the four delegates during their stay in Regensburg for the Photo Symposium, 27th to 30th September 2012.

Last year a member from Regensburg Kunstverien Gratz visited Aberdeen and worked alongside the Aberdeen City Council Arts Development Team. She visited the Grays School of Art Degree and is now interested in developing partnerships with her arts organisation, Regensburg and Grays School of Art. There exists great potential to develop a large piece of work and new activities across all these organisations and this will be discussed during the twinning visit.

The City Council Officers will attend meetings with organisations in Regensburg and Regensburg City Council to allow for partners to discuss future projects which will strengthen the twinning relationship between Regensburg and Aberdeen. Examples of future projects which will be discussed are the 'Mini Regensburg' event where young people take charge of the city. Regensburg wishes to develop the involvement of Aberdeen by developing a 'Scottish Embassy' for this event. The Officers would develop this whilst in Regensburg and find achievable ways of ensuring Aberdeen's young people are able to attend this event. Mini cities happen across Europe providing young people with an insight into city administration, business and citizenship. A further objective in Regensburg is to secure a stall to promote Aberdeen City Council, Arts Development and community social enterprise during the Regensburg Social Initiatives Market. By visiting and meeting organisations face to face a greater understanding of everybody's aims and objectives can be achieved.

Aberdeen City Council's Arts Development Team has been developing work with Regensburg for over six years. The Arts Development work with our twin city Regensburg has enabled them to deliver on Vibrant Aberdeen priorities on an international platform. The development work the team delivers in Aberdeen was given six months of free promotion in the Bavarian Big Issue magazine which has led to new ways in which creativity is now funded and delivered to communities in Bavaria. The partnerships the team has formed are now ready to be strengthened and diversified to ensure sustainability for cultural and creative exchanges between the two cities. The project will open new opportunities for the development of local creative talent to visit and showcase Aberdeen as a culturally rich city, encouraging more visits and exchanges between the two cities.

The contribution requests £2,500 towards the visit of the four delegates to Regensburg to cover the cost of flights, some transport while in Regensburg and subsistence allowance.

Expenditure	
Flights	£1,600
Subsistence	£600
Transport to and in Regensburg	£300
Accommodation	£2,600
Total	£5,100
Income	
Other sources of income	£2,600
Total	£2,600
Expenditure-Income	£5,100-£2,600
Total Applying For:	<u>£2,500</u>

ii) Contribution towards the visit of four delegates from Clermont-Ferrand to Aberdeen with the purpose of extending and building on business, economic, educational and sport links, 22nd-25th October 2012.

Following a visit to Aberdeen during March 2012, Clermont-Ferrand City Council asked for a follow-up visit to Aberdeen between the 22nd and 25th October to further links and connections in Aberdeen with local businesses, organisations and universities.

The delegation visited Aberdeen during March 2012 and were impressed with the hospitality and positive developments Aberdeen has taken in making the city a more vibrant place for its local people. They expressed in March they wanted a follow-up visit to Aberdeen in order to learn more about the organisations they briefly visited in March, and to open or continue discussions with other businesses and organisations within Aberdeen City.

The International Partnerships Officer will arrange a programme to accommodate the needs and interests of the delegation and to ensure it will be of maximum benefit to both Aberdeen City and to Clermont-Ferrand. The programme will be arranged in co-ordination with the International Trade and Investment team. The Consul General Pierre-Alain Coffinier and French Honorary Consul in Aberdeen will be invited to meet with the French delegation.

Recent research undertaken by Scottish Development International (SDI) found that Scotland attracts its highest source of inward investment from France after the USA, especially in the food and drink sector. The 2010 Aberdeen City and Shire Export Survey (non-Energy Sectors) placed France as the joint 3rd most important current export market and the 2010 Aberdeen City and Shire Export Survey (Energy

Sector) placed France as the joint 4th most important current export market. The research and surveys demonstrate that France is an important market for Scottish products which should be invested in by Aberdeen.

To maximise the visit of the delegation, the businesses and organisations which will be included in the itinerary are:

- Aberdeen and Grampian Chamber of Commerce
- Aberdeenshire Council
- Grampian Food Forum
- Aberdeen Renewable Energy Group
- Aberdeen City and Shire Economic Forum
- Rowett Institute (James Hutton)/INRA
- French School of Aberdeen
- Total
- Technip
- Aberdeen University
- Robert Gordon University
- Aberdeen Sports Village
- Aberdeen College

The delegates expressed particular interest in the New Library at the University of Aberdeen. Clermont-Ferrand is building a new library in their city and wants the opportunity to speak to University Library staff and the people behind the development in order to share best practice and their experience of the project. The delegation is further interested in the energy sustainability and carbon management of the New Library as they are currently investing in ways to incorporate sustainable local energy into their new development projects. The delegation would incorporate any learning's from Aberdeen into future city projects.

Sustainable energy is of particular interest to Clermont-Ferrand as it is host to a Sustainable Development Forum which is open to both national and international towns and cities to provide a base for the discussion of investment into developing sustainable energy systems. The Forum permits discussion into initiatives to change citizens behaviour, daily habits, production and consumption. Clermont-Ferrand aims to be a pilot city for sustainable development.

Clermont-Ferrand has an Erasmus link with the Gray School of Art and will use the visit to meet with staff at the Robert Gordon University to discuss ways of expanding the link into other areas of research and study. Clermont-Ferrand has a student population of 35,000 students and is ranked 16th in France for higher education due to its two principal universities and six engineering or management schools.

Clermont-Ferrand is looking to increase its size of foreign exchange students.

Engineering students from Aberdeen College and Lycée Lafayette created a partnership on mechanical and electrical engineering for the study exchange of students between both colleges. The last twinning project took place in 2008 which marked the 25th Twinning Anniversary of two cities. Aberdeen College is looking to incorporate an exchange with Clermont-Ferrand again within the engineering course where the students can undertake placements in Clermont-Ferrand, where the global headquarters for Michelin are based. This will benefit and enhance the learning experience for the young people, and offer opportunities for future work placements between Aberdeen College and Clermont-Ferrand.

The Clermont-Ferrand delegation visit to Aberdeen allows the opportunity for face-to-face contact with organisations and for the partners to discuss their objectives and future collaborations more firmly. The visit would stimulate new projects between the University of Aberdeen and more sport exchanges and projects with Aberdeen Sports Village, which was expressed as one of their objectives in March. The visit will provide a platform on which to discuss projects to celebrate the 30th Anniversary in 2013 of the twinning agreement between the two cities.

The delegation from Clermont-Ferrand is to be made-up of the Head of Mission of International Relations of Clermont-Ferrand, the Deputy Mayor of Clermont-Ferrand as well as two other delegates from the twin city. This will be an excellent opportunity to demonstrate Aberdeen as a leading city with exciting developments that other international cities would like to learn from. The Mission of International Relations of Clermont-Ferrand is responsible for maximising twin city and international projects. Once the visit has taken place, feedback will be sought from Clermont-Ferrand to determine how useful and beneficial the programme was and how they plan to follow-up on any links made with organisations within Aberdeen.

A maximum of £2,200 is requested to cover the cost of accommodation, food and transport while the delegation are in Aberdeen. Clermont-Ferrand will cover the cost of the air travel and have invited delegates from Enterprise, Planning and Infrastructure to Clermont-Ferrand during 2013 on a reciprocal visit where they will pay the costs of accommodation, food and transport.

Expenditure	
Flights	£2,200
Accommodation	£1,490
Transport in Aberdeen	£160
Food	£550
Total	£4,400
Income	
Other sources of income	£2,200
Total	£2,200
Expenditure-Income	£4,400-£2,200
Maximum Total Applying For:	<u>£2,200</u>

iii) Contribution towards the visit of a group of Head Teachers and the Head of Education in Aberdeen City to Stavanger Education Department to initiate discussion on twinning projects between the two cities, 26th to 27th September 2012.

An initial visit to Stavanger by the North Sea Commission Education and Innovation Working Group identified the potential for educational projects between Aberdeen and Stavanger. The Head of Education will return to Stavanger with six selected Head Teachers of local Aberdeen Secondary Schools to meet with the Education Department and Head Teachers of Rogaland District Council during two days in September. The meeting will discuss and agree twinning projects between the two cities.

In the initial discussions and a meeting between Head Teachers in Aberdeen, a number of potential twinning projects were identified. This included a partnership between the Music School in Stavanger and Dyce Academy and the Social Enterprise shop run by secondary school pupils in Stavanger and Bucksburn Academy. The visit will discuss and explore how projects can be developed focusing on the energy sector and sustainable energy so that future skills shortage in these sectors can be filled. The meeting in Stavanger will also look at the how projects can be achieved successfully between schools in Aberdeen and Stavanger by virtual technology, such as e-Twinning, to enhance the learning experience for senior pupils.

Educational projects will be sustained by schools through electronic communication and where possible staff and student exchanges so that the projects continue to develop and be fruitful, are beneficial to parties involved and run year to year.

The initial meetings will set-up the agreed projects which will be sustained through the schools and by the education authorities. The

legacy will be sustained through contact between students and staff within the involved schools. The initial funding will enable the set-up of the projects to ensure it is built into schools' planning. Thereafter, the projects, depending on the type, will either maintain themselves or through curricular work build upon the foundations already set. The projects will also be part of the city campus and schools' development plans.

The projects involving Stavanger will extend and enhance Aberdeen City Council's city campus project to develop pupil choice and opportunity in the senior phase of education. By providing the pupils with an international experience they will benefit from increased understanding of different cultures, leadership and citizenship skills, as well as develop their confidence levels. This will contribute to fulfilling the global citizen dimension of Curriculum for Excellence and pupils will develop skills which will enable them to compete in an increasingly competitive global market place. Pupils will be encouraged to broaden their horizons which in turn will have potential economic benefit to Aberdeen.

Staff from the local Aberdeen schools will also benefit from working closely with professional colleagues from other countries. This is part of continuing professional development and staff will learn collaboratively from this approach. Staff from each country will also be able to share best practice and knowledge, creating mutual benefit to both cities and improve teaching practices for the next generation of pupils coming through schools.

Some of the projects, such as a twinning partnership between the music school in Stavanger and Dyce Academy, will include opportunities to involve the local community and schools will be encouraged to follow through on the community aspect of twinning and international projects.

This project will develop and strengthen the educational links between Aberdeen and Stavanger and seeks to enhance sustainable educational partnerships for students and staff that are long lasting. The educational partnerships will continue to contribute to the positive image of Aberdeen encouraging the staff and pupils to participate on a global dimension.

Once initial discussions have taken place and objectives set for the educational partnerships, European funding will be sought to help further the developments and schools will undertake their own fund-raising.

A contribution of £1,925 is requested to cover some of the cost of air travel and accommodation in Stavanger for two days. Other funding has been sought to cover the remaining total cost of the twinning activity. A break-down of costs is given below.

Expenditure	
Flights	£2,340
Accommodation	£810.00
Subsistence	£700.00
Total	£3,850
Income	
Other sources of income	£1,925
Total	£1,925
Expenditure-Income	£3,850-£1,925
Maximum Total Applying For:	£1,925

iv) Contribution towards the visit of the International Partnerships Officer to Gomel to represent Aberdeen City Council, accompany 21st Aberdeen Scouts and to attend meetings at Gomel City Council, 8th-15th October 2012.

The International Partnerships Officer has been invited by Gomel City Council, the Head of International Relations and the Director of Museums in Gomel to represent Aberdeen and Aberdeen City Council at the launch of the loan exhibition from the Gordon Highlanders Museum to the Gomel Museum of Military Glory on the 9th October 2012. During the visit the International Partnerships Officer will also accompany the 21st Aberdeen Scouts and undertake meetings with organisations with whom Aberdeen City share a twinning relationship.

The International Officer is invited to represent Aberdeen and the City Council at the launch of the Gordon Highlanders Museum loan exhibition in Gomel, which marks the successful and long-standing twinning partnership between the two museums. The curators of the Museum were invited to attend, but are no longer able to travel to Gomel due to other commitments. It will also be the first visit to Gomel by the International Partnerships Officer, therefore allowing an opportunity for the individual to establish themselves and their role.

The 21st Scouts Aberdeen (Cults), who were approved funding towards their visit to Gomel in Enterprise, Planning & Infrastructure May 2012, will be in Gomel between the 10th and 17th October so there will be an overlap of the dates of the visit. The International Partnerships Officer will accompany the Scouts during their programme and undertake meetings with the organisations and groups with whom the Scouts share a working relationship.

The International Partnerships Officer will also meet with the Director of Gomel Museums who has been in contact with Aberdeen City Council to discuss developing potential twinning projects with

Aberdeen's museums and libraries. During the meeting the Officer will collect feedback on the work with the Gordon Highlanders Museum and scope the opportunities for development.

The International Partnerships Officer arranged a programme on behalf of Aberdeen Gomel Trust for a delegation from Gomel who visited Aberdeen in June 2012 and is part of a working group for the continued drive of communication and projects within the field of war veterans and public health. The purpose of the delegation visit to Aberdeen was to extend co-operation in the field of public health. During this visit, the delegation visited Horseback UK, Robert Gordon University, various charities and organisations who assist war veterans and provide services for their rehabilitation and to Erskine Hospital. The visit to Gomel will permit an opportunity to follow-up on the visit to Aberdeen and to scope if links can be made between the Gomel Military Hospital and Robert Gordon University. The International Partnerships Officer will then feed-back to Robert Gordon University, as well as any other involved organisations such as Aberdeen Gomel Trust and the Friends of Gomel.

The International Partnerships Officer will undertake meetings with the schools and universities with whom Aberdeen City shares a twinning relationship with, as well as Gomel City Council. This will allow face-to-face contact to discuss how the relationships could be developed to provide maximum benefit to the people of Aberdeen and Gomel.

The estimated cost of the visit is £630 to cover the cost of return air travel, some subsistence while in Gomel and the visa cost. Gomel City Council has stated they will cover the cost of accommodation, food and transport of the International Partnerships Officer whilst in Gomel.

v) Contribution towards the participation of Aberdeen Kilt Kickers in the Stavanger annual meeting of social dancers, 28th to 30th September 2012.

Aberdeen Kilt Kickers was established in 1986 and was the first American Square Dance Club to be formed in Scotland. Their aim is to have 'Fun and Friendship set to music'. The objectives of Aberdeen Kilt Kickers are to:

- Promote and foster an interest in American Square Dancing
- Provide facilities for the participation in American Square Dancing
- Hold regular American Square Dance sessions
- Welcome any UK or International member or caller to join and participate in local club nights

The Aberdeen Kilt Kickers Club has well established links with two of Aberdeen City's twin cities, Stavanger and Regensburg. During April 2012, the Aberdeen club successfully organised an International Square Dance Festival which takes place every two years. This year saw the 6th International Square Dance Festival, the 3rd time to be held in Aberdeen. This event attracts approximately three hundred visitors to Aberdeen. Visitors to the event come from Russia, Liechtenstein, Denmark, Sweden, Norway, Belgium, Austrian, America and New Zealand. The visitors generally extend their stay after participating in the International Square Dance Festival to visit Aberdeen and travel throughout Scotland.

The Aberdeen Kilt Kickers club have well-established links with similar clubs in Stavanger and Regensburg, and continue to visit these two cities with the objective of promoting Aberdeen and their International Square Dance Festival to attract a larger audience, in turn creating opportunities for economic generation in Aberdeen City through accommodation, shopping, food and drink and tourism. Aberdeen acts as a gateway to overseas visitors to the rest of Scotland.

The link between Aberdeen and Stavanger square dancing clubs was created in 1988 and the clubs have successfully developed and sustained their twinning relationship. The Aberdeen club will be participating in the Stavanger Squares Square Dance Club's 40th Jamboree and fifteen of their members will be attending. Their large representation is a means of promoting Aberdeen, the city and their festival therefore attracting future visitors to Aberdeen. At the Stavanger Square Dance Jamboree, there will be participants from Denmark, Germany and other Scandinavian countries, opening the opportunity to attract new visitors to Aberdeen.

Aberdeen Kilt Kickers have an excellent reputation and have been sought out by tour group companies to perform for visitors from Germany. Their participation will promote further their club and Aberdeen as a tourist destination.

The Aberdeen Kilt Kickers Club link with Stavanger is predominantly self-financed, but they submit applications for funding support for special anniversary events. The Aberdeen Kilt Kickers last submitted a request for funding in 2009. A contribution of £1,500 is requested to help cover the cost of air travel for the fifteen members to Stavanger. The members of the dance club will stay in accommodation in the homes of the Stavanger hosts, limiting the cost, and will undertake their own fund-raising to cover the remaining costs of the visit. A break-down of costs is provided below.

Expenditure	
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Flights	£2,700
Food	£150
Dance costs	£397.50
Gift for host family	£375
Total	£3,622.50
Income	
Contribution by Participants	£2122.50
Total	£2,197.50
Expenditure-Income	£3622.50-£2,122.50
Maximum Total Applying For:	<u>£1,500</u>

vi) Contribution towards the participation of the junior group of the HipHop School in Aberdeen, accompanied by the International Partnerships Officer, in the 'Trans'Urbaines' Festival in Clermont-Ferrand, 5th to 9th November 2012.

The HipHop School in Aberdeen has been invited to attend and participate in the 'Trans'Urbaines' Festival in Clermont-Ferrand between the 5th and 9th November 2012. The HipHop School in Aberdeen have previously undertaken youth exchange projects between the two cities during 2007 and 2008, but the exchange has not taken place during recent years due to changes in staffing causing a communication break-down. This issue has now been addressed. In 2007 a group of young people from Clermont-Ferrand came to Aberdeen to participate in the HipHop School summer school and provide workshops. In 2008 the visit was reciprocated by Clermont-Ferrand where young people from Aberdeen went to Clermont-Ferrand to participate in a series of joint music and dance workshops, culminating in a final public performance of music and choreography created jointly through the visit.

The invitation by Clermont-Ferrand to the Aberdeen HipHop School is a reactivation of the dance and music link between the two cities. The young people of Aberdeen who previously undertook the hiphop exchanges still remain in contact with the dancers from Clermont-Ferrand. Twelve junior group members, two senior members and the dance instructor of the HipHop School in Aberdeen will be attending the Trans'Urbaines Festival. The International Partnerships Officer has been requested to accompany the group to assist with translation in French, therefore making travel, communication and the itinerary management easier for the group. The junior members have not previously been on an exchange with Clermont-Ferrand. Whilst the International Partnerships Officer is in Clermont-Ferrand they will

meet with Council representatives and undertake meetings to discuss how to develop twinning links in order to maximise the purpose of the visit and provide best value. In total there will be sixteen people from Aberdeen travelling to Clermont-Ferrand.

The application requests twelve of the junior members participate in the Trans'Urbaines Festival as they are from low income households and would not otherwise readily have the opportunity to participate in an international event. It is also to give maximum benefit to the young people of Aberdeen and maximise the presence of Aberdeen City talent and creativity in Clermont-Ferrand. The local people of Clermont-Ferrand and surrounding areas will have the opportunity to watch and forge an understanding of Scottish HipHop from the junior members. The two senior members and dance instructor will be chaperones for the junior members. They will have the opportunity to network with the other dance instructors and share new information and techniques.

If less funding were awarded to the HipHop School more fund-raising would be required and young people from a low household income would not be able to participate.

The junior group will participate in a series of workshops, dance performances and dance 'battles' throughout the Trans'Urbaines Festival. The Festival's purpose is to allow a place of experimentation and creation for the young dancers who have been brought together in one place from different countries. They will have the opportunity to learn new techniques, training and to challenge each other and themselves through the dance battles. Professional hiphop dancers will be present to take the workshops and perform to the young people. During the 'Trans'Urbaines' Festival in Clermont-Ferrand, it will be the first time private companies will be present to witness the richness of the choreography and urban dance. At the end of the Festival, a final concert will take place to showcase the young peoples' talent.

The majority of the junior group have never travelled outwith Aberdeen before, therefore this opportunity will allow them to experience travel, visiting a different country as well as experiencing another language, culture and way of life. Their participation in the Trans'Urbaines Festival will widen their international horizons and give them a better understanding of what it is to be a global citizen. The junior members will be Cultural Ambassadors for Aberdeen and they will demonstrate Aberdeen's dance and music creativity scene.

The dance festival is a learning experience to inspire and connect the young people from the different cities and allow them to express themselves. Many of the children from Aberdeen come from disadvantaged backgrounds and low income households. They are committed to the twinning project and have given their own time to

perform shows in order to fund-raise for their participation in the 'Trans'Urbaines' Festival.

The visit will be reciprocated by a visit by a hiphop group from Clermont-Ferrand to perform in 'Survival' at the Beach Ballroom in June 2013, organised by the HipHop School Aberdeen. The show attracts an audience of up to 1500 people. When the group from Clermont-Ferrand is in Aberdeen they will tour the city and undertake workshops to the benefit of the Aberdeen community.

Throughout the Trans'Urbaines Festival the Aberdeen group will create a DVD of the project which will be made available to all participants and will also be put on the HipHop School website. After the initial exchange visit to France the HipHop School will encourage the young people to continue virtual communications with Clermont-Ferrand, as well as other international links made. The HipHop School will exchange monthly videos of their classes to Clermont-Ferrand through a social media site to continue the learning process.

A maximum contribution of £5,200 is requested to cover the cost of air travel to Clermont-Ferrand. Clermont-Ferrand will pay the cost of accommodation, food and transport of the group during their stay. The young people from Aberdeen will fund-raise by undertaking performing various shows and charity work. These funds will be used towards going to Clermont-Ferrand and sustaining future twinning dance links between the cities.

Expenditure	
Flights	£7,200
Food	£480
Accommodation	£2,120
Transport	£300
Publicity and Posters	£150
T-Shirts for Participants	£150
Total	£10,400
Income	
Contribution by Participants	£3,200
Estimated Fund-Raising	£2,000
Total	£5,200
Expenditure-Income	£10,400-£5,200
Maximum Total Applying For:	£5,200

vii) Maximum contribution towards the visit of the International Partnerships Officer to Stavanger Council, October 2012.

During February 2012 delegates from Stavanger came to Aberdeen City Council Headquarters to meet with the International Partnerships Officer and the International Trade and Investment team in order to discuss the changes in Stavanger Council as well as projects and developments between Stavanger and Aberdeen.

The International Partnerships Officer has been invited to visit Stavanger with International Trade and Investment to follow-up on the February meeting and to meet with staff in the Council. The International Partnerships Officer will use the meeting as an opportunity to discuss the Winter Festival 2012 and the involvement of Stavanger in the Christmas Light Switch-On Parade and in the Christmas Tree Light Switch-On Ceremony. The involvement of Stavanger in these events will promote Stavanger and its connections with Aberdeen and attract an audience from Stavanger therefore creating a greater footfall to the Winter Festival events. Stavanger's involvement in Aberdeen City Council's Summer Festival 2013 will be discussed to enhance Aberdeen's city events. The visit will also discuss Stavanger's bid for European City of Culture 2008 and opportunities for Aberdeen City Council Officers to meet with key figures involved in Stavanger's bid to strengthen Aberdeen's bid for UK City of Culture.

Links with Stavanger have mainly focused on economic development, but cultural, sport and educational links need to be developed and strengthened. The visit will be used to discuss how these other links can be developed and how business events could be intertwined with culture. Aberdeen Performing Arts and the North East Photography Artists Network (NEPAN) have expressed interest in a twinning project with Stavanger and the visit by the International Partnerships Officer will scope the opportunities for possible joint projects and networking.

Delegates from Stavanger came to Aberdeen during April 2012 to undertake training with Aberdeen City Council Customer Service Centre. The International Partnerships Officer will meet with the delegates to determine the success of the training with Aberdeen City Council and if they have implemented any of the learnings or if Aberdeen City Council can offer any more of their training services.

The International Partnerships Officer started in post October 2011 and has not yet had the opportunity to visit Aberdeen's twin cities. It is important for the Officer to visit the twin cities in order to establish their role and to discuss future collaboration and development of twin city partnerships. The International Partnerships must have good knowledge and awareness of the twin cities in order to better advise those who wish to undertake a twinning project and Elected Members

of any developments and plans that the twin city has in order to better plan future events.

The estimated cost for the visit is maximum £400 to cover the cost of air travel and any incurred costs while in Stavanger such as transport and food. The visit will be for the day only to limit costs. The date of the visit has not yet been confirmed, but will be in early October in order to be in good time to discuss the Winter Festival.

viii) Contribution towards the visit of young people from the YMCA group in Aberdeen to Regensburg, 18th to 22nd October 2012.

The YMCA in Aberdeen has long-standing links with the CVJM group in Regensburg and together they have been successful in exchanges between the two cities. The YMCA and CVJM groups have sustained a twinning partnership with the support of Aberdeen City Council and the International Partnerships Officer since 1994 when the first face-to-face youth exchange visit to Regensburg took place. The YMCA partnership with Regensburg is the longest ongoing supported twinning partnership.

Five adults from the Aberdeen YMCA group will be going out to Regensburg between the 18th to 22nd October 2012 as part of a planning visit to ensure the ongoing viability of the partnership between Aberdeen YMCA and CVJM Regensburg. The visit will secure the partnership for the foreseeable future and build on partnerships which will cement the organizational relationships. Anticipated outcomes for the twinning project are:

- Reassess the objectives and actions of the partnership to ensure the groups remain committed to the same priorities for the twinning partnership between the organisations.
- Define clear objectives, themes, activities and timetable for activities to strengthen active European citizenship and promote European unity with young people and volunteers in Aberdeen and Regensburg for 2013-2015.
- Agree a strategy for communicating the impact and benefits of twinning between partner YMCAs to the wider public and the media to create an accurate image of the twinning partnership.
- Strengthen the support structure between partner YMCAs to maintain connections, develop the partnership through new projects.
- Strengthen the association and accreditation of Aberdeen City Council and Stadt Regensburg for the YMCA partnership.

The YMCA and CVJM will be celebrating the 20th anniversary of the inaugural visit to Regensburg in 2014 and the 20th anniversary of the reciprocal visit made to Aberdeen by youth by CVJM Regensburg in 2015. The outcome of the meetings during October 2012 will be to ensure a detailed agreement and commitment for the next four years

of the partnership to include the following projects for the forthcoming future:

- 2013: Aberdeen YMCA volunteers to visit CVJM Regensburg for volunteer training programme and cultural exchange programme.
- 2014: 20th Anniversary Youth Event in Regensburg to participate in UK/German cultural exchange programme. This would include an arts based project to celebrate the 60th Anniversary of twinning between both cities.
- 2015: 60th Anniversary Twinning Tandem Cycle which is a repeat of the 2005 Anniversary Tandem Cycle but in reverse route so the cyclists will travel from Aberdeen to Regensburg.

The application requests a total of £2,055 to help cover the costs of flights, travel and accommodation in Regensburg. The individuals participating in this project will finance the remaining costs incurred. A break-down of the costs is given below.

Expenditure	
Flights	£1,500
Travel	£420
Accommodation	£1500
Meals	£450
Insurance	£90
Programme Costs	£150
Total	£4,110
Income	
Contribution by Participants	£2,055
Total	£2,055
Expenditure-Income	£4,110-£2,055
Maximum Total Applying For:	£2,055

6. IMPACT

The use of the International Twinning Budget to support international activity links closely to several of the Community Plan Challenges for example Learning; Arts, Heritage and Sport, Aberdeen's Image; Getting Involved; Being Informed and Leading the City. Many of the recommendations for projects in this report create a positive image of Aberdeen internationally and provide local communities an opportunity to learn from others, to participate in various, exciting events and to increase local pride in our city.

Aberdeen City Council's Vision is the following:

Aberdeen – the Smarter City

- We will promote Aberdeen as a great place to live, bring up a family, do business and visit.
- We will ensure that Union Street regains its position as the heart of the city and move cultural activity centre-stage through re-invigorated cultural leadership.

Smarter Living (Quality of Life)

- We aspire to be recognised as a City of Culture, a place of excellence for culture and arts by promoting Aberdeen as a cultural centre hosting high quality diverse cultural events for the whole community and beyond.

Smarter Economy (Competitiveness)

- We will work with partners to promote the city as a place to invest, live, work and export from.

Community Plan

- Work with other organisations, agencies and groups, including Visit Scotland and Visit Aberdeen, to encourage tourism and the provision of facilities for tourists.

Promoting and supporting international exchanges, involving various communities of interest, significantly contributes to Aberdeen City Council Vision as outlined above and to the actions of the Single Outcome Agreement. The outlined twinning projects also align with the cultural strategy vision as it allows for improved communication of cultural opportunities, helps with changing the perception of the city, to develop a stronger cultural identity and to have increased levels of effective partnership working.

Aberdeen's twin city partnership initiatives:

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

Opportunities for groups, communities and organisations to access twin city projects and exchanges and for possible sources of funding are advertised through the Council's website, press releases, school

circulars where appropriate and the Aberdeen Council of Voluntary Organisations e-bulletin.

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

7. BACKGROUND PAPERS

None used.

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	11th September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	City Events Programme 2013 - 2014
REPORT NUMBER:	EPI/12/146

1. PURPOSE OF REPORT

To seek approval for the 2013 - 2014 City Events programme and associated budget as outlined in Appendices 1 and 2.

2. RECOMMENDATION(S)

1. That members note the content of this report.
2. That members approve the proposed City Events programme for 2013 - 2014.
3. That members approve the proposed budget to deliver the programme for 2013 - 2014.
4. That this report is referred to Finance & Resource Committee to consider the request for monies from the Common Good Fund.

3. FINANCIAL IMPLICATIONS

Monies totaling £468,000 were secured from the E P & I revenue budget and the Common Good Fund to deliver a dynamic but compact programme of City Events for Aberdeen in 2012 – 2013 (see Appendix 1 for details of the proposed events, Appendix 2 for a budget breakdown and Appendix 3 for an indication of the main costs items). This report outlines the proposed financial implications in maintaining the programme at current levels, the introduction of a one off event in 2013-2014 and to take into account additional expenditure that requires to be met from the introduction of new legislation that impacts on the delivery of events in the city applicable from 1 April 2012.

It should be noted that there are significant budgetary pressures placed on all the individual event budgets due to rising costs associated with traffic management, Temporary Traffic Restriction Orders (TTRO), Licensing and installation of essential events infrastructure.

Similarly the costs associated with the provision of stewarding, security, medical and welfare also continue to rise annually but are a necessary

requirement to meet our obligations under Health and Safety legislation.

Appendix 3 details the breakdown of expenditure for each event currently delivered by City Events.

4. OTHER IMPLICATIONS

Staffing

Officers in the City Events team possess specialist knowledge and skills that are needed to meet the standards expected within current Health and Safety legislation and public sector guidance, as laid out in “The Event Safety Guide – A Guide to Health, Safety and Welfare at Music and Similar Events” (commonly known as “The Purple Guide”). There is therefore no direct correlation between the number of qualified staff and the number of events that can be organised by the events team. The current staff compliment represents the minimum number of qualified staff needed for a single large event and the proposed programme of work represents the maximum number of events capable of being delivered by this team.

The current team consists of 3 skilled Events Officers (1 x Senior Events Officer and 2 x Events Officers). All these officers have lead responsibilities to deliver specific events and activities within the programme and there is no capacity within current staffing levels for officers to double up should there be one or more officers unable to carry out their duties due to long term absence or illness. Should this number decrease at any significant period of time new staff would need to be recruited or, alternatively, current and additional events would require to be removed to ensure safe delivery. The team is therefore, inevitably, focused on event delivery and has no capacity to plan for the future legacy of the city events programme or its future development. Likewise, there is insufficient capacity to facilitate knowledge transfer between officers or explore opportunities to secure other income streams that would support the future growth of the events programme.

It should also be noted the Senior Events Officer will retire from the Council on 31 March 2013 and that a suitable replacement will need to be found. The next six months will therefore be a time of transition, with increased pressure on existing officers until the newly appointed Senior Events Officer becomes familiar with the role and responsibilities of this position and the current programme of events.

The current Senior Events Officer will also be on a reduced working week from October, as part of the phased retirement scheme, so this will also impact on the ability of other officer's to deliver and develop current and future programmes. Accordingly, to support the City Events Team during this time, it is proposed that one agency staff member with relevant event experience will be appointed for 10 hours

per week to assist through the phased retirement period. The work to be undertaken would relate to both office based duties and event delivery in evenings and at weekends. Costs will be met within existing E, P & I budgets.

Support for twinning and existing civic projects would continue to be core activities, with these planned to be more closely aligned to the events programme, or provide additional input to other promotional events that are being planned by external organisations or individuals.

City Twinning

There is an ambition for activities associated with Aberdeen City Council's Twinning portfolio to become more closely aligned with the work of the City Events Team and to investigate the opportunities of joint working during major events.

The twinning function will benefit from being included in the City Events Team and existing working relationships with our external twinning partners will be strengthened. This will also be mutually beneficial in future years when resources and budgets are challenged. The Twinning budget is wholly funded by the Common Good Fund and is not used to support the development of any joint working between city events and twinning. However, future support for events could be identified where these events have an international dimension.

5. BACKGROUND/MAIN ISSUES

During the development of the Enterprise, Planning & Infrastructure Service Five Year Priority Based Business Plan, it was determined that the City Events Team would face a reduction in its revenue budget in the coming years. This report outlines the proposed programme of events the City Events Team is tasked with delivering on behalf of Aberdeen City Council in 2013 – 2014. It also identifies the associated budgets that ensure events are delivered within our legal responsibilities under Health and Safety legislation.

The City Events Team have for many years provided internal and external advice and support to event organisers to ensure that safe, secure and enjoyable events are delivered in the city for the local residents, surrounding population and those visiting the city for business or leisure purposes. There is ongoing pressure on the team to identify and develop new events in terms of developing the city's offering as well continuing to meet priorities within the existing events programme as a result partnerships with external partners are crucial going forward.

The City Events Team work closely with a number of City agencies including the Aberdeen City and Shire Hotels Association and Aberdeen BID to ensure that events that are held in Aberdeen support

local business and offer exciting activities to support the weekend leisure break market. These events also aim to attract local residents and national and overseas visitors which in turn benefit local traders within the city.

The events detailed in the City Events programme contribute to the Common Good of the city, are inclusive, maintain and develop the city's continued Civic Pride and showcase Aberdeen's ability to attract and host major cultural and sporting events.

The team continues to maximise income opportunities through the recovery of fees for advice, consultancy and event delivery time that is provided to assist external event organisers who run commercial activities in the city. Income is also derived from the hire of our parks and open spaces. Income from sponsorship has proved to be very difficult to secure, especially in these economic times, particularly since the team has limited staff resources to approach potential sponsors and do not have the required skill set to maximise sponsorship opportunities.

6. IMPACT

Corporate

Aberdeen – the Smarter City

- We will promote Aberdeen as a great place to live, bring up a family, do business and visit.
- We will ensure that Union Street regains its position as the heart of the city and move cultural activity centre-stage through re-invigorated cultural leadership.

Smarter Living (Quality of Life)

- We aspire to be recognised as a City of Culture, a place of excellence for culture and arts by promoting Aberdeen as a cultural centre hosting high quality diverse cultural events for the whole community and beyond.

Smarter Economy (Competitiveness)

- We will work with partners to promote the city as a place to invest, live, work and export from.

Community Plan

- Work with other organisations, agencies and groups, including Visit Scotland and Visit Aberdeen, to encourage tourism and the provision of facilities for tourists.

7. BACKGROUND PAPERS

None.

8. REPORT AUTHOR DETAILS

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Appendix 1 - City Events Programme 2013-2014

BP Summer Big Screens

For over 20 years, the Royal Opera House has screened live relays from its building at Covent Garden into the Piazza to the delight of thousands and have now extended the relay to cities around the UK.

Aberdeen has now become a popular venue and gives a unique opportunity to watch world class performances live and direct from The Royal Opera House in the beautiful surroundings of the Duthie Park. Anything up to 5,000 people attend the screening, dependant on the weather conditions.

The Summer Big Screens concept is to:

- Introduce opera and ballet in relaxed surroundings to new audiences
- Give people an opportunity to see the world's best
- To provide free world class entertainment to families who might otherwise not be able to purchase tickets

The partners in the Summer Big Screens 2012 are Aberdeen City Council, Royal Opera House and BP.

The budget covers all infrastructure costs to accommodate the event such as barriers, stewarding, first aid, Scottish Ambulance Service, toilets, waste management, tower lights and chairs.

The 2012/2013 programme delivered two BP Summer Big Screens as this was an Olympic year. For the 2013/2014 programme, we will revert back to one event. There is no proposed change to this budget.

Highland Games

For over 50 years, our Highland Games has been an ever popular and long standing event in the programme. It has developed over the years to become a firm favourite for all the family and is always held on the 3rd Sunday in June. The Games are a multi faceted event that includes traditional highland games, free family activities, trade and charity stalls, Scottish traditional music, funfair, beer tent, armed forces displays, catering. The Games are striving hard to portray a family friendly environment with free activities and others that are low cost to use and participate in.

The budget income is dependant on the weather conditions and attendance can fluctuate from 5,000 up to over 15,000. Inclement weather can result in a low attendance and will have an impact on this budget. A low attendance will impact on the ability of the team to deliver the Games within budget and overall will lead to pressure to deliver the overall City Events programme within the agreed budget.

Expenditure covers infrastructure, family activities, stewarding, medical and welfare, traffic management and publicity. Most of this expenditure is spent on the lead up to the event and therefore there is little scope to reduce costs if the income comes in low.

As these infrastructure costs rise every year, it is proposed to increase the budget by £10,000 to £50,000 in order to allow the development of the Games

and to increase activities that reflect the ethos of a family friendly event. 2014 is the Year of Homecoming and in 2013, the Games would be developed to raise the awareness of Homecoming and to look at activities and marketing that will add value to the Games in the lead up to 2014.

Tartan Day

An established and popular event held in the City Centre on the last Saturday in July. The day kicks off with the Tartan Day Parade led by the massed pipe bands from the Royal Scottish Pipe Band Association and participants from the Aberdeen International Youth Festival, Wallace 700 and various re-enactment groups. Other events in the programme are the Wallace 700 Commemoration Ceremony, Tartan Concert, re-enactment displays and combat demonstrations, special film screenings, Royal Scottish Country Dancing Society, Scottish Culture & Tradition and Scottish music being played in a wide variety of intimate outside venues across the city centre.

Numbers attending this year were disappointing due to very wet weather conditions in the afternoon. Awareness of the event continues to be an issue with poor support from the City Centre retailers and businesses. Discussions will be held with Aberdeen BID to address these issues and to start the engagement with the BID's partners and members at an early stage for the 2013 event.

2014 is the Year of Homecoming. Tartan Day played an important role in the last Homecoming in 2009 with an enhanced Wallace Ceremony featuring Clan Wallace members from all over the world attending the ceremony at the Wallace Statue. There was also a Beating Retreat held on Union Terrace where there were a number ex patriots coming home to Scotland to attend. It is envisaged that the 2013 event will raise the awareness of the 2014 Homecoming with a view to increase the profile of the 2014 Tartan Day.

The budget covers traffic management, pipe bands, actors, entertainers, stewarding, infrastructure and publicity.

There is no proposed change to this budget.

Armed Forces Day

Held on the last Saturday in June, the event celebrates the contribution of our veteran and serving armed forces personnel and gives an opportunity for residents of and visitors to the City to show their support and thanks.

The event takes the form of a parade down Aberdeen's premier street consisting of veteran associations and individuals, serving personnel, cadets from all three of our armed forces and vintage military vehicles. Led by over 8 pipe bands, the parade generates great pride and emotion and attracts over 10,000 people. This is a very popular event in our programme.

The budget covers traffic management, stewarding, first aid, pipe bands, transport and promotion. There is not sufficient funding from ACC to deliver this event, however, there is an MOD annual grant applied for and successfully awarded to the Council. The grant for 2012/13 was £6k. The MOD has indicated that this funding is being reduced year on year and will finally be withdrawn. Our original funding from the MOD stood at £10k. The

grant reduction has already impacted on the event with the withdrawal of funds for refreshments for parade participants at the Bridge of Don Barracks. Any further reduction from the MOD will again impact on the event and more elements of the parade will be cut. The application process for funding from the MOD begins at the end of this year and at present, the MOD will not indicate what level of funding may be awarded. There is no proposed change to this budget.

Fireworks Night

An annual event always held on 5 November and attracting well over 15,000 spectators. Venue for the past 8 years has been Aberdeen Beach. A 20 minute display, accompanied by music, set up and delivered by a professional, licensed and competent fireworks company.

Budget covers provision and firing of fireworks, traffic management, medical and welfare, emergency planning, stewarding, park and ride, entertainment and publicity.

The 2012/2013 budget has been increased to reflect the costs associated with delivering the event within a safe environment and robust emergency planning procedures. There is no proposed change to this budget.

Christmas Lights Switch On

A very popular and firm family favourite in our events programme attracting well over 20,000 people. A carnival themed parade led by a pipe band, the Lord Provost and his special helper will travel down Union Street switching on each light as it passes underneath.

Budget covers traffic management, stewarding, entertainers, hire of costumes, infrastructure, confetti canons and publicity.

There is no proposed change to this budget.

Santa Parade

A joint delivery in partnership with Trinity Shopping Centre, this event welcomes the arrival of Father Christmas on his sleigh and being pulled up Union Street by his real reindeer. On average, 3,000 people attend.

ACC contribution covers traffic management and extra stewarding.

There is no proposed change to this budget.

Nativity Scene

A traditional nativity scene c/w with appropriate music set up in the heart of the city centre within the grounds of the St Nicholas Kirk and an opportunity for visitors to enjoy the true message of Christmas.

The budget covers the delivery, set up, dismantle and uplift of the shed and nativity figures. Although it is difficult to deduce the numbers visiting the scene over the period it is open, the team receive many positive and glowing comments from the public and specially on the traditional message that this event symbolises.

There is no proposed change to this budget.

Christmas Tree Switch On

The people of the city of Stavanger, one of Aberdeen's twin cities, very generously gift the city a Christmas tree from Norway, sited on the Castlegate

facing up Union Street. A switch on ceremony takes place to bless the tree featuring members of the Regional Ecumenical Team, the Salvation Army, Lord Provost of the City of Aberdeen and Mayor of the City of Stavanger. Budget covers installation, dressing and dismantle of tree, transport costs and publicity.

There is no proposed change to this budget.

Carol Concerts

A very popular and free event that has grown from delivering one concert to two. Over 1000 attend the David Welch Winter Gardens to enjoy and sing along to all their favourite carols. Mince pies and mulled wine help the audience to enjoy the convivial atmosphere that the Winter Gardens offer.

Friends of the Duthie Park is an organisation set up last year to further promote, nurture and protect the Duthie Park as one of Aberdeen's jewels in the crown. The Friends supported the 2011 carol Concerts in terms of staff resources and stewarding. City Events will continue to work with the Friends as we see this as a valuable asset in the support of the delivery of events in the park.

There is no proposed change to this budget.

Festive Community Grants

City Events administer and manage the Festive Community Grant Fund. This budget allows for groups, communities and organisations to apply for up to £500 to help support any festive activity or event that they are organising. The grant can help with staff costs, venue hire, refreshments (no alcohol), publicity and promotion, presents and entertainment. The fund is very popular and in 2011 over 80 applications were received from various groups across the city. All were successful in being awarded grant funding. If demand did exceed the total grant funding, we would ensure that all applicants received some funding albeit not to the sums requested.

There is no proposed change to this budget.

Festive Weekend Entertainment

Over the years, the Team has delivered a programme of festive entertainment within the City Centre over the 3 weekends in the lead up to Christmas. A budget reduction from £30,000 to £10,000 in 2010 - 2011 meant that the programme was not sustainable over the 3 weekends. It was therefore decided to concentrate our resources over 1 weekend. Last year's weekend entertainment was delivered with a high labour resource from the City Events team. This was felt not to be a good return on this activity and it was agreed to use this budget to support other event activities in the festive season that added value to the overall experience of the Winter Festival. Talks are presently being held with various partner agencies and organisations to progress possible ideas and activities that can be supported.

There is no proposed change to this budget.

Galas

City Events administer and manage the Galas budget. This budget allows for groups and organisations that arrange and deliver a gala/fun day in their community to receive grant funding to support associated costs in delivery of

their event. The grant can support towards infrastructure costs, entertainment and publicity. This is a small budget and there is increasing pressure year on year to accommodate all requests from existing and new communities due to the increase in costs of service delivery. It is therefore proposed to increase the budget from £6,000 to £10,000 to meet the demand for support from communities.

Summer/Winter Promotions

A budget of £30000 is set aside for the promotion of our Summer and Winter Festivals. This includes advertising in various local publications such as Beach Ballroom what's on, Raring2Go, Scottish Field, Explore Scotland, Aberdeen Journals and the Leopard Magazine. We have also used radio media for specific events such as our Fireworks Display and publicised the Winter Festival on a First Aberdeen bus and panels on Aberdeen to Perth, Dundee and Inverness trains. We also produce and distribute posters, leaflets and fliers for various events and in particular publish and distribute 10,000 Winter Festival brochures across the City. The brochure will also target audiences that live within 1 hour travel time to the City.

There is no proposed change to this budget.

Equipment

City Events have equipment that is used to assist in the delivery of events. The budget covers upkeep, maintenance and replacement. Our equipment ranges from a PA Caravan, Stage Unit and a portable PA unit to generators, tables, chairs, steward vests and instant shelters. Although it only shows a budget of £10000, there is a larger expenditure to cover the maintenance and purchase of equipment including PPE. This expenditure is offset through income generated by hire costs for our parks and open spaces.

There is no proposed change to this budget.

Events Training

A small budget of £4000 allows City Events staff to maintain/increase their knowledge and experience in the event industry. Staff have in the past attended various national events seminars, workshops, conferences, and exhibitions. They also keep abreast of new trends and/or legislation in the industry and in particular attend accredited courses at the Cabinet Office's Emergency Planning College in York.

There is no proposed change to this budget.

Income

City Events deliver one event that attracts an entry fee. It is the Highland Games. All other events are free and therefore City Events must look at other streams of income generation to help meet the annual budget targets. A new system of charging for use of our parks and open spaces was introduced for 2012/13. A separate report EPI/12/145 has been submitted to Committee outlining the current arrangements in place to manage city events in parks and open spaces and the current pricing structure in place to manage the bookings. The charges are based on a set of criteria that is measured against the event to determine what daily rate will be charged. There are 3 rates of £250, £500 and £1000.

The monies generated will help to maintain, replace and purchase new equipment and also to reinvest back into our parks and open spaces to make them more attractive and fit for purpose for event hire.

Another stream of income introduced in 2012 is to charge event organisers an hourly rate fee for any member of the City Events Team that is called upon to help/support in the delivery of non ACC events within the city. Over many years, City Events have supported the delivery and success of other events in the city in terms of giving professional guidance and expertise, attending meetings both on and off site, assisting with event and contingency planning and supporting the organiser on event day(s). City Events will still commit to helping these event organisers but will agree the level of free and paid support at the point of contact. At present, City Events fees are based on an hourly rate of £20.

Expenditure not accounted for in budget

Over the years, City Events has managed to absorb any new costs that arise through changes in legislation and/or increase in current charges. These charges have covered Public Entertainment Licence (PEL), Market Operators Licence and Temporary Traffic Restriction Orders (TTRO). It has become increasingly difficult to absorb these charges within existing budgets and our ability and capacity to deliver the 2012/2013 programme.

New legislation has been introduced from 1 April 2012 for the granting of a Public Entertainment Licence (PEL) and this has resulted in more of ACC events having to have a PEL in place. Free events such as Fireworks Night, Tartan Day and Carol Concerts now require a PEL and there is an associated cost applied from ACC Licensing. It is envisaged that this will cost in the region of £2,000 per year and it is proposed that there is a budget allocated for this activity as the income received by ACC Licensing is not transferred to City Events.

New Event for 2013 – 2014 only

The regeneration of the Duthie Park is being carried out over the whole of 2012 and into the early months of 2013. Lottery funding was secured to do the works. Initial discussions have been held with the Duthie Park Manager and the Friends of Duthie Park to look at marking the completion of the refurbishment works with an event in the summer of 2013

A highly successful event was delivered in 2008 to mark the 125th anniversary of the opening of the Duthie Park with stalls, exhibitions and activities for all the family.

The Duthie Park can support an event in terms of staffing and venue but a budget will be required to deliver the infrastructure, entertainment, activities and emergency planning. It is proposed to seek funding of £10,000 from the Common Good Fund.

Summary

As costs rise year on year, City Events must ensure that event delivery is not compromised in terms of safety. At present we do not have the capacity to absorb increases in costs for service delivery that impacts on safety and in particular, stewarding, medical and welfare, traffic management and emergency planning.

The proposed 2013 – 2014 programme and associated budgets reflect the need to meet and maintain the highest standards of event safety.

Appendix 2 – Proposed Budget for City Events Programme 2013-2014

CITY EVENTS	Current Budget Revenue	Current Budget Common Good	Proposed Budget Revenue	Proposed Budget Common Good	Proposed Date(s)
Salaries (1 x G14 , 2 x G12)	£130,000		£130,000		n/a
BP Summer Big Screens	£10,000	£10,000	£10,000		TBC
Highland Games	£40,000		£50,000		16 June
Armed Forces Day		£10,000		£10,000	29 June
Tartan Day & Wallace Celebrations		£28,000		£28,000	27 July
Fireworks Display	£14,000	£14,000	£14,000	£14,000	5 Nov
Christmas Lights Switch On	£25,000		£25,000		24 Nov
Santa Parade	£4,000		£4,000		1 Dec
Nativity Scene		£3,000		£3,000	1 Dec
Weekend Festive Entertainment	£10,000		£10,000		TBC
Christmas Tree	£7,000		£7,000		1 Dec
Carol Concerts	£4,000		£4,000		21 Dec
Festive Community Grants	£25,000	£4,000	£25,000	£4,000	By 31 Dec
Galas		£6,000		£10,000	n/a
Equipment	£10,000		£10,000		n/a
Summer/Winter Promotions	£30,000		£30,000		n/a
Events Training	£4,000		£4,000		
New Event (Duthie Park)	n/a	n/a		£10,000	TBC
Public Entertainment Licence	n/a	n/a	£2,000		n/a
Total	£313,000	£75,000	£325,000	£79,000	

Appendix 3

Event	Budget	Event Infrastructure	Traffic Management and Equipment	Stewarding and Security	Medical and Welfare
Highland Games	40,000	25,480	7,250	5,270	2,000
BP Summer Screens	20,000	7,790	4,500	6,360	1,350
Armed Forces Day	13,000	6,703	3,250	3,047	nil
Tartan Day	28,000	19,820	3,850	4,100	230
Fireworks Night	28,000	10,300	10,000	5,300	2,400
Christmas Lights Switch On	25,000	14,400	6,550	3,800	250
Santa Parade	4,000	20	2,400	1,580	nil
Carol Concerts	4,000	3,050	nil	750	200
Galas	6,000	1940	4,060	nil	nil

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	11 th September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Community Media Digital Channel
REPORT NUMBER:	EPI/12/170

1. PURPOSE OF REPORT

This report seeks to update on the status of the Community Digital Media Channel and the decision made by Enterprise, Planning and Infrastructure to withdraw from this area of work currently.

2. RECOMMENDATION(S)

- a. It is recommended that committee support the decision to withdraw from their leading role in developing a Community Media Digital Channel at this time and instead support the efforts of Station House Media Unit to progress future work in this development area.

3. FINANCIAL IMPLICATIONS

There will be no financial implications arising from this paper.

4. OTHER IMPLICATION

Risk Management

The current uncertainty of available grant funding for local, digital TV channels and the findings of the initial research, which supported further investigation into the establishment of a web based channel, rather than a digital TV channel, it would be wasteful of Council resources to further pursue this activity.

Personnel

Supporting the recommendation in this report will have no impact on staffing within Enterprise, Planning & Infrastructure, other than freeing staff time to concentrate on other, higher priority projects.

5. BACKGROUND/MAIN ISSUES

The UK Government has announced its intentions with regards the delivery of Local (broadcast) TV and has included Aberdeen as one of the potential areas to be included in the second phase of any roll out, which is not expected to start until 2015. The Government will make available broadcast space in the spectrum and a potential for some grant support funding for Local TV channels through the license fee.

Also, previous research undertaken into the possibilities for an Aberdeen Community Digital Media Channel highlighted the potential for the development of an online (web) channel delivering a range of professional and community media.

Enterprise, Planning and Infrastructure therefore believe it would be an unproductive use of scarce staff resources to progress this project until the situation becomes clearer with regard to the availability of government support funding and/or an alternative proposal is developed in relation to a web based service.

Station House Media Unit has indicated a desire to commit resources to the development of this web based concept as an additional and complimentary service beyond SHMU FM. Where practical, staff from within E P & I will support Station House Media Unit to progress this concept, whilst continually assessing the requirement for any possible future Council support. Should such a requirement materialise a future paper may be submitted to Committee to determine whether Council support can be provided.

6. IMPACT

Equality and Human Rights implications

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

7. BACKGROUND PAPERS

None

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 11th September 2012

DIRECTOR Gordon McIntosh

TITLE OF REPORT Aberdeen City Employability Forum

REPORT NUMBER: EP1/12/169

1. PURPOSE OF REPORT

This report aims to inform members on the benefits of establishing and managing an Aberdeen City Employability forum.

2. RECOMMENDATION(S)

1. That Committee approve the establishment of an Aberdeen City Employability Forum
2. That Committee approve that officers from within Employability, Skills and Community Enterprise manage and chair this Forum going forward.
3. That Committee approve that officers from within Employability, Skills and Community Enterprise submit applications on behalf of the Forum to appropriate external funding bodies.

3. FINANCIAL IMPLICATIONS

Establishment and management of an Aberdeen City Employability Forum will have no additional financial resource implications on the service. If successful funding applications are made in the long term it may be possible to retain a management fee from this funding to cover any additional staffing resources that may be required.

4. OTHER IMPLICATIONS

Establishment and management of this forum will require officers to set aside time for this work and may impact on the delivery of other activities. However the potential long term gain for the city that this forum will provide should make it a key priority within the service's workplan.

5. BACKGROUND/MAIN ISSUES

With employability high on both political and economic development agendas it is imperative that Aberdeen City Council take the lead in ensuring that we have robust employability support provision within the city that links with local employer and client needs and can address all aspects of disengagement.

Current Situation

Currently there are a number of local specialist employability service providers that work in isolation across the city. These providers are dependant on external funding to ensure their continuance and renewal or funding announcements are frequently left till the eleventh hour before renewal or funding award announcement is made. This leads to staff insecurity and leakages.

Increasingly, employability contracts are awarded on a national basis, which requires high level financial robustness and a track record of large scale delivery, which eliminates many local providers from the tendering process and also eliminates appropriate provision based on local needs and knowledge.

This system also encourages competition amongst local providers and this produces a barrier to partnership working and co-operative engagement within the employability providers community. This can lead to duplication of and gaps in service provision, and a general lack of awareness of the service provision landscape.

It must also be noted that more and more contracts are awarded on an outcome related basis, with payment not being made till many months after outcomes are achieved, which puts severe financial strain on the organisations.

These administrative issues all have an impact on the breadth, depth and sustainability of services and this has an ultimate negative impact on the number of disengaged individuals within the city. This is a particularly significant issue, since the current economic recession means that the level of disengagement within the youth population is already rising on both a local and national level.

Going Forward

Aberdeen City Council is well placed to establish and manage the proposed employability forum as we have no current desire or resource to participate in the provision of employability services. The council is therefore viewed as an "honest broker" whose key objective is to ensure that appropriate employability services are available within the city. Membership of the SLAED (Scottish Local Authority Economic Development) employability group also allows access to key information which could be shared amongst the Forum membership, and provides a lobbying vehicle to ensure the city has access to

sufficient resources to deliver an appropriate and effective employability service.

The formation of an employability forum will also ensure that a clear pipeline of employability support services is developed, which will engage with all sections of the population from schoolchildren through to those approaching retirement. This will ensure that local needs on an individual and business level are met, and that a diverse range of employability options are promoted.

If approval is given then a formal partnership working agreement will be drawn up and signed by all partners.

Benefits

The benefits of establishing an Aberdeen City Employability Forum include:

- Sharing of information
- Gaps in provision can be identified and addressed
- Access to wider funding streams – explore funding opportunities and scope for collaborative bids
- Shared knowledge of local provision
- Improved pipeline progression
- Wider skills and knowledge base
- Facilitate increased partnership working
- Central communication point
- Development of cradle to grave provision
- Coordination of relationships
- Improved alignment to business needs
- Improved relationships with business community

Initial discussions have already taken place with a number of employability training providers to identify if there was a willingness to participate in the proposed forum (Aberdeen Foyer, Pathways, SHMU, Enterprise North East, Opito, Cornerstone, GREC) to identify if there is a willingness to participate in the proposed forum and positive responses were received from all organisations. If approval for the formation of this forum is granted then other employability training providers will also be invited to join. To ensure full engagement and the promotion and creation of high level opportunities, officers from Education Culture and Sport will also be invited to join this forum.

Reporting process

All activities driven by this forum will be fed into Aberdeen Works, the community planning employability forum, and information from Aberdeen Works will also be cascaded back to the employability forum, ensuring open dialogue and communication channels. It is also proposed that the Aberdeen Employability Forum will report to EP&I committee on a regular basis.

6. IMPACT

The project contributes significantly and directly to the achievement of

Single Outcome agreement (SOA) National Outcomes:

1. We realise our full economic potential with more and better employment opportunities for our people
2. We are better educated, more skilled and more successful

Vibrant, Dynamic and Forward Looking

1. Adopt policies to tackle the skills shortage in our city
2. Ensure the sustainability of the successful economy of Aberdeen City and Shire
3. Implement masterplans, working with partners including those in the private sector

Equality and Human Rights implications

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

7. BACKGROUND PAPERS

None

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	11 th September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Retail Rocks Update
REPORT NUMBER:	EPI/12/171

1. PURPOSE OF REPORT

This report aims to provide a current update on the “Retail Rocks” Torry Project and offer suggestions for future linked activities.

Progress reports for the Retail Rocks Initiative, have previously been submitted to Finance and Resources on 28th January 2010, then 17th June 2010 and 28th September 2010, and to this Committee on 9th November 2010 and 18th January 2011.

This report also presents an overview of vacant retail units across the city and explores the potential of replicating Retail Rocks in other city neighbourhoods.

2. RECOMMENDATION(S)

Committee are recommended to:

- a) accept this update as an accurate overview of the pilot project to date.
- b) note that no grant funding currently exists to replicate the Retail Rocks Project on the same basis as the existing project.
- c) note that initial investigations have not identified any obvious areas of the City where a subsequent Retail Rocks type project could be successful
- d) allocate a budget of £5,000 from within the existing Employability, Skills and Community Enterprise Budget to support the further research that would be required to determine whether other funding mechanisms can be developed, and other suitable areas of the city can be identified, to replace or realise a similar Retail Rocks type initiative within the city.

3. FINANCIAL IMPLICATIONS

Currently the project is operating within the approved financial limits. If there is support to further explore the potential of replicating Retail Rocks, additional analysis will have to be undertaken to identify options for attracting external financiers to purchase properties outright and agree a lease back arrangement with ACC or alternatively, identifying suitable funding to support the rental of private vacant units for a period of up to 18 months.

The Town Centre Regeneration Fund which supported this pilot project has not been replicated since 2009, so it is unlikely that future funding will come from this source. However it may be that the current economic climate would support lobbying for resurrection of this type of funding activity and an appropriate business case would need to be produced to support this type of lobbying.

Both of the above activities may require external assistance in relation to financial structures and/or the production of communications and lobbying materials. Hence the request for a relatively small support budget.

4. OTHER IMPLICATIONS

Staffing

If approval is given for the recommendations there is not predicted to be an increase in demand on officer time.

General

As can be seen from the Pilot Retail Rocks project in Torry, there has been an increased demand for retail property which has dramatically reduced the numbers of vacant properties and re-vitalised the area. In the current economic downturn and predicted ongoing shrinkage of the retail sector it is important that activities are developed to sustain our diverse retail offering and avoid an increase in the number of vacant units across the city

5. BACKGROUND/MAIN ISSUES

Aberdeen City Council was awarded £572,500 by the Town Centre Regeneration Fund (TCRF) for expenditure relating to the Retail Rocks, project, which is focused on the Town Centre area of Torry. The project was also match-funded to a sum of £379,145, comprising of internal and external cash and in-kind support

The Retail Rocks Initiative was designed to make structural changes in the declining market share and presence of traditional town centres, like Torry, which has suffered some of the worst levels of multi-deprivation in Aberdeen. This has been aggravated by local change in the economy as well as global changes in retail and distribution.

The main objectives and expected outcomes of the project were to:

1. Reduce the overall number of empty shops and develop new retail businesses in Torry Town Centre through the acquisition of private sector properties and their refurbishment into quality retail units in Victoria Road and Menzies Road.
2. Provide a more accessible, cleaner and attractive built environment in the Torry Town Centre that looks and feels safer, assisted by the installation of CCTV, lighting and introduction of ShopSafe radios in Victoria Road and surrounds.
3. Create successful, sustainable retail businesses operating from premises that were previously derelict, which will help to stimulate other forms of entrepreneurial activity within the local community.
4. Provide the local community of Torry with a much improved retail offering.

Currently six of the retail units are still occupied by the original competition winners, none of whom would otherwise have been financially able to invest in retail premises at the early stages of their business. These businesses are:

Oil & Glass, 64 Victoria Road

Artist Gallery and workshop

This business is owned by a practicing artist and produces bespoke jewelry crafted from glass, commissioned paintings, and prints and also delivers craft workshops from the premises. It is also her intention to promote the work of other local artists and host “artist in residence” opportunities.

Due to issues with building warrants relating to the installation of the kiln this retail unit was not operational till the 12th May 2012

Since opening the shop has proven popular with both local and city wide customers, who have purchased ready made items and also commissioned bespoke jewelry and paintings. Bookings for the painting and jewelry workshops are also increasing.

Early indications show that this business has the capacity to continue to trade successfully after the supported period is over.

Peapods, 24 Menzies Road

Peapod specializes in restoring furniture that would often be consigned to the skip into bespoke vintage pieces of value. Customers can buy ready finished articles, commission a piece of work or have items of their own restored. In addition Peapod also retails small hand-made craft items on behalf of other local crafters, and will offer workshops on furniture restoration. Since being identified as a “Retail Rocks” competition winner, changes in personal circumstances have impacted on the “Winners” ability to run the shop on a full

time basis. Unfortunately the shop to date has not generated sufficient income to either employ staff or indeed pay the full rental when the rent free period is over.

The competition winner was advised to consider and investigate the potential of establishing a craft co-operative where other practitioners could share the cost of rental and also time spent manning the retail outlet, which would allow her to continue with the business on a part-time basis.

Since investigating this possibility, Peapods has identified potential partners and suitable larger premises in Rosemount, which will be opened in September.

Although this has not proved to be a sustainable enterprise within Torry, it has given a business start up the opportunity to test the market and develop a more sustainable business model to ensure continued survival within another part of the City, and also assist 2 new business start ups.

Mneumonic Photography, 39 - 41 Victoria Rd

Mneumonic is a photography studio, specialising in offering a Wedding Photography and portrait service in an informal and natural style. He is also building a portfolio of potential business clients and hopes to capitalise in seasonal products e.g. family Christmas cards and portraits. To enhance the sustainability of his business and widen the service offering he is currently in negotiation with a video producer to co locate within the premises which will enhance the service, potentially increase footfall and reduce business overheads.

This business intends to continue trading within Victoria Road post the end of the support period. Currently this business appears to be on target to becoming sustainable.

NESCU, 28 Menzies Road

NESCU – North East of Scotland Credit Union, currently operates a successful credit union in Torry. The Retail Rocks project enabled them to access additional premises to offer “White Goods” packages to home starts in partnership with the Co-op, at affordable prices and non-inflationary interest rates.

Footfall has not been as prolific as anticipated, however a large leaflet drop has shown an increase in client numbers over the last few weeks.

This business intends to continue trading within Menzies Road post the end of the support period.

Wonderfully made Designs, 26Menzies Rd

Wonderfully made Designs specialises in designing and making handmade jewelry and accessories in a wide range of materials and fabrics.

Participation in the “Retail Rocks” project has however highlighted that although there is demand for the product, the overhead of operating a retail unit will not make the business sustainable in the long term. Wonderfully made Designs

has been advised and supported to continue the business on an online retail format and also to market via local craft fayres and events. Wonderfully Made Designs will however still remain closely associated with the other “Retail Rocks” businesses and participate in their business development, marketing and promotional activities.

Inkwire, 22 Menzies Road

The Inkwire shop is the last unit to commence trading and will offer a toner cartridge recycling service and commercial pc access and desk space in order to sustain the business. Additionally Inkwire will provide community accessed literacy and numeracy support with a clear emphasis on basic adult learning on a free and fee paying basis.

As the unit has not been fully operational, it is too early to identify if Inkwire will continue trading post the supported period

Nearing the end of the 12 month supported period, the competition winners have been supported to establish a strong Retail Rocks brand identity and promote this identity on a city wide basis, driving a new consumer segment to Torry. To supplement the strong local consumer support, Aberdeen City Council have facilitated and financially supported their attendance at a number of key events across the city e.g. Aberdeen Highland games, Farmer’s market etc, to raise the profile of their individual businesses and the “Retail Rocks” brand, driving new footfall into Torry which will also positively impact on the other Torry based retailers.

Working under the “Retail Rocks” brand has not only created a strong support network for the six fledgling businesses, it has also ensured economies of scale can be achieved in marketing the brand rather than individual businesses.

The physical improvements within the area have also generated a new interest in retail units within Torry, dramatically reducing the number of vacant properties and creating a new vibrancy across the Torry Town Centre, currently with interest noted on any upcoming units from 3 other traders.

In recognition of the support received Oil and Glass are now participating in the “Activity Agreement” scheme by offering workshops in painting, jewelry design and production within the Curriculum for Excellence framework. Additionally, Oil & Glass, Peapods and Mneumonics have offered to host work experience placements to schoolchildren from within the “Looked after Children” segment, greatly enhancing opportunities for those with a creative flair or interest.

Going Forward

As it is likely there will be two vacant units by the end of September, other businesses that have noted interests in letting the properties have been shown them and negotiation is underway in relation to commercial tenancy agreements.

Kevin Stewart MEP also raised a request that officers should investigate the feasibility of replicating a “Retail Rocks” type initiative in Tillydrone.

The idea of replicating Retail Rocks in other parts of Aberdeen was always something that officers wanted to consider. However, rather than assess the suitability of Tillydrone in isolation, a more extensive audit of both commercial and council owned empty retail units was conducted across the city. This audit identified the numbers of vacant units within the various neighbourhoods, the current retail offerings within these neighbourhoods and the potential neighbourhood service gaps. (See appendix 1)

The current Scottish Government consultation paper on the Community Empowerment and Renewal Bill includes measures to encourage temporary use and potential powers for the local authority to enforce the sale or lease of empty properties. In addition, the Scottish Government also intends to create a new incentive to encourage landlords to let vacant commercial premises by reforming empty property business rates relief from Apr 2013. These activities may provide resources and powers to help deliver another future "Retail Rocks" based regeneration project.

Additionally officers within EP&I will continue to try and identify other external funding streams that may fund a future "Retail Rocks" type project

Further consideration will also be given to making application to the Business Improvement Scheme which potentially could be used to assist retail businesses develop skills and strategies to survive in the current economic climate. (This Scheme will not support capital purchases)

However this additional activity will require access to a small supporting revenue budget, to enable officers to secure external support, where needed and justified, to produce a meaningful business case for future funding support, and/or the materials needed to support effective lobbying in this regard.

From the attached audit (Appendix 1) the following most likely initial opportunities have been identified:

George Street

The majority of the identified vacant properties were distant from each other and would not project a linked project, however, there may be opportunities to investigate the potential of delivering a small "Retail Rocks" project within the 3 empty retail units that are located across from John Lewis Partnership. It is believed that these units are currently owned by Land Securities.

Manor Place

There is currently a block of 5 purpose built retail units located in Manor Place. The properties are in very poor condition due to vandalism and fire damage, and roofs may be structurally unsound. With the proposed redevelopment of this area it may be worth negotiating with private investors to consider purchasing these privately owned properties and working a partnership approach to deliver "Retail Rocks", which would give the investors a guaranteed income for a fixed period of time.

6. IMPACT

The project contributes significantly and directly to the achievement of six Single Outcome agreement (SOA) National Outcomes:

- 2 We realise our full economic potential with more and better employment opportunities for our people;
- 9 We live our lives free from crime, disorder and danger;
- 10 We live in well-designed, sustainable places where we are able to access the amenities and services we need;
- 11 We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others;
- 12 We value and enjoy our built and natural environment and enhance it for future generations;
- 14 reduce the local and global environmental impact of our consumption and production.

The Retail Rocks project (and any similar future projects) seeks to emphasise the continuing drive for “Smarter” regeneration opportunities, and encourage the purchase of local goods and services, adopt of ambitious recycling targets and measure to ensure the creation of safer communities.

The Retail Rocks project (and any similar future projects) focusses on the retention of small businesses in the community and the need to sustain a safe, attractive place for people to shop locally. Such projects also directly supports the rejuvenation of the Town Centre areas within the City that rely on small, independent businesses for a healthy and vibrant local economy. The project is also designed to promote Torry as a place of destination shopping.

Equality and Human Rights implications

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

7. BACKGROUND PAPERS

Town Centre Regeneration Fund Application to Scottish Government, and Award of Grant of the Town Centre Regeneration Fund
Report to Finance and Resources Committee – 28th January 2010
Report to Finance and Resources Committee – 17th June 2010
Report to Finance and Resources Committee – 28th September 2010 refers
Report to Enterprise, Planning and Infrastructure Committee – 9th Nov. 2010 –
Report to Enterprise, Planning and Infrastructure Committee – 19th January 2011

8. REPORT AUTHOR DETAILS

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**Retail Rocks Potential Expansion
Appendix 1**

Area	Facilities/overview	Vacant Units
<p>Hayton Rd Arcade Tilldrone</p>	<p>Retail Arcade with large Co-operative food store. Internally there are a number of units that are used for charitable purposes. (M26 Group, First Port of Call, 2nd hand charity shop, Bethany Trust Support. None were open for business during the survey on 16th July at approx 1.30 p.m.</p> <p>Within the surrounding area there are the following services: Nisa Supermarket, Tilly Butcher, Kebab shop, Chinese takeaway, Chip shop, bookmaker, and chemist/post office.</p> <p>Identified market gaps: Pet shop, Polish Deli, Café, 2nd hand furniture shop, Hairdresser, Undertaker, Home brew shop or baker.</p> <p>This development had very little footfall during survey..</p> <p>Parking available</p> <p>Units 1 & 2 (The Lighthouse) and 6 (Charity Shop are let to Bethany Christian Trust on 6 monthly rolling leases. The current leases run to 31/10/12 and 28/01/13 respectively.</p> <p>Unit 5 is currently let to Tillydrone Community Council (M26 group) and will run to 17/5/13.</p> <p>Bethany Christian Trust have noted an interest on unit 3 to November 2014 which is currently being processed. They have also noted an interest in Unit 7 for a coffee shop, however this would be dependent on the length of lease available due to the capital investment required.</p>	<p>There are currently 2 vacant units within the arcade, 1 was a former butcher and the other is a large unit. One of the vacant units has a note of interest.</p>
<p>School Walk, Seaton</p>	<p>2 retail units within this development – 1 currently used as a newsagents, the other vacant.</p> <p>Small community café might be viable. Near to football pitches for weekend trade. This development was not busy during visit. Car parking available</p> <p>The local area is well served with convenience stores, newsagents, baker,</p>	<p>One vacant unit</p>

<p>Lewis Road</p>	<p>book makers and chip shop and bank Small retail development consisting of Chemist/post office, co-operative food, and Chinese takeaway. No vacant units This development was quiet during survey Car parking available</p>	<p>No vacant units</p>
<p>Woodend</p>	<p>Small free standing retail development consisting of Baker, Chip Shop, Hairdresser, Newsagent, Nisa Supermarket. No vacant units currently, however Tesco is opening a large store nearby in the winter which could potentially have a negative impact on these retail units. This development was not busy during visit. Car parking available</p>	<p>No vacant units</p>
<p>Lang Stracht retail development</p>	<p>One of the larger freestanding retail developments which currently consists of a Hotel, Farmfoods, Hairdresser, Window Blind Company, Pizza shop, Auto Save, RsMcColl. Property shop, Chemist, There appears to be 3 vacant retail units which are facing the Lang Stracht This development was busy during survey. Car parking available</p>	<p>3 vacant units – privately owned</p>
<p>Heathryfold circle</p>	<p>Potential for a home brew specialist retailer, second hand store, sandwich shop. 1 freestanding shop, currently occupied by a newsagent</p>	<p>No vacant units</p>
<p>Mastrick Shopping centre</p>	<p>Large out of town centre, which has already received TCRF. Car parking available. Currently occupied by: RsMcColl, Chemist, Butcher, Bank, Bookmaker x 2, Cheque clearing centre, Pet Shop, Baker x 2, Tanning Salon, Post Office, Funeral director, Hairdresser x 2 and Indian Takeaway, Colour Box, Grocer, Chip Shop, Spar, A flower shop/gardening type shop might do well here as there are no large retail units nearby e.g. Tesco. Specialist sweetshop might also fare well. The Mastrick carpet shop unit is advertised for lease via FG Burnett The centre is served by a small car park. Bustling shopping centre, which is well presented and clean</p>	<p>1 vacant unit</p>

<p>Cornhill Shopping Arcade</p>	<p>This shopping arcade is dominated by a large co-op food store. All other retail units are outfacing and the interior of the centre is locked. This is due to the predominately night time trading pattern of the tenants. The arcade is predominately fast food units (3) and a book maker and dry cleaner. Apart from the co-op customers there was little activity, which may be due to the night time nature of the services. Car parking available</p>	<p>No vacant units</p>
<p>Provost Watt Drive, Kincorth</p>	<p>This shopping arcade currently houses a large Spar Supermarket, Bookmaker, McColls, Hair Dresser, Fish & Chip shop, Bank, Kitchen fitter and potential dentist. Car parking is available nearby. There are no empty units currently</p>	<p>No vacant units</p>
<p>Gardner Drive, Kincorth</p>	<p>Small retail development with adjacent car parking. Currently housing hairdresser, Sandwich Shop, Chemist, McColls/post office and Tanning Salon. There are currently no empty units in this development</p>	<p>No vacant units</p>
<p>Ramsay Crescent, Garthdee</p>	<p>Small 4 unit retail development which currently houses, Hairdresser, Supermarket, Chemist and one other shop which has a named tenant but did not appear to be open.</p>	<p>No vacant units</p>
<p>Sotstown Road, Bridge of Don</p>	<p>Another small retail development that houses a Co-op, baker, chemist and bookmaker. Car parking available. Currently no vacant units. The other two small retail developments in Bridge of Don are also fully tenanted.</p>	<p>No vacant units</p>
<p>Byron Square, Northfield</p>	<p>Larger retail development with plentiful car parking. Spar, McColls, Dentist, Sandwich Bar, Chinese, Solicitor, Hairdresser, Bookmaker, Dry Cleaner, Bakery, fast food outlet and general merchant. There are currently no empty retail units in this retail development.</p>	<p>No vacant units</p>
<p>Areas not owned by ACC</p>		

West End of Aberdeen	<p>This area tends to service the higher end retail customer.</p> <p>There are very few unoccupied retail units available in this area, 2 in Thistle Street, one of which is currently being refurbished and the other had viewers in at the time of survey. There are also two vacant units on Rose Street, the large one on the corner of Union Street has been vacant for a number of years, and the second one was vacated at the end of June 2012.</p> <p>The majority of retail outlets within this footprint are high end clothing and footwear stores, eateries and carry outs, florists and property agents with a few charity shops within Chapel Street.</p>	3 vacant units privately owned
Rosemount	<p>Rosemount has a large number of independent retailers and a few national retailers, serving the largely apartment dwelling population. The highest segment within the market place is Estate Agencies and letting agents</p> <p>Assessing all the streets in the area there only appears to be empty retail units in Rosemount place, which, given the length of the street, surprisingly only has 3 empty retail units. The vacant units were formerly a Lighting specialist, Pizza shop and Herbal remedies unit. These are privately owned premises.</p>	3 vacant units, privately owned
George Street	<p>There were surprisingly only 9 vacant properties identified along the length of George Street. The majority of the properties were distant from each other with only 3 being in a recognised cluster.</p> <p>There are however a further 3 vacant units on the stretch opposite John Lewis Partnership. These shops have seen a number of businesses operate and fold as footfall in this area is poor due to the majority of JLP clients accessing by the side door or elevator.</p>	9 vacant units – privately owned
Manor Place	<p>There is a block of 5 units that were historically used for retail purposes. The</p>	5 vacant units privately owned

	property is in a very poor condition due to vandalism and fire damage. The roof structure also looks unsafe.	
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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Management of events in Aberdeen's Parks and Open Spaces
REPORT NUMBER:	EPI/12/145

1. PURPOSE OF REPORT

To inform Committee of various issues related to the management of events within Council owned parks and open spaces and seek their approval for recommendations aimed at improving the future management of such events.

2. RECOMMENDATION(S)

1. To note the current arrangements in place within City Events to manage Aberdeen's Parks and Open Spaces.
2. To approve the current pricing structure in place and acknowledge the agreed working relationship between City Events and Environmental Services that ensures that Aberdeen's Parks and Open Spaces are maintained to the highest standard for ongoing event use.
3. To agree that the Castlegate is the only recognised location within Aberdeen that can be used for political party and pressure group events
4. To note the ever increasing disruption to Aberdeen's programme of events due to unauthorised Traveller encampments.

3. FINANCIAL IMPLICATIONS

Monies totaling £468,000 were secured from the E P & I revenue budget and the Common Good Fund to deliver a dynamic but compact programme of City Events for Aberdeen in 2012-13 including the management of our parks and open spaces and staffing.

A report EPI/12/146 is being submitted to Committee to support the proposed 2013 – 2014 City Events programme including staffing costs

and associated budgets and will take into account the recommendations outlined in this report.

The implications associated with charging event organizers for the use of parks and open spaces is dealt with in the Main Issues section of this paper.

The only other financial implication for the management of parks and open spaces is event officer costs which is covered within existing staffing budgets.

4. OTHER IMPLICATIONS

Staffing

In relation to safe event delivery, specialist skills that individual officers in City Events have been attained under the City Council's requirement to meet the standards expected within current Health and Safety legislation and also The Event Safety Guide – A Guide to Health, Safety and Welfare at Music and Similar Events, commonly known as "The Purple Guide".

The management of parks and open spaces is delivered by 1 events officer within the City Events team. This officer has lead responsibilities to deliver the management of the parks and open spaces within the City Events programme and there is no capacity within current staffing levels for officers to double up should this officer be unable to carry out their duties due to long term absence. Should this happen our ability to ensure safe management of events within our parks and open spaces would be at risk, unless we were able to recruit a similarly skilled person to take on this role on an interim basis.

5. BACKGROUND/MAIN ISSUES

Management of Parks and Open Spaces

Traditionally, our public parks and open spaces have been used to host a wide variety of mainly open air events, and Aberdeen is no different in that respect from the rest of the UK.

Each year, the parks and open spaces in Aberdeen host a wide range of events and these can range from the large traditional Highland Games to smaller-scale community organised galas and charitable events.

In 2011/12, there were 90 individual events hosted in the City's Parks and Open spaces, all of which directly or indirectly involved the City Events Team. The breakdown of these are as follows:

11 – Directly managed and supported by City Events;

- 17 – Directly supported by City Events;
- 62 – Externally managed but overseen by City Events

The Management of the City's Parks and Open Spaces is facilitated through the City Events Service in partnership with the City's Grounds Maintenance Management Team and Environmental Services.

This is an historical agreement, with Service approval being reached in 1997 between the then Arts and Recreation services of Community Recreation and Grounds Maintenance to ensure a co-ordinated approach to Parks and Open Spaces Management.

All applications deemed as an "Event", i.e. an occurrence happening at a determinable time and place, are assessed, consultation is carried out with all interested parties and involved Agencies, and relevant permission or refusal is given by Events Officers, in each individual case striving to achieve the Council target of acknowledgement of application within 3 working days, and permission or refusal within 15 working days of receipt of application.

Permission is given after stringent background investigation and consideration, usually involving Partner Agencies such as Grampian Police, and there are relatively few refusals on the basis that most applications enhance the vibrant Parks and Open Spaces Programme.

On the rare occasion that refusal is determined, the Event Organiser is given, in writing, a full and detailed explanation of the grounds of refusal.

However, ever growing demand for use of the City's Parks and Open Spaces has taken a toll on the maintenance of these areas, and it agreed to introduce a pricing structure from 1 April 2012, to contribute to daily maintenance costs.

Each stand alone event incurs a minimum daily hire charge of £250, regardless of status - charity, corporate, private or otherwise.

A copy of the 2012/13 pricing structure is included as Appendix 1, along with details of all Parks and Open Spaces managed under the auspices of the City Events Team.

The rates quoted were arrived at after consultation with other Councils on their procedures and the fees charged for use of Parks and Open Spaces.

Any regular Bookings deemed as "commercial" lets, such as keep fit outdoor classes, kayaking in Duthie Park boating pond, bungee trampoline activities etc, are managed under the auspices of Environmental Services, as they are not deemed to be "events".

Requests by Political Parties/ Pressure and Protest Groups

Applications on behalf of political groups/pressure/protest groups are currently treated in the same equitable way as any other requests for use of Parks and Open spaces. However, there have been recent examples of where Political events have caused some concern.

It is therefore recommended, in consultation with Grampian Police, that a single venue approach is followed, to more effectively manage such activities, and that all political organisations be held in the Castlegate only. This will also facilitate any associated marches on Union Street, since a template is already in place to allow such marches with no added costs to the organiser (starting at the St Nicholas Kirkyard and travelling up Union Street to Castle Street and the Castlegate).

However, where a parade/march application involves using the whole length of Union Street, the event organiser will be required to pay the full costs for a complete road closure.

Equality and Human Rights Impact Assessments are carried out on proposals for parade/march/events applications, which have the potential to be controversial, to ensure equalities and human rights issues are taken into account when officers and/or elected members are making decisions.

Unauthorised Traveller Encampments

In the case of unauthorised encampments by Gypsies/Travellers on Parks and Open Spaces, the Council policy on the Management of Unauthorised Gypsy/Travellers is implemented. This means that immediate action will be taken as these sites are deemed to be unsuitable locations for encampments in Aberdeen City.

Examples such as unauthorised occupancy of the Hazlehead football pitches (to be used for Highland Games parking) two days before the Games, as well as severe disruption to visiting shows such as the Circus and the Ladyboys of Bangkok at the Links, have created a great deal of extra work for Council Officers and related Agencies.

At such a busy time, there are resource implications for staff managing this increased workload during a period of peak staff holidays.

6. IMPACT

Corporate

Aberdeen – the Smarter City

- We will promote Aberdeen as a great place to live, bring up a family, do business and visit.

- We will ensure that Union Street regains its position as the heart of the city and move cultural activity centre-stage through re-invigorated cultural leadership.
- We will challenge inequalities wherever they exist and bring our communities closer together.

Smarter Living (Quality of Life)

- We aspire to be recognised as a City of Culture, a place of excellence for culture and arts by promoting Aberdeen as a cultural centre hosting high quality diverse cultural events for the whole community and beyond.

Smarter Economy (Competitiveness)

- We will work with partners to promote the city as a place to invest, live, work and export from.

Community Plan

- Work with other organisations, agencies and groups, including Visit Scotland and Visit Aberdeen, to encourage tourism and the provision of facilities for tourists.

7. BACKGROUND PAPERS

See Appendix 1

9. REPORT AUTHOR DETAILS

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 Ext 2956

APPENDIX 1

Charges for Events held in ACC Parks and Open Spaces, Streets, Roads and Squares 2012/13

All event applications will be considered using the criteria and descriptors below. Each event will finally be awarded A, B or C status and a rate applied to all days the event is occupying the area.

The charge for each event will be on a daily basis as follows:

Grade A event will be charged £1000 per day

Grade B event will be charged £500 per day

Grade C event will be charged £250 per day

Descriptor	A	B	C
PROFILE	High	Medium	Low
IMPACT	Large impact	Medium impact	Low or minimal impact
ATTENDANCE/PARTICIPANTS	Large numbers expected. (Over 2000)	Small to medium numbers expected (500 to 2000)	Small or low numbers expected. (Up to 500)
EVENT DELIVERY LEVEL	Requires a full multi agency approach with event and contingency plans produced and agreed	City Events Officer input plus SEWG and other Council Departments	Single City Events officer input with support from appropriate Parks/Open Spaces Officer
TYPE	Multi faceted and disciplined	2 – 3 disciplines/activities	Single discipline/activity

The following factors will be taken into consideration when grading an event

PROFILE

International / national / regional / city wide / local community / local group
Level and profile of any VIP involvement. Royalty/government/overseas
Artists and Entertainers
Economic benefits to the city
Alcohol at the event
TV and media interest

IMPACT

Level of disruption to the local infrastructure, other users, businesses and residents
Road Closures/Restrictions/Diversions
Public Transport and Car Parking
Set up/de rig times
Access/egress for all
Accessibility
Day v evening v night
Moving v static event
Time of year
Fireworks/carnival or fun fair/motor sport/helicopters/parachute display
Noise pollution
Financial viability of event (insurances, ticket sales, entry fees)

ATTENDANCE/PARTICIPANTS	<p>Over 2000 v 500 to 2000 v up to 500</p> <p>Standing/seating/mixed</p> <p>Family groups v young adults v elderly v children and teenagers v rival factions</p>
VENUE(S)	<p>Indoor v outdoor</p> <p>Confined single location v widespread location v multi locations</p> <p>Temporary structures</p>
LEVEL OF EVENT DELIVERY	<p>Full multi agency approach to single Events Officer involvement</p> <p>Event and contingency plans with full risk assessments, health and safety, traffic management, command and control, Event Safety Co-ordinator, on and off site meetings, professional stewarding, medical and welfare</p>
NATURE AND TYPE OF EVENT	<p>Multi v 2-3 v single disciplined event. This can cover locations, stages, performances, activities and days</p> <p>High Rating - Music festival/large concert/aviation/marine/motor/large shows/New Year celebrations/large demonstrations/large parades and processions/political/large fireworks displays/10k and upward runs/highland games/camping element</p> <p>Medium Rating – Galas/markets/smaller parades and processions, shows, walks, sponsored activities</p> <p>Low Rating – very small walks/fun days/sponsored activities</p>

There are no plans to introduce any charges for those events that encompass very small numbers (up to 50) that want to use our areas for sponsored walks/toddles/ educational uses.

City Events Staffing Charge

It is recognised that as part of our standard delivery of supporting non ACC events, there are elements within our work programme that should not be charged back to events organisers. These elements are outlined below:

- Sending out application form
- Receiving application form
- Checking application form and if required, contacting event organiser for further information
- Adding event to events list, ACC What's On, Festival websites
- 1 or 2 face to face meetings on or off site, telephone contact, email contact to discuss event and agree level of City Events involvement and cost. These meetings will also determine what paperwork is required and agreed to be submitted.
- Sending letter of permission

Over and above these elements, there will be a charge of **£40 per hour** for any City Events Officer that is required to support the delivery of non ACC events. This is inclusive of mileage costs.

City Parks and Open Spaces Audit 2012

Park	Size	Availability	Parking	Toilets	Power	Access/Egress Enclosed or open	Other criteria information
Duthie Park (inc Bandstand)	19.43 hectares	All types of public Events year round (NOT private/corporate unless Committee approval) Monday to Sunday all year round (except for Saturdays April to September)	Free parking both surrounding and within the Park at lower level (Disabled parking in main Event arena by prior arrangement)	Yes m/f/disabled NB (pay as you go)	Yes both in Bandstand and in main park	Open	Flat ground

Highland Games Field	54,587 sq m	All types of public and private/corporate Events year round (except first three weeks in June)	Free parking in and around Hazlehead Park (NB parking in the Games Field by prior arrangement)	No	No	Enclosed	Cambered ground
Beach and Queens Links	60,000 sq m approx	All types of public Events year round (except for QL July/August – Circus)	Yes – Free parking surrounding the area	Yes – Free (lower Promenade)	No	Open	Flat and Camber – lower Prom popular with keep fit activities
Seaton Park	26.71 hectares	All types of public and private/corporate Events year round	Free parking both surrounding and within the Park	Yes m/f/disabled NB (pay as you go)	No	Open	
Victoria Park	5.26 hectares	All types of public Events year round	No	Yes - free	No	Enclosed	Flower garden
Westburn Park	10.11 hectares	All types of public and private/corporate Events year round	Yes – Free parking in Park	Yes - Free	No	Enclosed	Flat ground – due for redevelopment to make fit for purpose Sport Aberdeen
Allan Douglas Park	N/K	All types of public Events year round	No	No	No	Enclosed	
Rubislaw/Queens Terrace Gardens	1.13 hectares	All types of public Events year round	No	No	No	Open	
Johnston Gardens	1.06 hectares	All types of public Events year round	No	No	No	Enclosed	Popular with special occasion photography

Allan Park Cults	2.63 hectares	All types of public Events year round	No	No	No	Enclosed	
Union Terrace Gardens	1.15 hectares	All types of public Events year round	No	Yes – Portaloos	Yes – In main Gardens and also pocket park upper level	Enclosed	Flat ground – usage currently under review due to City Gardens Project
Bon Accord Terrace Gardens	1.83 hectares	All types of public Events year round	No	No	No	Enclosed	
Stewart Park	6.31 hectares	All types of public Events year round	Yes – free parking in and around the Park	Yes – Free opened by prior arrangement	Yes – accessed by prior arrangement	Enclosed	Regular cricket Programme
Walker Park Torry	3.45 hectares	All types of public Events year round	Yes – free parking in and around the Park	No	No	Enclosed	
St Fitticks Park Torry	28.44 hectares	All types of public Events year round	Yes – free parking in and around the Park	No	No	Enclosed	
Central Park Dyce	10.01 hectares	All types of public Events year round	Yes – free parking in and around the Park	No	No	Enclosed	Mainly used for Community purposes
Riverview Drive Dyce	16.24 hectares	All types of local Events year round	No	No	No	Neighbourhood park	
Stoneywood Road walkway	0.93 hectares	Limited availability	No	No	No	Neighbourhood open space	
Auchmill Road walkway	3.86 hectares	Limited availability	No	No	No	Neighbourhood open space	
Millhill Brae	1.67 hectares	All types of local Events all year round	No	No	No	Neighbourhood open space	

Fairview Street Danestone	3.23 hectares	Community Group organized Events	Yes	Yes	Yes – by prior arrangement	Open	
Persley Wall Garden	1.47 hectares	All types of local events all year round	No	No	No	Enclosed	
Kingswood Drive Kingswells	4.19 hectares	Community group usage	No	No	No	Neighbourhood open space	
Kettlehills Crescent	5.84 hectares	Public space	No	No	No	Neighbourhood open space	
Heatheryfold Circle	4.04 hectares	Public space	No	No	No	Neighbourhood open space	
Manor Walk	1.72 hectares	Public space	No	No	No	Neighbourhood open space	
Laburnum Walk	0.67 hectares	Public space	No	No	No	Neighbourhood open space	
Mid Stocket Road	3.08 hectares	Public space	No	No	No	Neighbourhood open space	
Fernilea Road	12.00 hectares	Large public space	No	No	No	Open space	
Ashhill Drive	1.31 hectares	Public space	No	No	No	Neighbourhood open space	
Powis Crescent	1.58 hectares	Public space	No	No	No	Neighbourhood open space	
Cromwell Road	0.34 hectares	Public space	No	No	No	Neighbourhood open space	
Broomhill Road	1.62 hectares	Public space	No	No	No	Neighbourhood open space	cambered
Garthdee Road	2.89 hectares	Public space	No	No	No	Neighbourhood open space	
Riverside Drive	4.38 hectares	Open all year for a variety of riverside	No	No	No	Open space	Sometimes used in conjunction with

		orientated events					Duthie Park Events
Kincorth Circle	3.29 hectares	Public space	No	No	No	Community space	Gala venue
The Meadows Milltimber	3.46 hectares	Public space	No	No	No	Neighbourhood open space	
Cults Wood	9.37 hectares	Public space	No	No	No	Open space	Underused flat venue
Loirston Green	5.32 hectares	Public space	No	No	No	Open space	Gala venue
Catto Park Cove	1.02 hectares	Public space	No	No	No	Neighbourhood open space	
Leggart Terrace Gardens	0.24 hectares	Small public space	No	No	No	Neighbourhood open space	
Springhill Park	9.22 hectares	Large public space	No	No	No	Open space	Underused cambered venue
Hilton Woods	2.44 hectares	Public space	No	No	No	Neighbourhood open space	
Walker Dam	3.38 hectares	Public space	No	No	No	Neighbourhood open space	
Coronation Gardens	0.92 hectares	Small public space	No	No	No	Neighbourhood open space	

CITY OF ABERDEEN MAIN PARKS & OPEN SPACES AUDIT 2012

Introduction

Aberdeen has three main Parks and one large Open Space area which can be used for major Events. The Parks are without exception the Pride of the City, winning both British and European Bloom competitions over many decades. These Parks are also highly used by both citizen and visitor alike, and the average footfall over peak periods, especially summer months, can be measured in the thousands.

Despite their capacity to absorb large scale events, it needs to be recognised that, due to the largely soft infrastructure of parks, they are also vulnerable to damage caused by over-use, such as compaction and surface wear. Accidental damage through carelessness or lack of awareness by event organisers can also cause damage to surfaces and features e.g. gateposts, fences and rutting of grass surfaces.

Strategic Factors

The Aberdeen Parks and Greenspace Strategy 2005 contains the following objective in relation to events within the Economy section of the strategy.

EC5 Support the city's open-air events strategy through identification of infrastructure needs and extension of the events programme.

The aim will be delivered through the following tasks:

EC5.1 Improve the infrastructure and access to selected sites to accommodate events with minimal disruption and damage.

EC5.2 Develop new events which promote the positive use of parks and green spaces.

Event Policy Statement

1 Location

Events will be dispersed throughout the main parks which are considered suitable for such use. The individual characteristics of a park such as its capacity in terms of spectator/participant numbers, parking and other ancillary requirements will determine its suitability for a particular event.

2 Frequency

The frequency of events in parks will be controlled to protect the fabric and infrastructure of the park from repeated and intensive use. In general terms, there should be an interval of two weeks between events using the same area of a park as more frequent use may cause damage to the park's infrastructure. It is recognised however that events may take place more frequently during the summer months and that the use of parks for events in the winter months is more limited.

3 Priority

Priority will be given to hosting events which absolutely require a large outdoor venue. Events which are related to open space recreational use and are free to the public at point of entry will be of highest priority. Secondly, public events for which a charge is made e.g. Highland Games and the lowest priority to those which are purely private in nature e.g. Corporate Events.

4 Timing

Public events must finish by 9.00pm Monday – Sunday especially where amplified music and/or announcements are being made. Exceptions may be made with Committee approval.

Private events such as dinner dances, where they are being held in an enclosed space such as a marquee, can take place no more than twice a month and no more than six times a year in any given park. All events must be finished by 12.00 midnight on Friday and Saturday and by 9.00pm, Sunday to Thursday. The preferred venue for such events will be the games field at Hazlehead.

5 Amplification

It is recognised that amplification is an essential part of many events through PA announcement, amplified music and entertainment and also has an essential role in making health and safety announcements to large audiences, should the need arise. Amplified music however, will only be permitted where it is integral to the nature of the event and must satisfy the Council's policy on noise abatement. The decibels of the music or other noise must be measured at the perimeter of the park nearest the residents. The dB(A) must not exceed that set done by the Council or the existing legislation (whichever is the lowest).

6 Management

The event organiser will be required to sign a management agreement with the Council detailing the conduct and operational constraints which will apply to the event. The Council will supply detailed and supplementary information in support of the management agreement as it sees fit. This will include arrangements for residents parking where necessary. Should the organiser fail to conduct their event within the constraints outlined, future permission for use will not be granted.

7 Charging

There will be a scale of charges laid down by the Council for the use of the Park which will be dependant on the nature of the event. Added to this will be a cost, where required, for the Council's time in managing the event to ensure that all stages of the event are implemented as per the agreement with the organiser.

8 Indemnification

The event organiser will be required to have the necessary insurance in place to meet any public liability arising from their event.

9 Reinstatement

Event organisers will be liable for the reinstatement of any damage or loss to the park facilities as a result of their event. In the case of large public or private events, a bond will be required to be deposited with the Council in advance of the event taking place which will be retained if there is damage to the park facilities.

**Park no 1
DUTHIE PARK**

Location: Riverside Drive, Aberdeen

Size: 19.43 Hectares

Suitable for: Large scale public Events, and with Committee approval Private and Corporate Hire

Availability: Monday to Sunday all year round, except Saturdays April to September (cricket programme)

Pricing structure for hire: Currently under review

Duthie Park was gifted to the City by Elizabeth Crombie Duthie in 1881. The first turf was cut on 27 August 1881, and the Park took 2 years to layout and made fit for purpose. It was officially opened on 27 September 1883 by Princess Beatrice. The Park hosted a major Event to celebrate it's 125th Anniversary in September 2008.

A major attraction is the David Welch Winter Gardens, which were built in 1970. These Gardens hold some of the rarest and exotic plants in the Country, and as well as the main Park area, are available for hire.

Duthie Park has been developed extensively over the centuries, with major work planned for the Summer of 2012.

Vehicle parking is widely available surrounding and within the Park, free from charges.

**Park no 2
HIGHLAND GAMES FIELD (HAZLEHEAD PARK)**

Location: Hazledene Road Aberdeen

Size: 54,587 sq m

Suitable for: Large scale Events, including public and private/corporate

Availability: Monday to Sunday all year round except the first three weeks in June (City of Aberdeen Highland Games)

Pricing structure for hire: Currently under review

The Highland Games Field is immensely popular as a major Event venue. It is situated to the west of the within the grounds and Policies of Hazlehead Park, which is the largest park area of Aberdeen, extending to 180.49 hectares.

The Highland Games Field can accommodate most medium to large scale Events, and has capacity (based on historical evidence) of upwards of 10,000 footfall.

The Field plays host to the City of Aberdeen Highland Games on the third Sunday in June each year, a major Event in the Scottish Highland Games calendar and an historically hugely popular and well attended attraction.

**Park no 3
SEATON PARK**

Location: Seaton, Aberdeen

Size: 26.71 hectares

Suitable for: Large scale Events, including public and private/corporate

Availability: Monday to Sunday all year round

Pricing structure for hire: Currently under review

Seaton Park is the “hidden jewel” of Parks available for hire in Aberdeen. It extends to 26.71 hectares, has good traffic infrastructure and is much underused. The Park has large areas in close proximity to the Student life of the City, and is an ideal Venue for Concerts and similar style Events.

The Park was purchased by the Council in 1947

**OPEN SPACE
KINGS/QUEENS LINKS – BEACH AREA**

Location: Sea Beach Aberdeen

Size Variable dependant on availability and parks/open space maintenance

Suitable for: Large scale Events, including public and private/corporate

Availability: Monday to Sunday all year round (except Queens Links at tram lines July /August – Annual visit of the Circus)

Pricing structure for hire: Currently under review

The Links, Promenade and Esplanade areas of Aberdeen are hugely popular and play host to a large number of small, medium and large scale Events.

Already planned for Summer Festival 2012 are return visits by the Moscow State Circus, the Ladyboys of Bangkok, and the City of Aberdeen Official Fireworks Display. The area is surrounded by a multitude of attractions, including fun fairs, cinema multiplexes, restaurants, bars and café's, and is an ideal location for Venue hire.

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Visit Aberdeen
REPORT NUMBER:	EPI/12/150

1. PURPOSE OF REPORT

To inform Committee of the current position with regard to the establishment of Visit Aberdeen

2. RECOMMENDATION(S)

1. To note the current position with regard to the Establishment of Visit Aberdeen and the production of their business plan.
2. To request officers to submit a paper to the next EP&I Committee meeting, confirming the support needed from ACC to enable Visit Aberdeen to undertake the activities, and deliver the outputs, set out in their business plan.

3. FINANCIAL IMPLICATIONS

There are no financial implications associated with this paper. These will be set out in the paper to be submitted to the next EP&I Committee meeting.

4. OTHER IMPLICATIONS

None, at this point in time.

5. BACKGROUND/MAIN ISSUES

EP&I Committee on 13 September 2011 agreed to authorise:

- (a) 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 was the current level provided to VS for business and leisure tourism promotion;

- (b) Aberdeen City Council officers to work with its partners at VS, ACSEF, Aberdeen and Grampian Chamber of Commerce and private sector tourism sector businesses to establish a DMO Steering Group that would at no additional cost to Aberdeen City Council:
- establish a private sector led DMO and appoint the DMO's Board of
 - Directors, by 30 November 2011, with the initial aim of:-
 - producing an action plan for the period 30 November 2011 to 30 September 2012;
 - implementing the DMO's initial action plan;
 - appointing a Chief Executive, to start before 1 April 2012; and
 - supervising the production of a detailed, long-term DMO business plan, by the new DMO Chief Executive, before 30 September 2012;
- (c) the DMO Board of Directors and the Chief Executive to secure £20,000 of private sector cash contributions to pay for the actions detailed in the recommendation (b) above;
- (d) 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 the effective utilisation of Council visitor attraction funding, as set out in the table below:-

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	12,000
Aberdeen City and Shire Hotels Association	4,000
Aberdeen and Grampian Chamber of Commerce	4,000
Total private Sector Funding	20,000
Total Funding Budget	317,500

- (e) the submission of a further report to Enterprise, Planning and 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:-
- (1) producing an appropriate, detailed and financially sustainable 3-5 year Business Plan; and

- (2) 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.

Since the above recommendations were approved, officers have been working with the Board of Visit Aberdeen to establish the organisation, recruit a Chief Executive and produce a detailed business plan.

However, due to reasons beyond the control of officers or the Board of Visit Aberdeen, the recruitment process took longer than anticipated. This meant that the new Chief Executive did not take up his position until 14 August 2012.

In summary, since September 2011, Visit Aberdeen has:

- Formed Visit Aberdeen Ltd, a company Ltd by Guarantee
- Appointed an Interim Independent Chair, six private sector board members representing the funding partners and/or appointed through public advertisement and three ACC elected members
- Appointed, after market tender, bankers, legal advisers and finance advisors/auditors.
- Appointed a CEO to take up post on 14 August 2012.
- Held various stakeholder engagement events, involving Board Members, Council officers and other stakeholders involved in the marketing of Aberdeen as a visitor destination (Aberdeen Airport, VisitScotland, Aberdeen Hotels Association etc.), as part of the business planning process.
- Produced a draft business plan for discussion with their Board and key funding partners

The draft business plan confirms that Visit Aberdeen's main aim is to be:

“The best city destination for their target markets”

This aim is consistent with Visit Aberdeen's intention to identify target markets that could potentially regard Aberdeen as an excellent visitor destination and then convince people in these target markets that Aberdeen is the best destination available to them.

Visit Aberdeen's draft business plan identifies five key objectives that, if achieved, will realize this aim:

- Objective One: Market Aberdeen with Energy
- Objective Two: Provide great reasons to visit
- Objective Three: Deliver exceptional results for investors by realizing the full tourism potential of Aberdeen
- Objective Four: Tourism is everybody's business
- Objective Five: Run a tight ship have

The draft business plan provides a significant amount of detail as to how these objectives will be and how success will be measured, and describes the organisation structure, budget and funding needed to undertake this activity.

Officers are currently in discussion with the new Chief executive of Visit Aberdeen to finalise this business plan as soon as possible so that it can be approved by the Board of Visit Aberdeen before being submitted to ACC as the basis for their proposed future request for grant funding.

Due to the delay in appointing a Chief Executive, and subsequent need to obtain Board approval of the final business plan, it has not been possible to reach a position where officers are able to submit a request for funding to this Committee meeting. As a result, a report will now be submitted to the next EP&I Committee on 06 November 2012.

6. IMPACT

Support for Visit Aberdeen is aligned to the following corporate objectives:

Aberdeen – the Smarter City

- We will promote Aberdeen as a great place to live, bring up a family, do business and visit.
- We will ensure that Union Street regains its position as the heart of the city and move cultural activity centre-stage through re-invigorated cultural leadership.

Smarter Living (Quality of Life)

- *We will improve access to and increase participation in arts and culture by providing opportunities for citizens and visitors to experience a broad range of high quality arts and cultural activities*
- We aspire to be recognised as a City of Culture, a place of excellence for culture and arts by promoting Aberdeen as a cultural centre hosting high quality diverse cultural events for the whole community and beyond.

Smarter People (Social and Human Capital)

- We aim to have a workforce across the city which has the skills and knowledge to sustain, grow and diversify the city economy.

Smarter Economy (Competitiveness)

- We will invest in the city where that investment demonstrates financial sustainability based on a clear return on investment.
- We will work with partners to promote the city as a place to invest, live, work and export from.

Smarter Mobility (Transport and ICT)

- We will develop, maintain and promote road, rail, ferry and air links from the city to the rest of the world. We will encourage cycling and walking.

Community Plan

- Work with other organisations, agencies and groups, including Visit Scotland and Visit Aberdeen, to encourage tourism and the provision of facilities for tourists.

7. BACKGROUND PAPERS

No background papers have been supplied in support of this report.

9. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	City of Aberdeen Hogmanay Celebrations
REPORT NUMBER:	EPI/12/180

1. PURPOSE OF REPORT

To inform Committee of the current position with Aberdeen's Hogmanay 2012 celebrations and seek their approval for recommendations aimed at providing the city with a new Hogmanay event in 2013.

2. RECOMMENDATION(S)

1. To recognise the city's desire to include a Hogmanay event in its Festivals and Events programme in support of Aberdeen's bid for UK City of Culture.
2. To confirm committees agreement that due to a lack of financial support and time available to organise an appropriate event there will be no Hogmanay celebration in 2012.
3. To confirm committees support for the development of a new family event at Hogmanay in Aberdeen in 2013.
4. To note that Officers will submit a report to Council before end February 2013, assessing the potential for a 2013 event and requesting approval of an appropriate budget to deliver a safe, inclusive and enjoyable family event in 2013.

3. FINANCIAL IMPLICATIONS

Detailed below are the costs associated with delivery of the 2011 Hogmanay fireworks event:

Temporary Traffic Restriction Order (TTRO)	£ 750.00
Provision and firing of fireworks	£10,000.00
Music Hall welfare room hire	£ 300.00
HMT-Hire of firing venue	£ 300.00
Building Projection-Countdown Clock	£ 2500.00

Steward Service	£14,000.00
Ambulance & Emergency Staff Cover	£ 2,000.00
Traffic Management	£10,000.00
Project Management & Staffing	£ 6,500.00
Photographer	£ 300.00
Medical Provision	£ 740.00
Street Clean	£ 500.00
Advertising & Promotion	£ 2,000.00
Total	£49, 890.00

In 2011, a sponsor was secured to provide £30,000 per annum for two years to support the delivery of The City of Aberdeen Hogmanay Fireworks celebrations.

Aberdeen City Council agreed to meet the shortfall for the event in year one with responsibility for the full costs lying with the sponsor in year two.

Following the delivery of the event in 2011, the sponsor advised that it would not be continuing with its support in year two due to responsibilities placed on it to secure additional funding to deliver the event in full and also due to the lack of promotional opportunities that the 2012 event realised for the sponsors.

4. OTHER IMPLICATIONS

An external contractor was sought in 2011 to support the delivery of the event. As a result the Hogmanay celebrations have not been included in the City Events Team work programme for 2012-13 because it was believed the same model would be applied in 2012, utilising sponsorship monies secured.

5. BACKGROUND/MAIN ISSUES

On the 15th March 2011, the Enterprise Planning & Infrastructure Committee agreed the programme of City Events for 2011-1, in line with budget savings required to be met from the Economic & Business Development Service. As a result of these budget savings the existing Hogmanay Fireworks event was cancelled resulting in a saving of £50,000.

Following committee's decision, an approach was made by Rainbow City Taxis & Central Coaches in August 2011, to provide financial support of £30,000 towards the delivery of the event for two years.

Aberdeen City Council met the shortfall associated with the delivery of the event in 2011 but confirmed that additional external funding would

require to be sought in 2012 to ensure the events continued organisation.

Having considered their support of the event in 2011, the sponsor subsequently advised Aberdeen City Council that it would not be continuing with its support of the fireworks in 2012.

In recent years, this event has not acted as a driver for people to travel into the city centre. Rather it provides additional entertainment for those who are already in the city centre enjoying alternative Hogmanay celebrations in venues and licensed premises.

Inclement weather and accessibility have also taken their toll on the event and numbers attending have decreased significantly, with people staying at the event for shorter periods of time.

Similarly, without supplementary activities planned around the event there are fewer opportunities for sponsors to brand the event and achieve the recognition for their support that would be expected for a financial contribution of this size.

As a result, the current expenditure and intensive resource requirements are not reflected in the attendance figures, which amounted to approximately 2,000 people in 2011.

Significant additional expenditure would be required to increase the current offering by including a stage for local entertainment and delivering a programme of activities across a longer period of time, as a means of encouraging people to come into the city specifically to attend an event of this type.

Taking into consideration the timescale available to organise and deliver the same event again in 2012, and to secure the necessary financial support, this event does not represent best value for the city and does not currently enhance the events offering in Aberdeen that is already provided by our Winter Festival.

However, Economic & Business Development service recognises Aberdeen City Council and the city's desire to deliver an event at Hogmanay in support of the UK City of Culture bid and would seek to revisit the proposed event offering for 2013, with the aim of making it a more family focused event.

Working in conjunction with other city organisations, including the Aberdeen BID and local venues, the City Events Team would look to utilise available resources to deliver a new inclusive offering that would be staged across the course of the day and link to events planned to support the night time economy.

6. IMPACT

Corporate

Aberdeen – the Smarter City

- We will promote Aberdeen as a great place to live, bring up a family, do business and visit.
- We will ensure that Union Street regains its position as the heart of the city and move cultural activity centre-stage through re-invigorated cultural leadership.

Smarter Living (Quality of Life)

- We aspire to be recognised as a City of Culture, a place of excellence for culture and arts by promoting Aberdeen as a cultural centre hosting high quality diverse cultural events for the whole community and beyond.

Smarter Economy (Competitiveness)

- We will work with partners to promote the city as a place to invest, live, work and export from.

Community Plan

- Work with other organisations, agencies and groups, including Visit Scotland and Visit Aberdeen, to encourage tourism and the provision of facilities for tourists.

7. BACKGROUND PAPERS

No background papers have been supplied in support of this report.

9. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE EP&I

DATE 11th September 2012

DIRECTOR Gordon McIntosh

TITLE OF REPORT Aberdeen the Smarter City: A Strategy for 2020

REPORT NUMBER: EPI/12/164

1. PURPOSE OF REPORT

The purpose of this report is to provide information on the Smart Cities concept; to outline the benefits of becoming a Smarter City and to ask approval to develop a Smarter City Strategy for Aberdeen which has sustainable development at its core, in line with the administrations vision Aberdeen – the Smarter City.

2. RECOMMENDATION(S)

It is recommended that the Committee

1. Agree to develop a citywide Smarter Aberdeen strategy and implementation plan which has sustainable development at its core, in line with the administrations' vision Aberdeen - the Smarter City;
2. Instruct Officers to report back to EP&I Committee in August 2013 with the strategy and implementation plan for approval.

3. FINANCIAL IMPLICATIONS

The strategy will be developed within existing budgets. However the actions within the implementation plan may require funding which will be referred to committee on a project by project basis. There are several funding opportunities linked to the Smart Cities agenda which we would aim to make full use of. Some of these funding streams include:

- Cities Investment Fund which supports the Scottish Cities Alliance (£5million);
- FP7 Smart Cities European funding stream (EUR 209 million);
- Energy Technologies Institute – A Smart Energy System demonstration project.

4. OTHER IMPLICATIONS

There are no known legal, equipment or health and safety implications arising from this report however it is important to note the key policies and drivers connecting Aberdeen to the Smart Cities concept as detailed in Appendix A.

In particular, the administrations programme for Aberdeen City Council 2012-2017, Aberdeen – the Smarter City focuses on the key components which make up a Smart City with the concept of 21st century sustainable living at the heart of the vision.

Also, the Climate Change (Scotland) Act 2009 has set targets to reduce carbon emissions by 42% by 2020 and 80% by 2050. Guidance on Part 4 of this act, the Public Bodies Climate Change Duties, came into effect in 2011. This recognises the important role that public bodies play in planning and delivering climate change actions and mainstreaming it alongside corporate priorities.

5. BACKGROUND/MAIN ISSUES

5.1 What is a Smart City?

The word Smart can be used in many ways to mean different things (see figure 1). In general the concept of a Smart City is a City that embraces a new way of ‘thinking and doing’ that puts citizens, visitors and businesses first. Cities must be dedicated to meeting their demands and needs, and continuously improving the services they deliver.

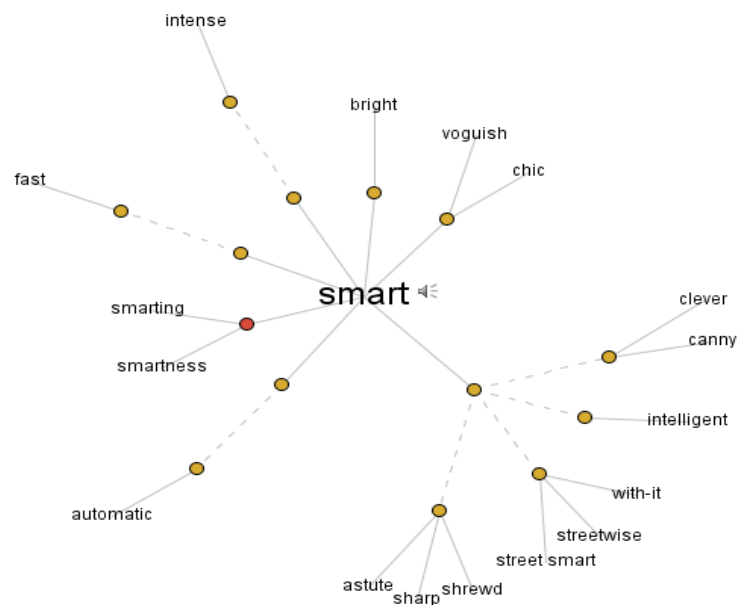


Figure 1: Smart Visual Thesaurus (source: <http://www.visualthesaurus.com/>)

The concept of a Smart City originally focussed solely on the use of information technology to transform life and work. However in recent years the concept has evolved from focusing purely on the role of ICT infrastructure, to focus more on the role of human capital/education, social and relational capital and environmental interest as important drivers of urban growth. In that respect a Smart City is now often described as a holistic ecosystem of people and business and can be identified by the presence of six main components (see figure 2). Effective ICT is one facilitator of a “smart

community” but to be truly smart, a city needs strength in all of the components.

A smart City is a City where investments in human and social capital and traditional (transport) and modern (ICT) communication infrastructure stimulate sustainable economic development and a high quality of life, with a wise management of natural resources, through participatory governance.

If we consider a city at its most basic level it is comprised of a government, people, industry, infrastructure, education, culture and social services. A Smart City pursues sustainable development with all of these components in mind with the additional foresight of the future needs of the city. This approach allows cities to provide for its citizens through services and infrastructure that address both the current needs of the population as well as for projected growth.

It is important to note that a City’s performance depends not only on the hard infrastructure ('physical capital'), but also, and increasingly so, on the availability and quality of knowledge communication and social infrastructure ('intellectual and social capital'). The intellectual and social form of capital is critical for a City’s competitiveness.

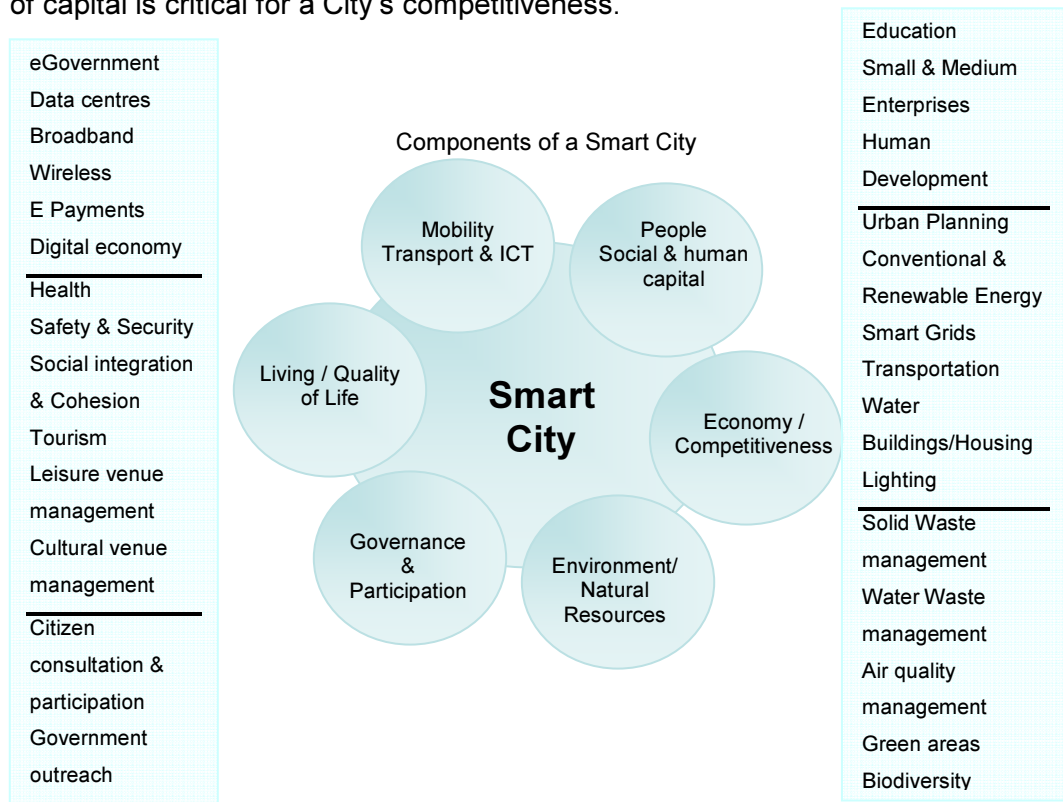


Figure 2: The key components of a Smart City

5.2 **Why do we need a Smart City Strategy?**

The development of a Smart City Strategy & Implementation Plan will facilitate collaboration between organisations within the City to deliver Scotland's Agenda for Cities & the obligations under the Europe 2020 Strategy without compromising Scotland's Climate Change targets.

A Smart City Strategy will not only set out the City's high level aspirations under the themes economy, people, governance, mobility, environment and living but will also outline the actions required to make the aspirations a reality. It will also ensure we are all working together towards the same City vision.

The strategy will be developed and implemented with the support of key city stakeholders. It will bring together public and private organisations throughout the City to share ideas and pilot initiatives to make our City more efficient, resilient & resourceful. We will collaborate to develop and deliver better, more resource efficient projects in terms of buildings, services, energy supply & security.

5.3 **Who is the Strategy for?**

The focus of a Smart City Strategy is to develop the City for the citizens of Aberdeen in the most environmentally sustainable and efficient way. This will ensure the City provides for its citizens through services and infrastructure that address both the current needs of the population as well as for projected growth.

The Strategy focuses on the citizens of Aberdeen so that they can have the opportunities to actively take part in the development of their City, to enhance their City and make it a more efficient place to live, visit and do business.

The Strategy will consider all groups including individuals, community groups, voluntary groups, partnerships, developers and businesses.

5.4 **Why become a Smarter City?**

Whilst the concept of a "Smart City" has been introduced, Aberdeen aspires to be a "Smarter" City; a City which thinks differently about how it works. A Smarter City is one which looks at the strategic benefits of investment from attracting inhabitants and industry – one where a process of sustainable transformation is taking place.

Aberdeen City Council faces a number of competing demands. On the one hand the City is committed to delivering carbon neutral investment, while at the same time faced with the pressing need to attract people to the area to support the local economy. Meeting the imperatives of our economy and delivering on our commitments to carbon reduction and climate change is a major strategic challenge; nonetheless this is a strategic challenge which could be addressed through a Smarter City Strategy for Aberdeen.

For example a Smarter City will:

- develop an economy based on knowledge and innovation;
- encourage a more resource efficient, greener and more competitive economy;
- use technology and data to enable government leaders to make more informed decisions;
- equip the City with the tools for intelligent growth;
- increase efficiency and through this enable citizens and places to interact in a “living city” environment.

The use of smart technologies could help Aberdeen to:

- monitor, measure and manage city services like water systems, public safety, transportation, hospitals, electricity grids and buildings
- cut emergency response times;
- reduce pollution;
- eliminate traffic congestion;
- increase student learning opportunities;
- support clinical care through Telehealth¹;
- optimise health, safety, wellbeing and social connectedness for older citizens living in their own homes².

5.5 **How will we develop the strategy and implementation plan?**

It is intended to develop the strategy using a transition management approach which is an approach we have had experience in through the European funded MUSIC (Mitigation in Urban Areas) project.

This approach brings together City stakeholders over a number of meetings (usually around 6 meetings) to define how Aberdeen will make the transition to a Smarter City. During the 6 meetings we will aim to -

1. Define key priorities;
2. Develop a shared vision for the City;
3. Build upon the shared vision to develop actions and targets; and
4. Define a common action agenda / implementation plan.

Following a transition management approach should result in the development of a City wide strategy and implementation plan which key City stakeholders have been involved with from the start, resulting in stakeholder buy in and willingness to take forward the identified actions. Figure 3 sets out the process in more detail.

¹ Telehealth is the use of electronic information and telecommunications technologies to support long-distance clinical health care, patient and professional health-related education, public health and health administration.

² Smart Technologies could help to create smart homes, systems to promote physical activity and exercise, technologies for falls prevention and detection, aids to self care management and technologies to reduce social isolation and keep older people connected to society.

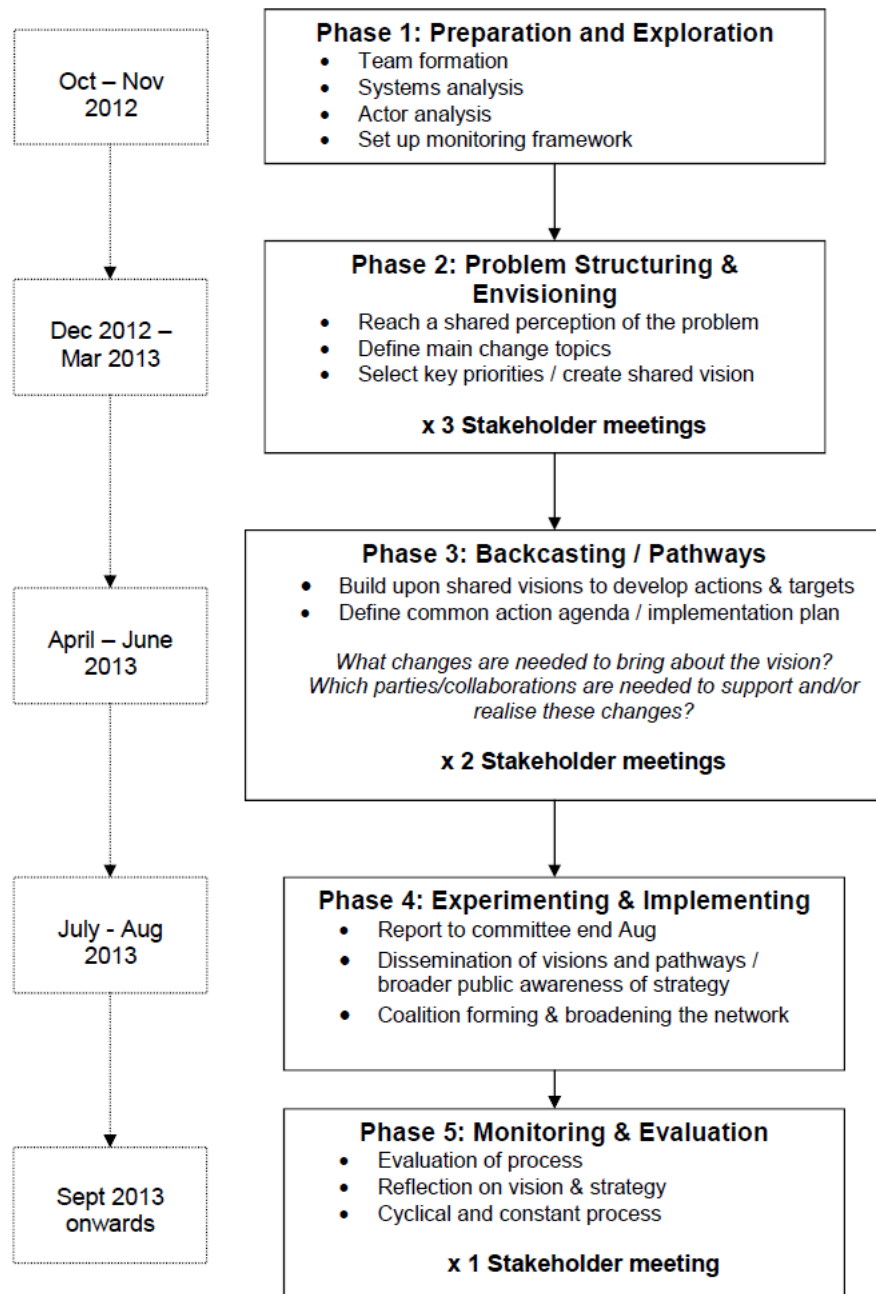


Figure 3: The Smarter City Strategy Development Process

5.6 History of being a Smart City

Aberdeen has a rich history characterised by its creativity, intelligence and resourcefulness, in other words its Smartness. Please refer to Appendix B for further information on Aberdeen’s smart history.

5.7 Case Studies - Aberdeen a Smarter City

Aberdeen City already addresses some of the components of the Smart Cities agenda. Case studies of projects within the City which encourage a resource efficient, greener and more competitive City are provided in Appendix C.

6. IMPACT

Developing a Smart City strategy will enable the organisations within Aberdeen to develop a single vision for the City in a collaborative and considered way. This means the City will be well positioned to take advantage of future funding opportunities, as well as developing innovative ways of accessing finance and project delivery, which might not otherwise be available.

The impact of not developing a Smart City strategy is that City stakeholders will continue to deliver projects on a piecemeal basis without cooperation, risking duplication. This could mean the City does not fully exploit the benefits and competitive advantage that a transition to a low carbon economy brings.

This project supports the City's Community Plan and the national priority Outcomes within the City's Single Outcome agreement. In particular Outcome 12 "We value and enjoy our built and natural environment and enhance it for future generations" and 14 "We reduce the local and global environmental impact of our consumption and production".

7. BACKGROUND PAPERS

Vibrant Aberdeen, A Cultural Strategy for Aberdeen, 2010/15
DECC Local Authority Estimates 2009
Smart Aberdeen 2020 (draft)
Behind the Granite, Aberdeen Key Facts 2012

Appendix A: Aberdeen's Policy Context and Drivers

Appendix B: History of being a Smart City

Aberdeen C: Smarter City – Case Studies

8. REPORT AUTHOR DETAILS

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Appendix A: Aberdeen's Policy Context and Drivers

Aberdeen is Scotland's third largest city and the regional centre for the North East of Scotland. It is also one of the world's major energy cities; the challenge for us extends beyond the 2020 timeframe and over the next 30 - 40 years. As a Local Authority, Aberdeen City Council seeks to ensure that that the city remains a global energy hub. Within the Council's 5 year Business Plan 2011-2016 the Council has focussed this commitment to ensure sustainable future for the City and its citizens which links to the Smarter City concept.

Some of the key policies and drivers connecting Aberdeen and the Smarter City concept are detailed below:

European

Europe 2020 – 10 year strategy for growth

Europe 2020 is an EU strategy for smart, sustainable and inclusive growth. The strategy proposes five measurable EU targets for 2020 that will steer the process and be translated into national targets: for employment; for research and innovation; for climate change and energy; for education; and for combating poverty. These targets are as follows:

- 75 % of the population aged 20-64 should be employed;
- 3% of the EU's GDP should be invested in R&D;
- The "20/20/20" climate/energy targets should be met (including an increase to 30% of emissions reduction if the conditions are right);
- The share of early school leavers should be under 10% and at least 40% of the younger generation should have a tertiary degree; and
- 20 million less people should be at risk of poverty.

EU Climate & Energy Package – 20-20-20 targets

The EU Heads of State and Government set a series of demanding climate and energy targets to be met by 2020, known as the "20-20-20" targets. These are:

- A reduction in EU greenhouse gas emissions of at least 20% below 1990 levels
- 20% of EU energy consumption to come from renewable resources
- A 20% reduction in primary energy use compared with projected levels, to be achieved by improving energy efficiency.

The EU leaders also offered to increase the EU's emissions reduction to 30%, on condition that other major emitting countries in the developed and developing worlds commit to do their fair share under a global climate agreement. United Nations negotiations on such an agreement are ongoing.

National

Scotland's Cities: Delivering for Scotland

This Agenda for Cities sets out the contribution that Scotland's major population centres can make in delivering the aspirations of the Government Economic Strategy. This shared agenda focuses on growth and opportunity - concentrating on developing and promoting the key assets of Scotland's cities and their regions to attract investment, stimulate economic activity and create jobs. The Agenda for Cities will help create the momentum required to make sure that our cities and their regions are able to make the fullest possible contribution to sustained economic recovery - stimulating economic activity and job creation. As part of the agenda for Cities a £5 million Cities Investment Fund has been created to support a Scottish Cities Alliance. The Cities Investment Fund has been designed to accelerate the pace of investment in Scotland's cities by:

- Developing programmes which lever in other funding - either private finance or European funding
- Supporting collaborative programmes between cities which will develop large-scale projects
- Developing programmes which allow for wider city region investment

Scottish Government – Strategic Objectives

The Government has five objectives that underpin its core purpose - to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. These objectives are:

- Wealthier and fairer;
- Healthier;
- Safer and Stronger;
- Smarter;
- Greener.

Climate Change (Scotland) Act 2009

The Climate Change (Scotland) Act 2009 introduced ambitious, world-leading legislation to Scotland to reduce green house gas emissions by at least 80 per cent by 2050. At a time of economic downturn, the Scottish Government has recognised the important role that renewable energy can play and has set ambitious targets to generate 80 per cent of Scotland's electricity from renewable sources by 2020 and 20 per cent of Scotland's total energy use to come from renewables by 2020.

Aberdeen has the capacity to take a lead in renewable energy development by translating established expertise in the oil and gas sector to renewable energy.

Regional & Local **Single Outcome Agreement**

The Single Outcome Agreement 2009-10 lays down a series of local priorities for action in the context of the Scottish Government's strategic objectives – and details how the city council and its community planning partners will work together to meet agreed targets.

The commitments made in the SOA represent a shared direction for all the partner organisations, based on the Concordat between the Scottish Government and community planning partners. The document aims to stimulate even closer co-operation to make services more effective and deliver ever-improving results for the citizens of Aberdeen.

Strategic Planning Development Authority (SPDA)

The SPDA is a partnership between Aberdeen City and Aberdeenshire Councils and has a key role in guiding development over the next 25 years. Their vision is to create an even more exciting, modern and sustainable European city region - an excellent place to live, visit and do business. The Aberdeen City & Shire Structure Plan (2009) includes objectives based on economic growth; sustainable development and climate change; population growth; quality of the environment and sustainable mixed communities.

Aberdeen Local Development Plan (LDP)

The Local Development Plan was adopted on 29 February 2012. The Plan identifies proposals for the development and use of land for a period of 10 years from adoption and contains the policies that planning applications will be assessed against.

Five Year Business Plan 2011-2016

The Council's 5 year Business Plan 2011-2016 sets out the council's key priorities and gives details of the main actions within each of the council's five services. The plan outlines the activities and initiatives which the Council will undertake to achieve the strategic objectives which, in turn, reflect the national priorities set by the Scottish Government, Concordat and the Single Outcome Agreement.

Aberdeen City and Shire Economic Future (ACSEF)

ACSEF is a public-private partnership that drives economic development in the region. Their vision for the North East of Scotland is set out in the "Building on Energy" manifesto:

*"We aim by 2025, for Aberdeen City and Shire to be recognised as one of the most robust and resilient economies in Europe with a reputation for opportunity, enterprise and inventiveness that will attract and retain world-class talent of all ages. Our environment, our accessibility and our hospitality will make Aberdeen City and Shire one of the most interesting and enjoyable locations in the UK in which to visit, live, work and grow up."*³

³ <http://www.acsef.co.uk/infoPage.cfm?pageID=2>

Appendix B: History of being a Smart City

Aberdeen has a rich history characterised by its creativity, intelligence and resourcefulness, in other words its Smartness. Figure 2 depicts the way in which the City has developed. By 1901 Aberdeen had a population of 153,000 and covered more than 6,000 acres, with corresponding growth in every field of Council activity. The 20th century brought new responsibilities for local government. During this time many problems were tackled; not least the slum clearances of the 1930s and the growth of municipal housing and new roads, schools, libraries and community centres were built.

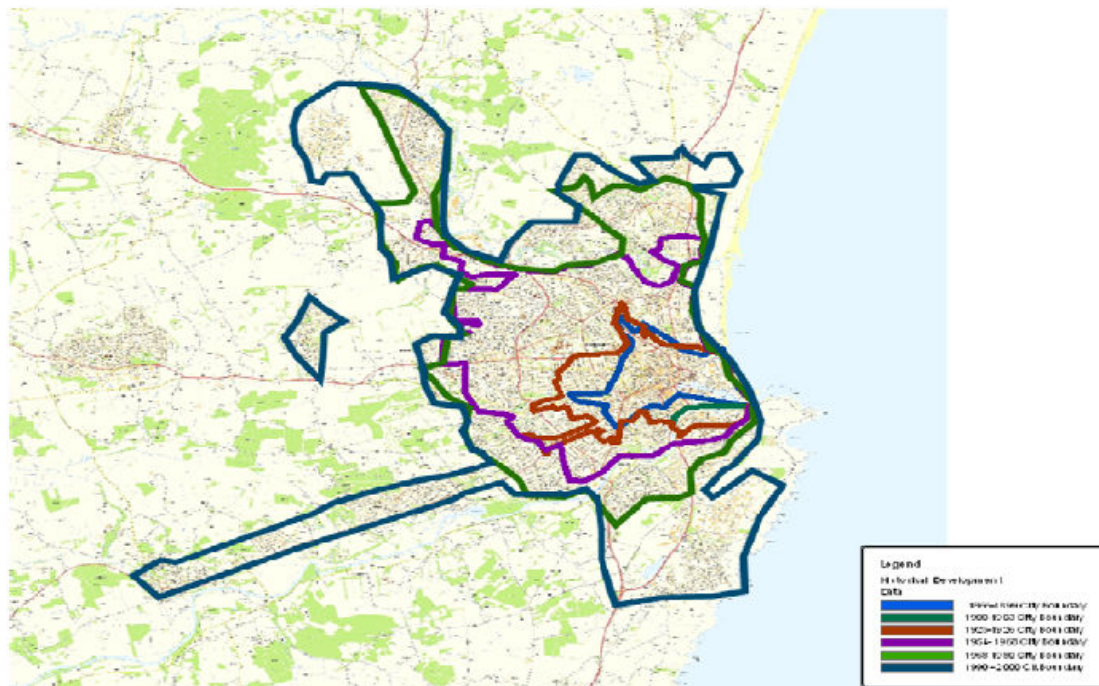


Figure 2: Historical Development of Aberdeen City (1866-2000).

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Smart Economy

- Thomas Blake Glover was a key figure in the industrialisation of Japan, helping to found the shipbuilding company, which was later to become the Mitsubishi Corporation of Japan. One of the founders of Japan's industrial revolution, which has led to the country's present-day prosperity, he is a national hero in Japan. He also helped found the Japan Brewery Company, which later became the major Kirin Brewery Company, Ltd;
- Sir Thomas Sutherland (1834 – 1 January 1922) was a Scottish banker and Liberal Party politician. He founded The Hong Kong and Shanghai Banking Corporation which was the founder member of HSBC Group and directed the P&O Company. He was educated at Aberdeen University. In 1865 he established The Hong Kong and Shanghai Banking Corporation in Hong Kong and became its first vice-chairman;
- The Chivas Brothers traces its roots to the opening of a grocery store at 13 King Street, Aberdeen in 1801. The Chivas Regal brand is a market leader and exported worldwide. Sales grew by 61% between 2002 and 2008;
- The Aberdeen Journal, one of the Press and Journal's ancestors, is one of the oldest newspapers in Britain, first printed in 1748.

Smart People

- Aberdeen scientists and clinicians (Professor John Mallard) became the first in the world to scan the body of a patient using Magnetic Resonance Imaging (MRI) in 1980;
- Hans Walter Kosterlitz (27 April 1903 – 26 October 1996) was a famous German-born British biologist who is best known for his work on endorphins at the University of Aberdeen.

Smart Governance

- The Earliest Royal Charters granted in 1179 by William 1 and 1319 by Robert the Bruce indicates that Aberdeen was already a commercial and cultural centre linking North East Scotland to the trading cities of Northern Europe and the Baltic.

Smart Mobility (Transport & ICT)

- Aberdeen Harbour is the oldest running business enterprise in the UK, founded in 1136;
- The Thermopylae, a clipper ship, was built in Aberdeen for the Aberdeen White Star Line. On her maiden voyage the ship sailed to Melbourne in 60 days, breaking speed records on each leg of the journey.
- Robert Davidson (1804–1894) was an Aberdonian inventor who built the first known electric locomotive in 1837. Davidson was educated at Marischal College, and became interested in the new electrical technologies of the day. From 1837, he made small electric motors on his own principles and tested his *Galvani* a four-wheeled machine, powered by zinc-acid batteries on the Edinburgh-Glasgow line in September 1842 and, although found capable of carrying itself at 4 mph, it did not haul any passengers or goods.

Smart Environment (Natural Resources)

- Aberdeen was once the hub of a thriving fishing industry. As a merchant marine capital it was second only to Glasgow in Scotland;
- The Aberdeen Angus beef breed was developed in the early part of the 19th century.

Smart Living (Quality of Life)

- Until 1858 Aberdeen had two universities, the same number as the whole of England;
- The University of Aberdeen was founded in 1495 and is Scotland's third oldest University;
- The first Chair of Medicine in the English speaking world was established at the University of Aberdeen in 1497.

Appendix C: Aberdeen a Smarter City – Case Studies

Aberdeen City already addresses some of the issues of the Smart Cities agenda. Case studies of projects within the City which encourage a resource efficient, greener and more competitive City are detailed below.

Smart Economy (Competitiveness)

Haptogen

Haptogen were a spin out company from University of Aberdeen in the BioLogics sector (an area where Aberdeen has specific world class capabilities). A drug discovery business aiming to engineer antibodies to create more tailored and less toxic treatments for diseases such as “super-bug” infections, liver fibrosis and cancer. The success of Haptogen caught the attention of one of the world’s biggest drug companies, Wyeth Pharmaceuticals. Just five years after Haptogen was launched, Wyeth acquired the company in a deal thought to be Scotland’s largest for a life-science spin-out, although the value of the deal – thought to be worth £25million – remains undisclosed.

Aberdeen Renewable Energy Group (AREG)

AREG is a private-public partnership, launched in 2001 which aims to position the region as a renewable centre of excellence through initiating and delivering key renewable projects, working with member companies to identify and promote opportunities for them individually or collectively. With over 160 members, AREG represents an impressive breadth and depth of energy experience and expertise which continues to grow. AREG members include energy businesses, research institutes, oil service companies, professional consultants and economic development agencies. Their remarkable diversity extends into every source of renewable energy – onshore and offshore wind, wave, tidal, biomass, fuel cell, photovoltaic, solar thermal and geothermal.

AREG seeks to position the region as a renewable centre of excellence through initiating and delivering key renewable projects, working with member companies to identify and promote opportunities for them individually or collectively.

<http://www.aberdeenrenewables.com/>

European Offshore Wind Deployment Centre

The European Offshore Wind Deployment Centre is a ground breaking new facility to be developed off the coast of Aberdeen which will enable the accelerated development of offshore wind power in Scotland, the UK and Europe. The Deployment Centre is being developed by Aberdeen Offshore Wind Ltd, comprising Vattenfall Wind Power UK and Aberdeen Renewable Energy Group (AREG). Technip will also play a major role in the delivery of the project. The Deployment Centre will allow offshore wind farm developers and associated supply chain companies to test new designs, prove existing products and receive independent validation and accreditation before commercial deployment.

<http://www.aberdeenrenewables.com/key-projects/eowdc/>

<http://www.vattenfall.co.uk/en/aberdeen-bay.htm>

Energetica

Energetica is an ambitious and exciting plan to create a new generation energy community stretching north from Aberdeen's Bridge of Don area to Peterhead and west to the airport. Energetica aim is to create a renowned, world-class destination that will attract innovative energy businesses and highly skilled people as well as feature high quality housing and leisure facilities in an outstanding natural environment based on low carbon principles.

Energetica will host the companies, organisations and research institutions that will collaborate to solve the world's energy challenges, who will focus on the challenges facing the energy industry today such as the need to reduce demand through energy efficient design and the generation of energy from renewable sources.

<http://www.energetica.uk.com/>

Smart People

University of Aberdeen

The University of Aberdeen has 16,000 students and a large international community. The University has a large portfolio of energy related activities including education, research and development and consultancy and close links with industry. Its engineering undergraduate programmes are addressing the skills needs in the renewables sector through the introduction of new programmes such as MEng in Mechanical and Electrical Engineering with Energy Studies. Other relevant courses include Mechanical Engineering, Electrical and Electronic Engineering, MSc in Renewable Energy and MSc in Subsea Engineering.

Institute of Energy Technologies provides energy-related research for oil and gas and increasingly the development of renewable energy technologies such as fuel cells, wave and bio-energy.

The University was also a key player in Aberdeen's European Offshore Wind Deployment Centre, with Vattenfall, Technip and AREG.

The University's environmental scientists have a world leading reputation in marine science and monitoring the impact of marine energy developments and can advise developers on the most environmentally benign deployment strategies.

Robert Gordon University

RGU has an international reputation for providing high quality education from undergraduate through to PhD level. RGU is also home to one of Scotland's leading energy research capabilities. It's Centre for Understanding Sustainable Practice (CUSP) benefits from a range of international expertise and is involved in projects in Indonesia and the Maldives as well as Scotland.

The University's School of Engineering is developing a Masters degree in Offshore Renewables with delivery beginning in January 2012 as part of a wider strategic move to reinforce its position as a leading provider of advanced energy industries learning in the UK.

The University is also involved in the European Offshore Wind Deployment Centre.

Smart Governance (Participation)

The Accord Card Scheme

The Accord Card is Aberdeen City Council's smartcard which provides access to a variety of local and national services such as Access to Leisure, Young Scot, school meals at all of the council's twelve secondary schools, free bus travel and much more. It was one of the first such smartcards to be used by a local authority in Scotland. The Accord Card was originally developed to address issues related to social inclusion particularly the stigma associated with students receiving free school meals. Today the Accord Card is a means of providing socially inclusive access to a wide variety of local and national services including Scotland wide free bus travel for the older and disabled and Scotland wide concessionary travel for 16 to 18 year olds. The Accord Card is available to all residents of Aberdeen and to date Accord has issued in excess of 80,000 smartcards with a variety of services such as:

Council Website and Online Services

Aberdeen City Council first launched its website in 2000 and provided its first online/electronic service in 2004. Since then the Council's website has been in the UK top 10 (out of 430 local authorities in the UK) in terms of usage, comparing population and levels of usage. There are over 800 different services provided on the website, mostly to citizens but sometimes also to businesses and all can be found easily on the Council's A-Z of online services. Ninety Five percent of citizen interaction now takes place online – this constitutes a new direction for the delivery of public services. Online is now the preferred channel of choice. This also proves very cost effective to the tax payer as we see the figures in terms of average costs of services provided across channels:

Activity	Channel	Average Unit Cost (Connect Digitally)
Online transaction	Online	£0.26
Enquiry by phone	Phone	£3.06
Face to face enquiry	Face to Face	£10.98

www.aberdeencity.gov.uk

Smart Mobility (Transport & ICT)

Digital Aberdeen

A high level technical and commercial study with the objective of maximising Digital Connectivity in the Aberdeen City and Aberdeenshire region has been undertaken. Three potential projects were identified to address the region's broadband needs as part of a regional broadband development plan;

- Deploying next generation **wireless** technology throughout the City;
- Building an **open access fibre network** on the route of a future peripheral road around the City;
- Developing and implementing a **rural access strategy** to ensure 100% availability of broadband services and access speeds in the rural areas.

Aberdeen City Council intends to enter into a dual procurement process for a private sector provider(s) to build and operate the City WIFI and Open Access Fibre Network.

The **Aberdeen City Wireless project** aims to provide a 4G network for the City. The objective would be to give the City of Aberdeen world class wireless infrastructure which would give enhanced broadband access capability for both residents and businesses as well as enabling tourists to access local information and travel data. The **open access fibre network** will be built on the route of a future Aberdeen Western Peripheral Route. All businesses in the footprint of the peripheral road will have access to cost effective broadband services from 100Mbps to 1 Gbps – giving Aberdeen City and Aberdeenshire a competitive advantage and driving inward investment. There is also potential to expand the coverage to the strategic growth areas defined by the Aberdeen City and Shire Structure plan.

The **rural access network** will deliver a minimum peak download speeds of 4 Mbps across the region and approx 60% of the population in Aberdeenshire will have speeds in the range 4Mbps to 22 Mbps depending on distance to an exchange/street cabinet.

The Open Data project

Between them Aberdeen City Council and Aberdeenshire Council control almost 4,000 miles of roads network, which cover remote rural areas, urban centres, coastal routes and high-altitude mountain passes which are all affected by adverse weather and disruptions to traffic flow in various ways. Large numbers of people commute across the region, and into and out of the city. Normal travel can be disrupted by planned and unplanned road works, accidents, flooding, ice and snow and other factors including major events (e.g. Offshore Europe Conference), or the transport of large infrastructure items (e.g. Wind Turbines) by road.

The Open Data project's approach is to make a number of datasets available for the first time as Linked Open Data and to amalgamate that data with other sources; and then to build on top of it a user-friendly interactive web-based winter travel information service for mobile and standard web browsers. This new service offers the potential to present previously unavailable up-to-the-minute 'ground truth' information on travel conditions, as well as gathering together existing travel and weather resources.

The use of ICT in Schools

1) Wireless WAN and LAN

Aberdeen City Council is in the final stages of the roll out of a wireless Wide Area Network (WAN) to all of the schools in the City which has been a massive undertaking. Compared to the average local authority provision of broadband in Scotland, Aberdeen's is well above average, with a provision approximately five times faster. The City Council has also implemented a wireless local area network

(LAN) which allows for learning anywhere at any time within school buildings by giving access to pupils and teachers to all of their files.

2) Interactivity and mobile device connectivity

Every classroom in Aberdeen provided for by Aberdeen City Council is now equipped with interactive whiteboards with speakers. This has been a massive step and has gone a long way in encouraging the use of ICT in learning as well as in terms of encouraging teachers to engage with the students in this way. The Council is currently piloting a scheme that will enable pupils to bring their own mobile devices into the classroom and use them as part of their learning process, connecting to the school's wireless connection. Training is provided for staff on the use of ICTs in the classroom and this is paving the way for the huge culture change currently underway in the education system and in line with the vision that Aberdeen has for its future learning systems which is documented in the "City of Learning" strategy.

3) E-portfolios, GLOW and Management Information Systems

Aberdeen schools are currently using an E-portfolio system which is run on the Council's school intranet server and includes the use of blogs for peer assessment and for the completion of homework. As well as this the "Virtual Campus" initiative allows pupils and staff to use web conferencing to deliver classes from one school to another when not enough teachers or demand for a class exists. This saves on transport and staff costs as well as being more environmentally friendly

Alongside this sits the Management Information System which allows pupil tracking, monitoring and reporting. Teachers can enter grade information and marks to compile information in live time about each pupil which can be accessed by guidance teachers to monitor and track progress, empowering them to intervene quickly should any problems arise. The Management Information System is also used to send email, text and voicemail messages regarding absences, lateness, emergencies and to alert them to online newsletters or school updates. The use of paperless records improves the efficiency and directness of communications and cuts down on paper costs while increasing resource efficiency.

Hydrogen bus project and renewable fuelling infrastructure

Aberdeen City Council and local partners are developing an ambitious hydrogen bus project which will lead to the deployment of a hydrogen bus fleet in Aberdeen, fuelled using locally generated renewable hydrogen. The use of hydrogen as a transport fuel offers great promise as a key component of a low carbon energy system. Hydrogen can be generated from a wide range of sources, offering improved energy security and if generated from renewables can offer one of very few routes to fully decarbonise road transport.

Nestrans

Nestrans is the Regional Transport Partnership for Aberdeen City and Shire. Its purpose is to develop and deliver a long-term regional transport strategy and take forward strategic transport improvements that support and improve the economy, environment and quality of life across Aberdeen City and Shire.

<http://www.nestrans.org.uk/home.html>

Smart Environment (Natural resources)

Aberdeen Heat and Power Ltd

Aberdeen Heat & Power Ltd is a 'not for profit' company that was set up by Aberdeen City Council in 2002 to develop and operate district heating and CHP (Combined Heat & Power) schemes in their area. The scheme has grown through three principal projects and now supplies around 1200 flats in multi story blocks and 8 public buildings. Carbon emissions from these buildings have reduced by 45% and typical fuel costs to tenants have been reduced by 50% over the previous heating system. The Company continues to develop their District Heating network and is currently installing a £1m extension of underground mains towards the City Centre with the aim of providing heat to the Council's Town House and other public buildings en-route. In this respect, Aberdeen is a leader in the UK in this area. The savings on base costs results in more resources for other services: redistributing savings to benefit local communities.

<http://www.aberdeenheatandpower.co.uk/>

Aberdeen Forward Limited

Aberdeen Forward is a charity that initiates and supports environmental and recycling projects. They work with communities and businesses to educate and promote projects that help to protect our environment, reduce waste and encourage recycling. Current initiatives include a real nappy project, master composter schemes and garden waste collections in Aberdeenshire. With funding from the landfill tax scheme, Aberdeen Forward provide grants to community groups for projects that aim to improve quality of life and further protect our environment.

At their Sustainable Communities Centre they provide information on environmental topics and run eco-friendly community workshops, such as upholstery, sewing and practical food growing. They also sell second-hand office furniture and stationery through our Creative Waste Exchange project to both the general public and business community. All of their work is in-keeping with their ethos to protect the environment, minimise waste and reduce landfill.

<http://www.aberdeenforward.org/>

Open space Strategy

Aberdeen City's Open Space Strategy sets out a new vision and aims to improve the quality of our open spaces in the City. There is growing evidence that quality and accessible open spaces contribute towards improving health, economy, environment and well being. It promotes sustainable development and helps in mitigating the impacts of climate change such as flooding and air pollution and provide green networks by linking various habitats benefiting biodiversity.

Aberdeen Open Space Strategy is based on the results of the city wide open space audit conducted in 2010 and has been prepared involving communities, businesses, residents and partner organisations. The high level strategic aims and objectives provide opportunities for everyone to help contribute towards improving the quality of life in the city through its various actions

http://www.aberdeencity.gov.uk/planning_environment/planning/planning_sustainable_development/pla_open_space_audit.asp

Sustainable Urban Rural Fringes – River Don Project

The Sustainable Urban Fringes (SURF) project brings together partners and experts from across the North Sea Region to exchange information and develop a common approach towards the sustainability of urban fringe areas. Urban Fringes are recognised as valuable assets, which can provide a high quality environment in an urban setting, creating vital areas for the health and well being of local communities.

<http://www.sustainablefringes.eu/ProjectPartners/AberdeenCityCouncil.asp>

Smart Living (Quality of Life)

SCARF – Save Cash and Reduce Fuel

SCARF provides householders, businesses and organisations with independent, free and impartial advice on the sustainable use of energy that will not only reduce the amount of energy they use or save them money on fuel bills, but give them a warm, dry environment that puts less strain on natural resources and combats climate change. This may include details of any grants and or cash back schemes that may be available from suppliers and other bodies and sometimes if eligible the installation and measures for loft and cavity wall insulation can be made available.

<http://www.scarf.org.uk/>

Strategic Development Planning Authority

The Strategic Development Planning Authority (SDPA) is a partnership between Aberdeen City and Aberdeenshire Councils and has a key role in guiding development over the next 25 years. Their vision is to create an even more exciting, modern and sustainable European city region - an excellent place to live, visit and do business. The SDPA is one of 4 city-region planning authorities in Scotland. Their primary role is to prepare and keep up-to-date a strategic development plan for the area. They do this by engaging with both stakeholders and communities - all with an interest in the future of the area.

<http://www.aberdeencityandshire-sdpa.gov.uk/home/home.asp>

Lively Cities (LICI)

The purpose of LICI is to (re)create links between places and people in order to reinforce social cohesion, balance the city, attract investors and make cities strong and attractive places to live, work, visit and invest. Each partner identified a public space within their city which despite significant aesthetic, structural and commercial improvements in recent years, have unfulfilled potential. The Green area of Aberdeen which we are developing has a diverse community consisting of residents, independent retailers, market traders and other private sector organisations. The city centre location also creates a transient community of city-wide residents and visitors and it is our intention to fully engage with all groups.

Silver City Surfers

Silver City Surfers is a charity run by volunteers who aim to give over 55's in Aberdeen and the North East of Scotland the opportunity to learn about basic computing including the use of email and the internet.

Aberdeen Action on Disability

Aberdeen Action on Disability (AAD) was established in 1992 and is a voluntary organisation, recognised as a charity and managed by people with physical and sensory disabilities. AAD, is committed to equal opportunities and barrier-free services for all persons with physical and sensory disabilities. It is involved with service providers and decision makers in ensuring that people have equal access to services such as education, housing and transport, and service providers comply with all current and disability legislation

Aberdeen Day Project / The Bread Maker

The Bread Maker is an artisan bakery and coffee house which provides meaningful work and training for adults with learning disability. At The Bread Maker are 20 apprentices with a learning disability, supported by a staff of 15 people and a group of volunteers who give their time freely. The Bread Maker is operated by a charity, Aberdeen Day Project Ltd., which was established in 2000. Its aim is to assist our apprentices to cope with the challenges of working within a business environment

through a combination of support, training and therapy, with the intention that in time a number will find full or part-time employment in other businesses in Aberdeen.

Fuel Poverty & Combined Heat and Power Scheme

Since 2003, fourteen local authority multi storey blocks have been linked in to Combined Heat and Power (CHP) district heating networks. Previously all of these blocks had electric storage or warm air heating systems which were expensive to run. As a consequence 70% of the occupants were identified as being in fuel poverty in 2002. CHP is a very efficient method of producing heat and power simultaneously and so keeping the cost to the end user at a low and affordable level. All the multi storey blocks linked in so far to the CHP district heating networks have been 'fuel poverty proofed' meaning even someone on the lowest level of income is able to comfortably heat their home without being in fuel poverty. Through monitoring the first 4 multi storey blocks linked into a CHP district heating network in 2003/04, additional benefits were identified, including a reduction in outstanding debt on the rent account for these flats, lower turnover and an increased demand for these flats.

Affordable Warmth Scheme

This scheme has been delivered via a Service Level Agreement with Castlehill Housing Association as the managing agent for Aberdeen Care and Repair since 1999. It aims to ensure that home owners who are in fuel poverty are assisted to have improved, efficient heating systems and insulation measures installed, as appropriate to their home, in order to reduce their fuel bills. The provider assesses what measures are required to achieve affordable warmth, accesses all available grants for the home owner and provides low-interest loan to cover the balance of the costs. Each loan is repaid out of savings made on the home owner's fuel bills and set at a level that does not put the person back into fuel poverty. Approximately 200 home owners are assisted through this scheme each year.

Aberdeen Foyer

Established in 1995, Aberdeen Foyer is a charitable organisation working to prevent and alleviate youth homelessness and unemployment in Aberdeen and Aberdeenshire. At their core they provide supported accommodation to former homeless and at risk young people alongside a range of learning, training and employment support as well as community health services.

Foyer Housing comprises 80 supported tenancies across 7 accommodation sites.

The Foyer's supported accommodation offers a safe home but also a place of opportunity, to support young people to make all the changes they wish to make to enable them to become independent, happy and achieve their full potential.

Foyer Learning delivers a range of learning, training and employability programmes for tenants and people who access the Foyer's services from the wider community.

Working in partnership with agencies such as the Prince's Trust and with Aberdeen College, the Foyer provides employability skills training in areas such as numeracy, literacy and basic office skills as well as specialist industry specific programmes and national vocational training programmes.

Foyer Health plays an integral role in the delivery of all Foyer services promoting healthier lifestyle choices and providing specialist support, as and when required: Anything from intensive one-to-one counselling through to general nutrition, safe sex and parenting advice.

Foyer Enterprise, the Foyer's wholly owned trading subsidiary, encompasses the Foyer Restaurant + Gallery, Foyer Graphics, Roadwise Driver Training, Foyer Works and Foyer Catering Co. The businesses underpin the work of the Foyer, raise the profile of the organisation in the wider community and provide an invaluable employment and training resource for those with whom we work.

Foyer Works is a social firm, offering training and employment opportunities to long-term unemployed individuals who often have multiple barriers to work such as offending behaviour, mental health and drug misuse issues.

Shmu (Station House Media Unit) WORKS

Is a new initiative offering direct employability and skills development services for over 19 year olds, using radio as a key tool for engagement.

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	West Huxterstone, Kingswells Masterplan
REPORT NUMBER:	EPI/12/172

1 PURPOSE OF REPORT

- 1.1 This report outlines the West Huxterstone, Kingswells Masterplan, prepared as a guide for the future development of land identified as Opportunity Site OP42 in the Aberdeen Local Development Plan (2012).
- 1.2 The Masterplan has been produced by Ryden on behalf of Stewart Milne Homes and Graham Homes and aims to produce a high quality and deliverable village expansion to the south east of Kingswells.
- 1.3 A summary document of the West Huxterstone, Kingswells Masterplan has been appended to this Committee Report. The West Huxterstone, Kingswells Masterplan for site OP42 (September 2012) can be viewed by accessing the following link:

www.aberdeencity.gov.uk/masterplanning
- 1.4 A hard copy of the Masterplan is available in the Member's Library or in the Planning and Sustainable Development service at Ground Floor North, Marischal College.

2 RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- 2.2 (a) Adopt the West Huxterstone, Kingswells Masterplan as interim planning advice; and

(b) agree for officers to implement the process to ratify the Masterplan as Supplementary Guidance by the Scottish Government. This will include public consultation with results incorporated in the submission.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report outwith normal officer time to evaluate the Masterplan. The developers have met the cost of preparation of the Masterplan including all consultation and engagement. The proposals will result in efficiencies in the determination of future planning applications related to the 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 Masterplan reduces the risk of piecemeal and inappropriate development within the site, by setting out the policies, opportunities and constraints up front.
- 4.3 Approving the Development Framework and Masterplan 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 Aberdeen Local Development Plan, Appendix 4, Action Programme and the Infrastructure and Developer Contributions Manual, the Masterplan 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 West Huxterstone, Kingswells site as part of the preparation for the Aberdeen Local Development Plan.

5 BACKGROUND/MAIN ISSUES

Site Description

- 5.1 The site is located to the north of the A944, an arterial route into the City from the west. The site is generally low lying and rises from south to north. The site is bounded to the east by green belt, to the west by Fairley Road, the Den Burn to the south and the Lang Stracht to the north.

Policy

- 5.2 The West Huxterstone, Kingswells Masterplan is intended to act as interim planning advice, pending the implementation of the process to

ratify the Masterplan as Supplementary Guidance by the Scottish Government.

- 5.3 The 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.
- 5.4 The site is allocated for 120 houses in the Aberdeen Local Development Plan (2012). The development is proposed over the period 2007-2016. A contribution of 25% affordable housing is also required within this site.

Design Principles

- 5.5 The Masterplan sets out a vision for the site as being an expansion to Kingswells. West Huxterstone, Kingswells will be a place in which the houses, streets and outdoor spaces all combine to reflect the high standards and aspirations of not only the developers but also the Council and the community of Kingswells.
- 5.6 The Masterplan provides a spatial framework, discusses landscape, connectivity and transport proposals and sets out a phasing scheme, all summarised in the appendix to this report.
- 5.7 The approach to development at West Huxterstone, Kingswells is based on:
- Creating a unique environment which complements the existing character of the local area;
 - Integration with the existing neighbourhoods of Kingswells which are linked by a strategic landscape network;
 - Avoid skyline development by ensuring that buildings fit within a detailed landscape framework;
 - Safeguard and enhance the ecological habitat of the Den Burn; and
 - Connect the site in terms of pedestrian, cycle and vehicular traffic with new pathways between the housing and surrounding recreational areas.
- 5.8 The location and topography of the site play an important role in the form, design and character of the development. The site is split into four character areas:
- Rural Lang Stracht;
 - Central;
 - The Denburn; and

- Fairley Road.

These are described in the appended summary document.

- 5.9 Housing –25% affordable housing will be provided in accordance with the Aberdeen Local Development Plan. Affordable housing will be integrated with private development areas and will reflect housing need. The proposed mix of housing is described in the summary.

Infrastructure Requirements

- 5.10 Walking and Cycling – The Masterplan acknowledges that an east/west link connecting the employment area to Kingswells and beyond to Northfield as well as links and extensions to the Westhill/ Aberdeen cycle route will be provided.
- 5.11 Public Transport – There may be a need for extensions to existing services along with opportunities to integrate the Park and Ride services.
- 5.12 Roads – There is a requirement for a new major junction from OP40 West Hatton and Home Farm access to A944 and new road access within junction at Kingswells perimeter road. There is also a need to upgrade the junctions at A944/ B9119 on approach to Westhill and A944 Kingswells roundabout. The developer is in discussion with ACC and appropriate contributions will be agreed through the Transport Assessment process.
- 5.13 Health – the Masterplan acknowledges that there is a requirement for financial contributions to provide one additional GP and two additional dental chairs to serve both the Kingswells and Maidencraig developments. This will be agreed through planning gain and a Section 75 legal agreement.
- 5.14 Education – Developers are currently in discussion with ACC regarding capacity at Kingswells Primary School. Appropriate contributions will be agreed at the planning application stage.

Public Consultation

- 5.15 Throughout the process the project team have worked with the local authority, statutory consultees and the local community.
- 5.16 Design for the site has evolved with continued input from the community and key stakeholders. Input from the community has informed the proposals. Two community events took place during the Masterplanning Process on 5 March 2012 and 22 May 2012.
- 5.17 Over the two consultation events 25 responses were received. Some of the comments highlighted support for the open space, new school,

quality of place and design. Full details of the consultation are summarised on page 9 and detailed in Appendix 1 and Appendix 2 of the Masterplan. Comments raising opposition are summarised below with associated outcomes:

Comment	Response
School and Facilities	
Concerned about the school and numbers of pupils. Already a large waiting list for the nursery. Will there be provision made for a new school primary or secondary. Also concerned about the impact on other village facilities.	The Local Development Plan indicates that contributions to the health centre are required and the exact requirements will be discussed with Aberdeen City Council.
Concerned about the impact on public transport: perhaps bus service could be improved	Any improvements to the bus service would be identified through the Transport Assessment which is currently being undertaken. If improvements to the bus service are required, this will be discussed with Aberdeen City Council through the planning application process.
If SMG were to take the extra 22 houses which were allocated to West One (72 instead of 50) off the number of proposed houses for huxterstone, then the development numbers for Kingswells would be correct	The West One site was initially identified as a mainstream housing site with a range of house types and sizes. Due to the properties built on the site being all affordable housing, there was scope for a higher number of smaller houses. It is for this reason that the number of houses increased.
The development must integrate with the existing community and children from the development must go to school in Kingswells	Noted. Children from the development will go to Kingswells Primary. Given that the settlement doesn't have a secondary school, such pupils will have to go to a school outside of Kingswells. However, this is the current situation with secondary school age children in the village. The development will be fully integrated with the existing community and linkages provided to and from the site to allow this.
Roads	
We are concerned about the increase in traffic.	Fairhurst have been appointed as Transport Consultants and an initial assessment of transport in the area demonstrates that the predicted peak period traffic movements from the development can be accommodated within available traffic capacity at local junctions and will have an imperceptible impact on the A944 junction roundabout. Development will be supported by the infrastructure required to sustain the development which will be identified through the Transport Assessment.
Concern re: speed limit: can this be reduced to 20mph especially concerned about safety of children.	The speed limit in the surrounding streets is controlled by the Council and would be an issue for them to consider. This will be drawn to their attention.
There is no site plan to show the detailed layout of the planned buildings. No real opinion could be formed on traffic flow and	The material on display at the exhibition was a "work in progress" and the layout is constantly evolving. An indicative road

impact.	layout was identified and housing would be accessed from this and the open space. The masterplan sets the parameters for the preparation of a layout to accompany a planning application. As such, the layout(s) for the site will be available for comment at the planning application stage, once amendments have been made in response to the consultation events.
Concerned with the entrance onto the Lang Stracht and traffic on Fairley Road	The access onto the Lang Stracht and Fairley Road will be designed to comply with Aberdeen City Council's roads standards and upgrades to that road made where necessary. The Lang Stracht will be a secondary access with right in and left out turn only to prevent vehicles turning right onto the Lang Stracht. The principal point of access will be from Fairley Road.
Certain roads/roundabout issues to be addressed.	The roads/roundabouts to be addressed will be determined through the Transport Assessment and any mitigation measures required will be provided.
No further development until the lights at the roundabout is working from 7am to 7pm at the very least.	The Transport Assessment has not indicated that this is an issue to be mitigated. The timing of the lights would therefore be an issue for Aberdeen City Council to address.
Very concerned about level of houses and traffic issues ie access to and from Old Skene Road.	There is no direct access to the site from Old Skene Road. It is not anticipated that the development will increase traffic on Old Skene Road as traffic to the development will turn off at Fairley Road. The junction with the bypass will be assessed as part of the Transport Assessment and any mitigation measures required will be provided as part of the development.
Infrastructure needed first before development of housing.	Infrastructure required for the site will be provided in conjunction with the development.
No road network infrastructure. From discussions, the development will go ahead without improving the roads.	The Transport Assessment will identify any improvements to be made in the surrounding area and they will be provided as part of the development of the site.
No investing in reopening the old Lang Stracht road due to limited funding. Temporarily this is key for traffic flow.	Some investment is being made in the Lang Stracht, however, this will not include re-opening it to general traffic. There will be a secondary access to the site from the Lang Stracht and any improvements along this stretch provided as part of the development.
Access to development along Fairley Road, cars already park along this road thus further road congestion.	Due to the size of the development proposed, two points of access are required, with one being from Fairley Road. This will ensure adequate visibility is provided. It is not anticipated that this will increase the amount of cars parking along this road.

Presumably access to utilities on Fairley Road will be required. Can this road be resurfaced properly on completion of the work rather than “patched up”	This is noted and will be taken into consideration.
It would be good if the City would reopen the Lang Stracht Road – it should not be buses only	The re-opening of the Lang Stracht would be the decision of Aberdeen City Council Roads Department.
Concern that Lang Stracht might be re-opened to general traffic – this will impede buses (already slow) and encourage rat-running through Kingswells. This section of the Lang Stracht is now often used by walkers, joggers and cyclists.	The decision to re-open the Lang Stracht is a decision for Aberdeen City Council roads department. The re-opening of the road to general traffic would not be required for this development, although the current access arrangement from the Lang Stracht would be required.
Housing Numbers	
Concerned about actual number of houses to be built (will 120 become 140 due to a previous Stewart Milne development in Kingswells).	<p>The site is identified for 120 units and the layout will be based on this number.</p> <p>The previous proposal was identified in the Local Plan as a mainstream housing site, which would have contained a range of dwelling types and sizes. However, it was altered to an affordable housing site which resulted in scope for a higher number of smaller units.</p>
Development to the east	
<p>Would also be against future development of any further field to the east</p> <p>On the eastern boundary of the site, no features should be included which will enable the building of a future access road into fields to the east of the current site.</p>	There is no future development identified on land to the east within this masterplan. Any further development would require to go through the Local Development Plan process in the future and is therefore not guaranteed.
The eastern boundary should have a more solid line of trees than shown on the strategic landscaping extract on the exhibition boards.	This will be considered and landscaping provided as appropriate.
Masterplanning Process	
Much of the development is set in stone	The development is not set in stone, however, there has to be flexibility and understanding on both sides. Some of the requirements for the site have been set by the Kingswells Development Framework, and the developer has to work within these requirements.
The developer is not accurately reporting discussions with ACC	As far as the developers are aware, they have been honest regarding discussions with Aberdeen City Council. It is not the intention to provide misinformation to the Community Council.
The developer appears to be considering areas of development not included in the masterplan area	The masterplan does not include any land outwith the boundaries of the OP42 designation in the Local Development Plan. Stewart Milne Homes have always been honest about the potential for future development to the east, but have made it clear that this would have to be promoted through the next Local Development Plan and there are no guarantees that it would be identified for development by Aberdeen

	City Council.
Conflicting answers given to the same question eg. House types	The exact house types have yet to be decided. It was highlighted at the public exhibition that a range will be provided on the site. No further details are known at this time and the exact mix will be determined through the planning application process.
Ryden have provided no plans or maps to discuss prior to public consultations	The Community Council were invited to a councillor briefing before both of the public consultation events, to view the plans before the public. Up until this event, there were no plans to provide as they were being worked up right until the last minute. The Community Council were given links to the website so that plans could be viewed after the events.
Access	
<p>KCC has been informed that road access and layout are only at the very early stages and no stipulations have been set by ACC. KCC want two accesses to be from Fairley Road.</p> <p>KCC strongly object to vehicular access from the Lang Stracht as the Lang Stracht will be a designated 'bus lane'; visibility approaching the proposed access is poor; the Lang Stracht is unsuitable for traffic due to its narrow width and poor surface condition</p>	<p>ACC Roads have agreed that it is acceptable to take access from the Lang Stracht. Visibility and junction spacing requirements, along with land ownership issues have all meant that it has not been possible to gain two accesses from Fairley Road. The access to and from the Lang Stracht is secondary and the majority of the traffic into the site is expected to be from Fairley Road. It is therefore not anticipated that there will be a significant increase in traffic along the Lang Stracht.</p> <p>It is understood that the bus lane access will apply only to the A944 end of the Lang Stracht and have no impact on existing local access arrangements. The access proposed from the Lang Stracht will not affect the flow of buses.</p>
If access is provided along the Lang Stracht and a street is formed, this will have a huge impact on local residents and the way they use their homes. Would the owners be asked to remove their fence?	<p>The masterplan does not propose any changes to the existing properties and homeowners will not be asked to remove their fences.</p> <p>The requirement to have houses facing the Lang Stracht and therefore the formation of a street is a requirement of the Kingswells Development Framework that ACC prepared.</p>
Access via north of main roundabout is not good.	Roads issues are being fully investigated by the project team
Internal Road	
KCC strongly objects to the internal road layout. The "dead end" road leads to future development in the adjoining field and this is not acceptable. The obvious layout is a main loop with some minor roads crossing the top. The exact layout is difficult to determine if no information is provided on the house types.	<p>The northern access proposed by KCC is too close to the existing farm building. Visibility splays cannot be achieved and there is a requirement to be 60 metres south of this point. To provide another access south of that would not achieve the required visibility.</p> <p>The layout also does not meet guidance contained in Designing Streets which requires the avoidance of "layouts that use excessive or gratuitous curves" as they are</p>

	<p>less efficient, reduce legibility and make access for pedestrians and cyclists less direct. The masterplan road layout proposed contains some curves as a result of the consultation exercise and it is considered that it creates a balance between the KCC and planning guidance. The layout as shown by KCC also encroaches into the GSN which would be unacceptable and sits too close to existing development to the north east and north west. Again, this would not be acceptable to the Council.</p>
<p>The layout proposed appears to reflect the ownership of the two parties</p>	<p>The roads standards and visibility requirements have dictated the location of the access roads. The layout also meets the requirements of Designing Streets Policy, the Kingswells Development Framework and the need to protect the GSN to the south. The topography of the site has also been taken into consideration, as has the curves requested by KCC.</p>
<p>Forming Streets</p>	
<p>KCC strongly objects to the concept of making the Lang Stracht a Street. The houses facing the Lang Stracht would be excluded from the rest of the development and would be out of keeping with the existing houses.</p> <p>Proposed houses on the Lang Stracht would face onto open fields. The area opposite the development site was proposed at the Main Issues stage of the LDP and was deemed as unsuitable.</p>	<p>The requirement to make the Lang Stracht a Street arose from the Development Framework which requires that houses face onto the Lang Stracht. The masterplan is bound by the requirements of this document. The existing houses along the Lang Stracht currently face onto open fields and it is considered that this would be an attractive outlook for new residents of those properties.</p> <p>The masterplan does not consider the development of the land opposite and the suitability of this site is not an issue to be taken into consideration in the masterplan.</p>
<p>The layout of the streets should avoid straight rows of housing, and should include a mix of house types and sizes in each street. Curves are more interesting than straight lines and they should be used where possible.</p>	<p>The layout of streets is informed by Designing Streets, a policy statement in Scotland for street design. It marks a change in the emphasis of street design towards place-making. Some curves may be considered appropriate, however, Designing Streets states that layouts that use excessive or gratuitous curves should be avoided, as they are less efficient, reduce legibility and make access for pedestrians and cyclists less direct. A mix of house types and sizes in each street will be given consideration during the design and layout. The indicative road layout in the Masterplan introduces curves in the layout.</p>
<p>House Types</p>	
<p>KCC has concerns about the proposal for more West One house types.</p>	<p>The decision to buy a particular style of home in a particular location is decision of the homeowner. Stewart Milne Homes are providing first time buyers the opportunity</p>

	<p>to purchase a property on two levels at a competitive price. Each purchaser is able to look at the show home before making their decision and is therefore made aware of the size and storage opportunities within the property.</p> <p>The development of Huxterstone will contain a variety of house types, not just West One sized properties. This is to ensure a choice of house types across the development. The West One sized properties will make up the affordable element of the site, which is a requirement of the Local Development Plan.</p>
KCC is disappointed that there is no plan for bungalows for elderly or disabled people.	The exact mix and type has yet to be determined.
I am concerned that the proposed development might interfere with the amenity of Manse which is located on Lang Stracht to the NE corner of the site. Any development immediately adjacent to Manse should preferably be low rise – 1 storey.	The existing dwellings located within the boundary of the masterplan site have been considered in the preparation of the masterplan. Strategic landscaping will be located adjacent the Manse and other properties, to ensure their amenity is protected.
House styles should be in keeping with the area, with no gaudy colours. House heights should be kept low – one and a half storeys would be best, but with some housing suitable for the elderly ie. Bungalows with easy access and no stairs	This is noted. It can be confirmed that a range of house types and styles will be provided on the site. There are a range of house types in the vicinity, with the majority comprising two storeys. Similarly, the majority of houses on this site will be two storey, however, consideration will be given to one and a half storey properties. It is not anticipated that there will be any bungalows on the site. The mix of properties is given careful consideration at the outset and the mix based on demand.
The pitch of roofs should be similar to others in Kingswells (ie no flat roofs) with a mix of colours for roofing materials.	None of the properties will have flat roofs and a range of roof colours will be taken into consideration. Details will be discussed as part of any detailed planning application moving forward.
GSN/SUDs	
SUDs ponds should not be unattractive and lifeless dry basins	This is noted and engineers are looking at a solution
The GSN area should be enhanced as well as protected, with no excessively wide paths included.	The GSN will be enhanced as well as protected, with additional landscaping provided as appropriate. A Landscape Consultant forms part of the design team who are developing proposals for the site. Footpaths suitable for the size of the site will be incorporated.
Developer Contributions	
Developer contributions: pavement required on Fairley Road (right hand side) onto Kingswood Drive for residents to access village centre should be provided as part of developer contributions for the site; stonework to the village signed as per KCC plans could also be provided as part of developer contributions.	The exact details of developer contributions will be discussed with Aberdeen City Council's Planning Gain Co-ordinator.

Sustainable Energy	
Discussed suitability of the site for PV solar on roofs	The provision of PV solar on roofs would be a decision for the individual household to make. The developers will incorporate other sustainable principles in their proposals.
Houses should be well insulated and the south-facing aspect of the site should be exploited as far as possible by incorporating solar panels.	The houses will exceed current guidelines on insulation and the south facing aspect will be exploited as far as possible in their orientation. Implementation of carbon reducing technologies will be discussed with the Council at the appropriate time. The construction industry widely promote the "fabric first" approach which in the first instance looks at how the construction of the product creates less need for energy consumption before adding energy generating technologies. This primarily focuses on increased levels of insulation, air tightness and building orientation to maximise solar gain.
Other	
Kingswells is currently very poorly served by internet connection. What considerations/arrangement has been made in this development to ensure that the additional load on the already inadequate telephone internet service is not further compromised.	This is noted and will be investigated as part of the planning application process.
Need some play area as already no play areas at this end of Kingswells.	The layout of the site will include areas of open space in line with Aberdeen City Council's open space requirements. The type of open space to be provided will be in line with the LDP requirements.
Housing market falling due to saturation in demand, shops, schools etc improvements	The housing numbers are based on the housing requirements identified in the Aberdeen and Aberdeenshire Structure Plan. Aberdeen City Council are required to find appropriate locations for these housing numbers through the Local Development Plan and it is through this process that the site at Huxterstone has been identified.
It sounds like the old story of profiteers gaining while the local community has to suffer. A change of ethical standards would be greatly appreciated.	There are many positive points arising as a result of this development. The developers have appointed external consultants to investigate transport and landscaping matters in order to develop an attractive residential environment, with access to an improved green space network. Mitigation measures will be provided to address any adverse impacts arising.
The owners of Morven have a heritable and irredeemable servitude right from a sewer pipe going through the ground which we understand is for the proposed development. We understand that the pipe connects to the main sewer at a point on Fairley Road.	This will be taken into consideration and fully investigated.
Have a concern in connection with the	Mains water pressure will be fully

proposed development regarding the mains water pressure in their property and they believe, generally in the Kingswells area.	considered during drainage investigations for the site. It is not anticipated that the development of 120 homes will have a significant impact on this.
All homes should have gardens with adequate space for homeowners to enjoy their property and the views available from the site.	Where appropriate, homes will have gardens in order to enjoy the property. In terms of a view, it should be understood that, due to the layout and orientation of individual properties, not every property will have the same view. However, the orientation of properties will be carefully considered and will be maximised to take advantage of available views.
Adequate litter bins, dog bins and grit bins need to be included	This will be considered through planning gain negotiations.
There should be adequate car parking spaces for visitors	Parking will be provided in accordance with Aberdeen City Council's parking guidelines.
Written assurances are needed that a Residents Association will be set up.	Details of this will be agreed in due course with Aberdeen City Council.
KCC want to retain the drystone dyke, with a break to provide access for footpath/cycles, but not vehicles. Removal of the dyke destroys the rural character. Any stones from dykes within the development should be reused within the development to provide a sense of place, and rural character of the area.	Stone dykes will be retained as far as is practical. Access to vehicles is required from the Lang Stracht. Any stones from dykes within the development will be reused where appropriate.
Concerned that access/amenity should not be interfered with during building work etc	Unfortunately there may be some disruption during building work, but this will be controlled and minimised as much as possible.

Key Issues

6 IMPACT

- 6.1 The Masterplan promotes access to walking and cycling networks.
- 6.2 The Masterplan contributes to the following Single Outcome Priorities:
 1 – We live in 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 “Aberdeen – A Smarter City” in terms of providing a clean, safe and attractive streetscape and promote bio-diversity and nature conservation, encouraging wider access to green space in our streets, parks and countryside, improving access to affordable housing in the private sectors by working with developers to maximize the effective use of developer contributions.

- 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;

Other (Housing) – Greater provision of affordable and family housing in Aberdeen as a result of development.

Other (Health) – Improved access useable open spaces for leisure pursuits and opportunities for walking/cycling/exercise.

7 BACKGROUND PAPERS

- 7.1 The West Huxterstone, Kingswells (July 2012 issue) 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
- 7.2 Aberdeen Local Development Plan 2012
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=42278&SID=9484>
- 7.3 Aberdeen Masterplanning Process 2012
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31782&SID=14394>

8 REPORT AUTHOR DETAILS

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Summary Document

OP42: West Huxterstone Masterplan

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August 2012

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Introduction to Masterplan

This document has been produced to provide a summary of the Huxterstone Masterplan document. It aims to highlight the key information and guidance contained in the document, however, for a more comprehensive understanding of the site, the process and the aims and outcomes of the Masterplan the main document is the main point of reference.

The site, identified in the Aberdeen Local Development Plan, lies approximately 4 miles to the west of Aberdeen City on the A944, an arterial route into the City. The land is in various ownerships, and extends to approximately 6 hectares (15 acres). It lies to the east and north of the old village of Kingswells which centred around Old Skene Road.

The Masterplan follows on from the Kingswells Development Framework, which was prepared by the Council in 2008. It explains how a residential development of around 120 units can be developed as an extension to Kingswells.

Figure 1: Kingswells Location Plan



It is intended that the document will form the basis of Supplementary Guidance (SG) to the Aberdeen Local Development Plan.

The design team has worked closely together to provide a well thought out response to the site. The Masterplan has been informed by a series of reports and technical studies. It has also benefited from community consultation and regular meetings with Aberdeen City Council.

The Masterplan document is set out in eleven sections, including:

1. Introduction
2. Context
3. Communication and Engagement
4. Identity
5. Transport and Accessibility
6. Planning and Design Principles
7. Infrastructure
8. Developer Contributions
9. Phasing and Delivery
10. Development Process
11. Further Information

This document gives a brief description of the key information.

Figure 2: Local Development Plan extract



Context

The Masterplan is a step towards the delivery of approximately 120 new homes in the village. Roads, drainage infrastructure and open space will also be provided to create a high quality residential environment.

The Masterplan aims to achieve the following:

- A high quality village extension that will create a unique environment that complements the existing character of the local area.
- Integration of the site with the existing neighbourhoods, which are all linked by a successful strategic landscape framework.
- The avoidance of skyline development by ensuring that buildings fit within a detailed landscape framework.

- The safeguarding and enhancement of the ecological habitat of the Den Burn.
- The connectivity of the site in terms of pedestrian and vehicular traffic with new pathways connecting the housing with recreational areas along the burn.

The masterplan considers the surrounding context, site features, existing landscape context, existing open space and the visibility of the site in determining the most appropriate means of developing the site for residential purposes.

There are a range of house types and styles in the area and there are no landscape features of any significant importance within the site. Stone dykes separate the fields and there are dykes to the north and east. Stone walls will be retained where appropriate and stone will be reused to build new stone walls throughout the development.

Figure 3: Topography

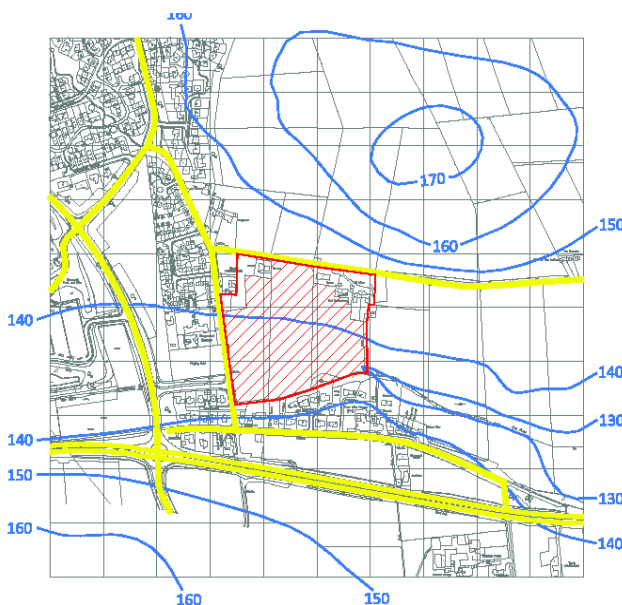
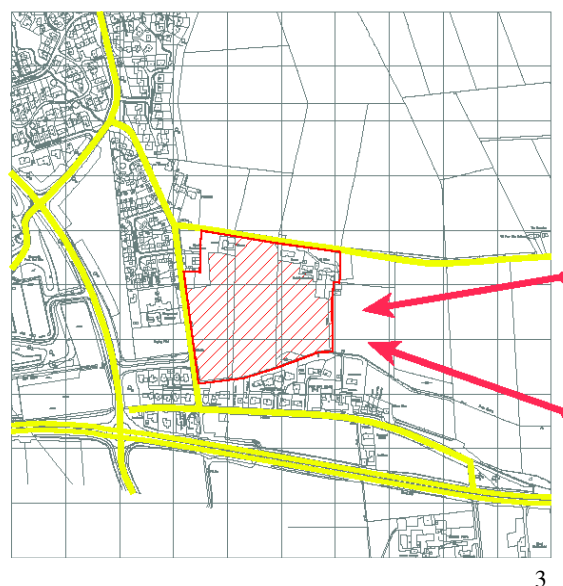


Figure 4: Site Visibility



The Den Burn lies to the south and south east and is an important natural feature what has been given due consideration in the design process, both in the landscaping proposals and in relation to the location of development.

The Den Burn corridor adjacent to the site will be retained and improved where appropriate. The introduction of landscaping and the SUDs basins will help to create open space which will enhance the wetland habitat. Footpaths will be provided to link the Den Burn to the surrounding area to improve access for all.

An Archaeology walk over study has been completed which concluded that there is no evidence of any Huxter Stones on the site, which was suggested in the Kingswells Development Framework. A further evaluation will be undertaken before development to ensure this is the case.

An Ecological Assessment was also undertaken which confirmed the site does not lie within any designed sites of interest. It is not listed under any statutory nature conservation, nor is it within any Council landscape or wildlife designation. The Den of Maidenraig Local Nature Reserve is located approximately 1km downstream of the masterplan site.

The Den Burn is identified as being of ecological interest. The land surrounding the burn will be retained and enhanced so that it is

inkeeping with the important linear habitat of the burn.

Environmental enhancements are proposed throughout the site, including the creation of new wooded areas and the improvement of the burn area, which is compliant with national and local plan policies. Net gains in biodiversity will arise as a result of these improvements, to the benefit of the wider area.

A Landscape and Visual Appraisal was also carried out which has informed the masterplan.

Communication and Engagement

A range of consultation exercises have been carried out in the development of the Masterplan.

This included a meeting with the Community Council; Two public consultation events, including a community council and councillor briefing prior to the public event; and a meeting with the adjacent landowner.

Issues highlighted at these events have been summarised and a response to each is contained in Appendix 1 and 2 of the Masterplan document.

Where possible, the wishes of the local community have been taken on board and incorporated into the design of the residential development. An explanation has been provided where this has not been possible.

Identity

Through the site analysis and public consultation, proposals were developed. A number of principles guided the Masterplan, consisting of the following:

- Traditional villages are successful due to their use of both green and “urban” spaces. Such spaces assist the legibility of their community due to the association of streets with a sense of place.
- The development of the site will be based on a series of green spaces which will be linked by a network of landscaping. The southern edge will enjoy clusters or strands of trees to create a more open “parkland” environment, whilst denser shelter belt planting will be utilised around the eastern perimeter of the site.
- Landscaping and open space requirements will be accommodated in the overall layout, within which the general philosophy will be to create “streets” and “places” rather than roads.
- The “streets” and “places” created will be aligned with groups of housing. Building lines are an important consideration in the designing of successful development and will ensure the creation of a “street”.

First Thoughts

From these principles emerged some first thoughts which were considered important in the development of the site, including:

- Retention of the Den Burn and Green Space Network.
- Creation of a new shelter belt to the east to provide screening and to soften the development.
- Enhancement of the buffers to the east.
- Provision of an appropriate density of housing whilst retaining quality public green space.
- A series of linked public spaces to allow green space to flow through the heart of the site.
- Easily accessible public green space to the south
- Principal vehicular access from Fairley Road with secondary access from the Land Stracht.
- Integration of the site within the context of Kingswells by reinforcing the building lines within the surrounding developments along the Lang Stracht. Development to face outwards at these points.
- Reinforcement of the rural character.
- Appropriately scaled and designed house types created using the established pattern of field boundaries

Transport and Accessibility

The Masterplan considers the existing access routes in the area in relation to the site, including pedestrian and cycle routes and core paths; public transport connections; road connections; and the connectivity of the site with the surrounding area.

The site will be fully connected with the surrounding area and this is crucial to the success of the site.

Two points of access are proposed in accordance with Council guidelines. The main access is from Fairley Road, with a secondary access from the Lang Stracht. Two points of access from Fairley Road were investigated, however, due to visibility requirements, junction spacing and configuration requirements, this was not possible. Access from the Lang Stracht will be a right in and left out configuration to minimise

movements eastwards along the Lang Stracht beyond the development access.

The access from Fairley Road continues into the site providing an opportunity for an east-west spine from which an arrangement of meandering secondary minor access roads run northwards designed to minimise gradients and cut and fill as much as possible.

Development will be supported by the infrastructure required to sustain the development identified as necessary through a Transport Assessment (TA). This will identify a Travel Plan Framework to allow the preparation of a Residential Travel Pack for approval by Aberdeen City Council prior to first occupancy of the site.

STF policy will apply. Details will be worked out at the planning application stage in addition to site specific transport mitigation.

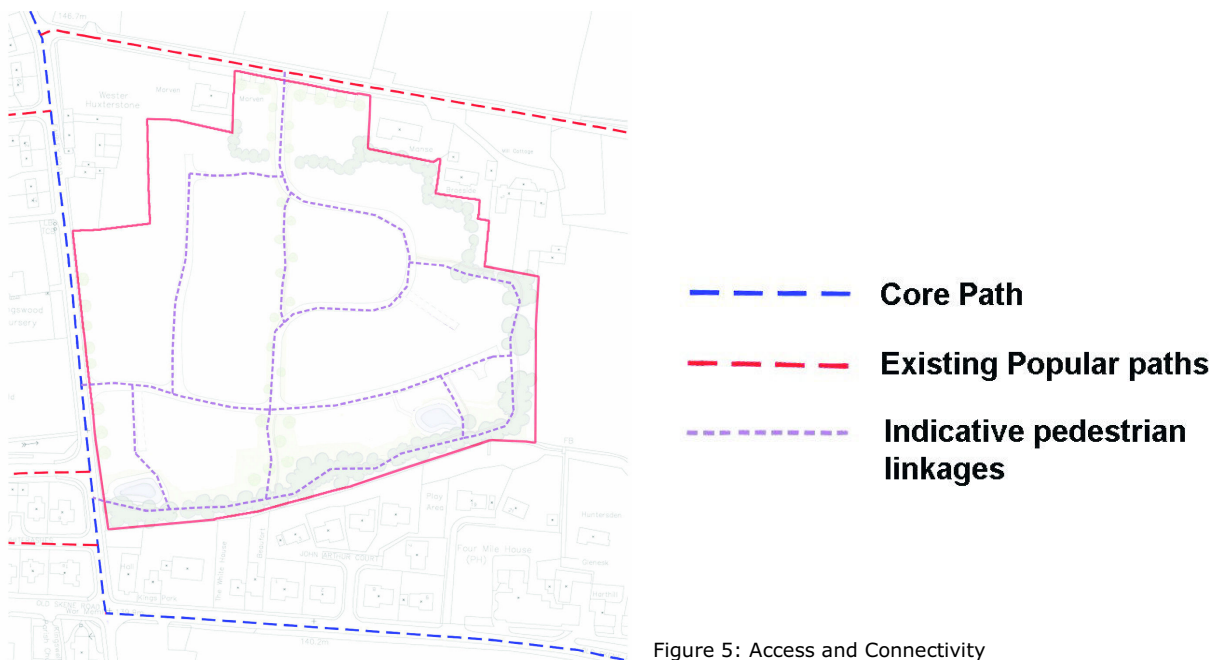


Figure 5: Access and Connectivity

Planning and Design Principles

The masterplan provides a context for development and outlines the planning and design principles that should be followed in any planning applications for the site.

The main issues considered were the Den Burn, the Green Space Network, topography of the site, existing properties to the north and existing stone walls.

One of the main aims was to integrate the site within the existing neighbourhoods through a successful strategic landscape network. This provides an attractive landscape setting, within which housing will be located, so that the site fits with the character of the wider area.

Given the visibility of the site from the east, a sensitive design solution, offering suitably located development and enhancement of strategic landscaping is proposed. Landscape wedges will cut into the site at a variety of points allowing pedestrian access from the site to land beyond. These spaces are complemented by pathways to create a recreational framework.

A new shelter belt is to be planted along the eastern boundary to soften views of the development when viewed from the east. Landscaping adjacent to existing properties to the north will ensure their amenity is protected.

The Green Space Network to the south is an important feature which will be protected and enhanced.

Areas of open space will be concentrated principally along the burn, which will maintain the local character of the area. Open space will be linked by a network of footpaths which will ensure the integration of the site with the wider Kingswells area.

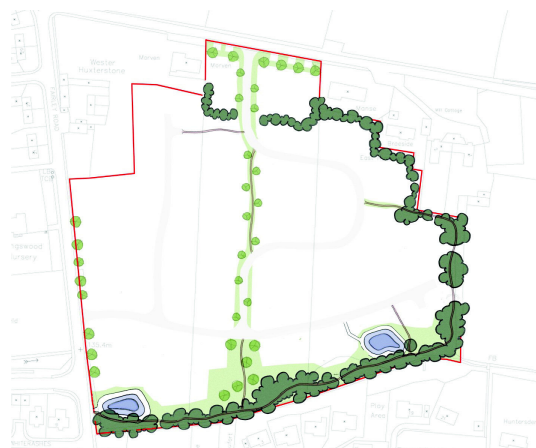
Street trees will soften the street scene and provide visual interest within the development.

The design and layout of the development will fit within the landscape framework and network of open space on the site and will avoid skyline development.

Housing will sit away from the Den Burn and Green Space Network to ensure their protection. Housing will follow the established pattern of field boundaries.

The Masterplan and Landscape Appraisal provide further details of the landscaping and open spaces proposed. A Design Statement will be submitted with any planning application(s) for the site to explain how the design and layout of the external spaces will contribute to a quality environment.

Figure 6: Landscaping



Design and Layout

The rising topography of the site will allow for the development to fit naturally into the landscape, avoiding housing intruding into the skyline.

Steps will also be taken, wherever possible, to minimise the extent of tabling. Each house will sit at its own appropriate level, which will enhance connectivity and create a more cohesive layout.

Development will consider Scottish Government Policy 'Designing Streets' and 'Designing Places'. Surfaces will be shared to promote pedestrian priority by reducing vehicle speeds.

The orientation of properties will be maximised to take advantage of available views. Housing on the perimeter will face the surrounding streets while housing in the heart will generally face south. Development will not turn its back on the Lang Stracht as required by the Kingswells Development Framework.

Development will therefore face outwards at these points to engender them with the architectural merits of a 'street'. This follows best practice, so that proposals engage with their surroundings, offering visual and physical connectivity to the existing village.

Four character areas are identified in the Masterplan, including:

- Rural Lang Stracht Character Area
- The Den Burn Character Area
- Central Character Area
- Fairley Road Character Area

The character areas are determined by the architectural styles of the different developers, although a palette of similar materials and finishes will be provide unity and coherence throughout the development.

The Masterplan provides full details of the character areas.

Figure 7: Character Areas



The Rural Lang Stracht Character Area

This area will be characterised by buildings of a similar footprint to those already found either side of the site on the Lang Stracht. Split level housing will be located in this area which will reduce roof heights and be in keeping with existing houses in the area.

Figure 8: Lang Stracht Perspective



The Central Character Area

This area is characterised by the pedestrian landscape link running north south through the centre of the site, the function of which is to provide a link from the Green Space Network to the south to the rest of the site and the settlement of Kingswells.

Figure 9: Landscape Link Perspective



It also provides recreational opportunities in the form of a walking route through the site. The wedge provides visual continuity from the Den Burn Character Area by continuing the green link. Dwellings overlook this area to increase visual supervision and safety.

The Denburn Character Area

This area is dominated by the Green Space Network to the south which provides the main focal point of the site in the form of open space along the Burn. The function of this space is to provide recreational opportunities in the form of footpaths along the burn, linking to footpaths around the site.

New landscaping will enhance this area and a play park will provide opportunities for children to enjoy this area.

Figure 10: Eastern Courtyard Perspective



Shared surfaces will reduce vehicle speeds and encourage pedestrian activity in the area. Houses to the east will be grouped around a courtyard.

Fairley Road Character Area

The houses facing Fairley Road will be of a similar typology of those found elsewhere along the street. They will formally face the street and will utilise a simple palette of materials and detailing complemented, where practical, by drystone dykes and formal tree planting forming their front gardens. The houses either side of the entrance will be selected to respond to 'gateway' opportunity.

Figure 11: Fairley Road Perspective



The layout will make efficient use of the land and housing will range in floorspace from 44 square metres to 140 square metres offering a variety of accommodation and styles, ranging from one to five bedroom properties.

Materials will vary and include smooth render, dry dash render and stonework. Roofs will consist of concrete tiles or slate effect tiles in differing colours.

The developers promote a "fabric first" approach which looks at how the construction of the properties can create less need for energy consumption before adding any energy generating technologies. This primarily focuses on increased levels of insulation, air tightness and building orientation to maximise solar gain.

The buildings will meet current standards of sustainability promoted by Aberdeen City Council.

An indicative design concept is contained in the masterplan as indicated below.

Figure 12: Indicative Design Concept



The indicative design concept is taken a step further in the preparation of an indicative block layout for the site.

Shared surfaces will reduce traffic speed and encourage pedestrian priority. The site is linked by a network of open space and footpaths and a play area is located within the open space to the south. This is explained further in the Masterplan document.

Figure 13: Indicative Block Layout



Infrastructure

A Drainage Impact Assessment and Sustainable Urban Drainage Strategy (SUDs) will be submitted with any planning application(s) for the site. A construction method statement will also be submitted in

relation to development activity on the site.

The Masterplan provides details of foul and surface water infrastructure for the site. Sewers will be designed and installed in accordance with best practice advice.

Developer Contributions

Aberdeen City Council through their Action Programme indicates the infrastructure requirements for the site. Details are provided in the Masterplan.

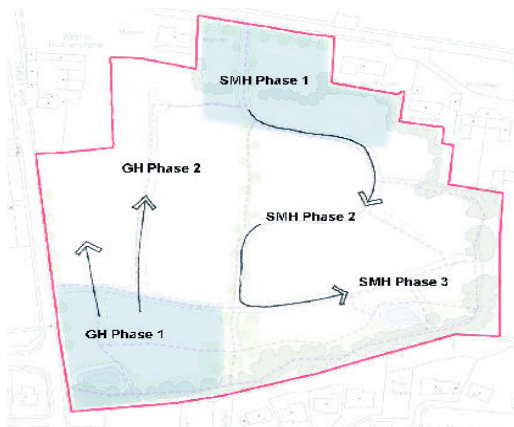
The amount and type of contributions will be commensurate with the scale and impact of development as required by Scottish Government Circular 1/2012: Planning Agreements.

The precise levels of infrastructure provision and developer contributions required for the development will be agreed with Aberdeen City Council via the planning gain officer in consultation with other statutory agencies.

Affordable housing will be provided in accordance with the approved Local Development Plan and will be integrated throughout the development.

Phasing and Delivery

Development will be provided in a number of phases and the Masterplan provides an indication of when they will be delivered.



Planning application(s) for the site will be accompanied by a Delivery Statement providing further details of how the proposed development and supporting infrastructure will be provided.

Development Process

Subject to approval, the Masterplan will become Supplementary Guidance and a material planning consideration in the determination of planning application(s) within the area covered by the Masterplan.

All planning applications will comply with the Town and Country Planning (Hierarchy of Developments)(Scotland) Regulations 2009 and where appropriate the Pre-Application Consultation (PAC) process outlined in the Planning etc (Scotland) Act 2006.

Planning applications, where required will be submitted with a PAC report detailing the public consultation carried out. This will provide evidence that there has been appropriate input from stakeholders, landowners, the local community and other community representatives in the preparation of the proposals. Where disagreement may have arisen which has not been resolved, this will be made clear.

Figure 14: Phasing

Further Information

For further information contact:

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The Masterplan was prepared in
association with Aberdeen City
Council by

Ryden

The logo for Ryden, featuring the word "Ryden" in a bold, blue, sans-serif font.

Nicol
Studios

Russell



Fairhurst

The logo for Fairhurst, featuring the word "FAIRHURST" in a bold, black, sans-serif font, with a red underline.

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ABERDEEN CITY COUNCIL

COMMITTEE: **Environment, Planning and Infrastructure**

DATE: **11th September 2012**

DIRECTOR: **Gordon McIntosh**

TITLE OF REPORT: **Various small scale traffic management and development associated proposals (New Works)**

REPORT NUMBER: **EPI/12/144**

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.

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.

Budget	Implementation costs (£)	Additional maintenance costs (£) after 5 years	Comments
(●) Cycling, Walking, Safer, Streets (Scot Gov grant-funded)	3,730	2,250	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
(❖) Developer financed	-	8,155	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
(➤) Disabled Parking	7,500	3,750	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.

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 locations brought forward during the course of routine examination of road safety and traffic flows and proposals resulting from requests from developers.

Key:
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

Balnagask Road – Proposed “At any time” waiting restrictions

Visibility issues when exiting from the Community Centre has been highlighted by a member of the public through a local Councillor. A short section of “At any time” waiting restrictions on either side of the access road will improve the visibility at this location.

The proposals are indicated on the plan below.

Implementation cost - £100

Estimated additional maintenance cost – £100 every 5 years

Ward (12) – Ferryhill/Torry

Elected members – Allan/Dickson/Donnelly/Kiddie

Burnbrae Crescent and Hallfield Road – Proposed waiting restrictions, “Mon – Fri; 8:00am to 10:00am” and “At any time”

The refuse collection service is experiencing serious difficulties in manoeuvring their vehicles round these roads on collection days. Similar problems would therefore be experienced by delivery vehicles and emergency vehicles should they also require access.

Discussions were held with operation officers for this service with a view to using a smaller collection vehicle in this area. However, it was concluded that this was not possible due to limited access to these vehicles and the following restrictions would therefore be the preferred solution.

The proposals are indicated on the plan below.

Implementation cost - £1700

Estimated additional maintenance cost – £650 every 5 years

Ward (3) – Kingswells/Sheddocksley

Elected members – Cameron/Delaney/Ironside

Cranford Road – Proposed “At any time” waiting restrictions

It has been highlighted, through the City Wardens, that vehicles are being parked indiscriminately on the slip road outside the take-away premises on the corner of Cranford Road at Great Western Road, and in some cases causing vehicles to reverse out onto Great Western Road. The slip road is not wide enough to allow parking on one side and a vehicle to pass and installing waiting restrictions along the length of this slip road, on both sides, will allow the City Wardens to address this issue.

These restrictions would not affect the ability to load and unload to the premises from this slip road.

The proposals are indicated on the plan below.

Implementation cost - £180

Estimated additional maintenance cost – £180 every 10 years

Ward (11) – Airyhall/Broomhill/Garthdee

Elected members – Taylor/Townson/Yuill

Crown Street – Proposed “At any time” waiting restrictions

Historically there have been parking spaces behind the footpath along the front of Crown House to allow the Royal Mail vans easy access to park off-street. A single yellow line protected this parking for the Royal Mail during the day but allowed residential parking along the kerb-side in the evenings and on a Sunday when the Royal Mail vans were not in use.

Crown House was developed into residential apartments and the parking spaces were allocated to its residents, however the waiting restrictions remained unchanged, “Mon – Sat; 8am to 6pm”.

The residents' parking requirement is not restricted to these times and they need access to their parking spaces at all times and the kerbside waiting restrictions require to reflect this with "At any time" waiting restrictions.

The proposals are indicated on the plan below.

Implementation cost - £160

Estimated additional maintenance cost – £80 every 5 years

Ward (12) – Ferryhill/Torry

Elected members – Allan/Dickson/Donnelly/Kiddie

Denmore Gardens – Proposed "At any time" waiting restrictions

In recent times the indiscriminate parking on Denmore Gardens, and in particular at the access road to the Council Depot, has increased to a point where access to the depot is becoming difficult and hazardous on a regular basis.

Vehicles should be kept clear of the junctions in accordance with the Highway Code, however this is not happening and the implementation of "At any time" waiting restrictions should resolve this access problem.

The proposals are indicated on the plan below.

Implementation cost - £550

Estimated additional maintenance cost – £550 every 5 years

Ward (2) – Bridge of Don

Elected members – Jaffrey/Reynolds/Stuart/Young

Duthie Terrace– Proposed "At any time" waiting restrictions

Complaints have been received from elderly residents in Duthie Court about access to these houses being restricted by vehicles parking too close to the exit and also opposite the exit. Short sections of "At any time" restrictions to both sides of the exit should improve access significantly.

The proposals are indicated on the plan below.

Implementation cost - £100

Estimated additional maintenance cost – £100 every 5 years

Ward (11) – Airyhall/Broomhill/Garthdee

Elected members – Taylor/Townson/Yuill

Fonthill Road Car Park – Proposed “At any time” waiting restrictions

There is currently a turning area within this car park that has been hatched to indicate that it requires to be kept clear of parked vehicles. It has been observed by officers that vehicles are currently being parked on this area and at present the city wardens are unable to prevent this from occurring.

This hatching requires to be removed and be replaced by “At any time” waiting restrictions in order that enforcement can take place and normal turning movements allowed within the car park.

The proposals are indicated on the plan below.

Implementation cost - £100

Estimated additional maintenance cost – £50 every 5 years

Ward (12) – Ferryhill/Torry

Elected members – Allan/Dickson/Donnelly/Kiddie

Hazledene Road – Prohibition of Driving (except for access)

A request was received from the Housing and Environment Service to have through access restricted along this road.

This road is maintained by Housing and Environment as a private road and previously carried a large number of commuter vehicles to and from the City in the peak hours. However, the condition of the road surface has deteriorated to such an extent now that it is unsuited to allow commuter traffic to use this road, hence the request to have access restricted.

It is not anticipated that repairs will be carried out in the foreseeable future to a standard that would allow it to reopen to all traffic and the prohibition of driving would be permanent.

Access will be maintained to the car parks servicing the forest walks and to any private land /property as required, and pedestrian and cycle “through” access will also be maintained.

The proposals are indicated on the plan below.

Implementation cost - £nil

Estimated additional maintenance cost – £nil

Ward (10) – Hazlehead/Ashley/Queen’s Cross

Elected members – Corall/Greig/Stewart/Thomson

Elected members – Adam/Blackman/Dunbar

Howes Drive – Proposed - “At any time” waiting restrictions

Residents have highlighted through their local member that a small number of residents are parking on the grassed area damaging the surface.

It is now proposed that a section of “At any time” waiting restrictions be progressed over this area to remove this indiscriminate parking and reduce the damage to the grassed amenity area.

The proposals are indicated on the plan below.

Implementation cost - £350

Estimated additional maintenance cost – £350 every 5 years

Ward (4) – Northfield

Elected members – Carle/ Dunbar/Graham

Oakhill Crescent – Proposed revocation of “Residents Only” parking bay and proposal of “At any time” waiting restrictions.

As part of an extension to the Foresterhill Controlled Parking Zone, Oakhill Crescent had parking and waiting restrictions installed along its length and within the turning circle at the end of the cul-de-sac. At the outset the turning area was proposed to have “At any time” waiting restrictions implemented over the entire area. Residents were unhappy with this proposal and objected to it as they thought it would be too restrictive on their ability to park at their homes. With the support of the local member at that time, a single “Resident Only” parking bay was implemented at one end of the turning area.

Recently, however, it has been accepted by the same residents that the original proposal was correct and they now wish to have that space removed, and replaced with “At any time” waiting restrictions. The parking space does currently impede the turning movements in this cul-de-sac

The proposals are indicated on the plan below.

Implementation cost - £180

Estimated additional maintenance cost – minimal

Ward (7) – Midsocket/Rosemount

Elected members – Cormie/Forsyth/Laing

St Clements Street, access to private business – Proposed “At any time” waiting restrictions

It was brought to the attention of the Council that double yellow lines had been laid on a private access just beyond the public carriageway and without consultation with Aberdeen City Council. Vehicles have been parking on this private access causing problems to the business and their delivery vehicles hence their actions in laying these lines on their ground.

The presence of these lines, although on private ground, have resulted in the vehicles which previously parked within the access, now parking closer to the carriageway and blocking the dropped kerb in place to aid pedestrians/disability scooters/buggies along the footway.

Discussions were held with the company and agreement made that the Council would extend the companies lines to cover the dropped kerb and the business was happy for their lines to be taken through the legal process and included in a Traffic Regulation Order that the City Wardens can enforce.

The advantage in this from the Council viewpoint is that we will not then have sections of yellow lines that appear to be on the road that the City Wardens cannot enforce but the public expect to be enforced.

The proposals are indicated on the plan below.

Implementation cost - £70

Estimated additional maintenance cost – £230 every 5 years

Ward (8) – George Street/Harbour

Elected members – May/Morrison/Morrison

Sunnybank Road at Sunnybank Primary School – Revocation of “Pay and Display” parking bay and replacement with timed waiting restriction.

Sunnybank Primary School houses the facility for children with hearing difficulties and special need and many of these children travel some distance across the City to attend this school. This often involves a larger than normal number of children arriving at school by taxi and this causes regular access problems. Requests have been received from staff members at the school to adjust the restrictions outside the school to try and resolve some of these issues.

There are existing “SCHOOL KEEP CLEAR” zig-zags across the access points and waiting restrictions to prevent vehicles being parked outside the school all day and a short section of “Pay and Display” parking. Once the parking bay is full the section of waiting

restriction is not long enough to accommodate the number of vehicles required to transfer these children to the school. Additional kerbside drop-off space is required.

It is therefore proposed to remove the length of the “Pay and Display” parking bay and replace it with a 24m length of timed waiting restriction, Mon – Fri; 8am to 4pm. This will prevent long-term parking but will allow vehicles to drop-off and pick-up outside the school during the operational times of the restriction.

The proposals are indicated on the plan below.

Implementation cost - £240

Estimated additional maintenance cost – nil

Ward (6 and 8) – Tillydrone/Seaton/Old Aberdeen and George Street/Harbour

Elected members – Grant/Milne/Noble and May/Jean Morrison/
Nathan Morrison

The following proposals will be funded by the developer

- ❖ **Balmoral Terrace Nos 11 - 13** – Proposed “At any time” waiting restrictions

As part of the Construction Consent for this development “At any time” waiting restrictions are required to protect the newly formed access from parked vehicles and to maintain visibility.

The proposals are indicated on the plan below.

Implementation cost – nil

Estimated maintenance cost – £120 every 5 years

Wards (11) – Airyhall/Broomhill/Garthdee

Elected members – Taylor/Townson/Yuill

- ❖ **Elphinstone Road** - Proposed “At any time” waiting restriction

Currently there is a timed waiting restriction along the west side of Elphinstone Road (which is a one-way street) and these restrictions have been in place for many years. After construction of the new library a raised crossing point was installed across Elphinstone Road and is being very well used. The timed waiting restriction, however, has not been altered and now vehicles are parking on either side of the crossing point and in some instances blocking visibility for drivers approaching the pedestrian crossing point.

“At any time” waiting restrictions are required to improve the visibility and therefore safety at this pedestrian crossing point.

The proposals are indicated on the plan below.

Implementation cost - £nil

Estimated additional maintenance cost – £250 every 5 years

Ward (6) – Tilldrone/Seaton/Old Aberdeen

Elected members – Grant/Milne/Noble

❖ **Foresterhill Road** – extension to the 20mph speed limit

Currently there is an 20mph speed limit on the loop road around the main car parks on the Foresterhill site.

Discussions on the permanent traffic management within the Foresterhill site have highlighted the need to extend this 20mph speed limit to the north and south of this loop road. This will result in a 20mph speed limit over the entire road from Westburn Road northwards to Ashgrove Road West.

The proposals are indicated on the plan below.

Implementation cost - £nil

Estimated additional maintenance cost – £minimal

Ward (7) – Midsocket/Rosemount

Elected members – Cormie/Forsyth/Laing

❖ **Kingswells, Prime Four development** – Proposed “40mph speed limit”, “right-turn ban”, “one-way” restriction and “At any time” waiting restrictions.

As part of the consents for this major development to the west of Kingswells, there are a number of traffic restrictions required to be implemented on completion of the engineering works.

The proposals are indicated on the 3 plans below.

Implementation cost – nil

Estimated additional maintenance cost – £7700 every 5 years

Wards (3 and 9) – Kingswells/Sheddocksley and Lower Deeside

Elected members – Cameron/Delaney/Ironside and Boulton/Malik/Malone

❖ **Regent Walk** – Proposed “At any time” waiting restrictions

As part of the consent for this development there is a requirement for “At any time” waiting restrictions to replace the section of Mon – Fri; 8:00am to 6:00pm waiting restrictions. This is to allow a cycle lane to be incorporated along the south side of Regent Walk.

The proposals are indicated on the plan below.

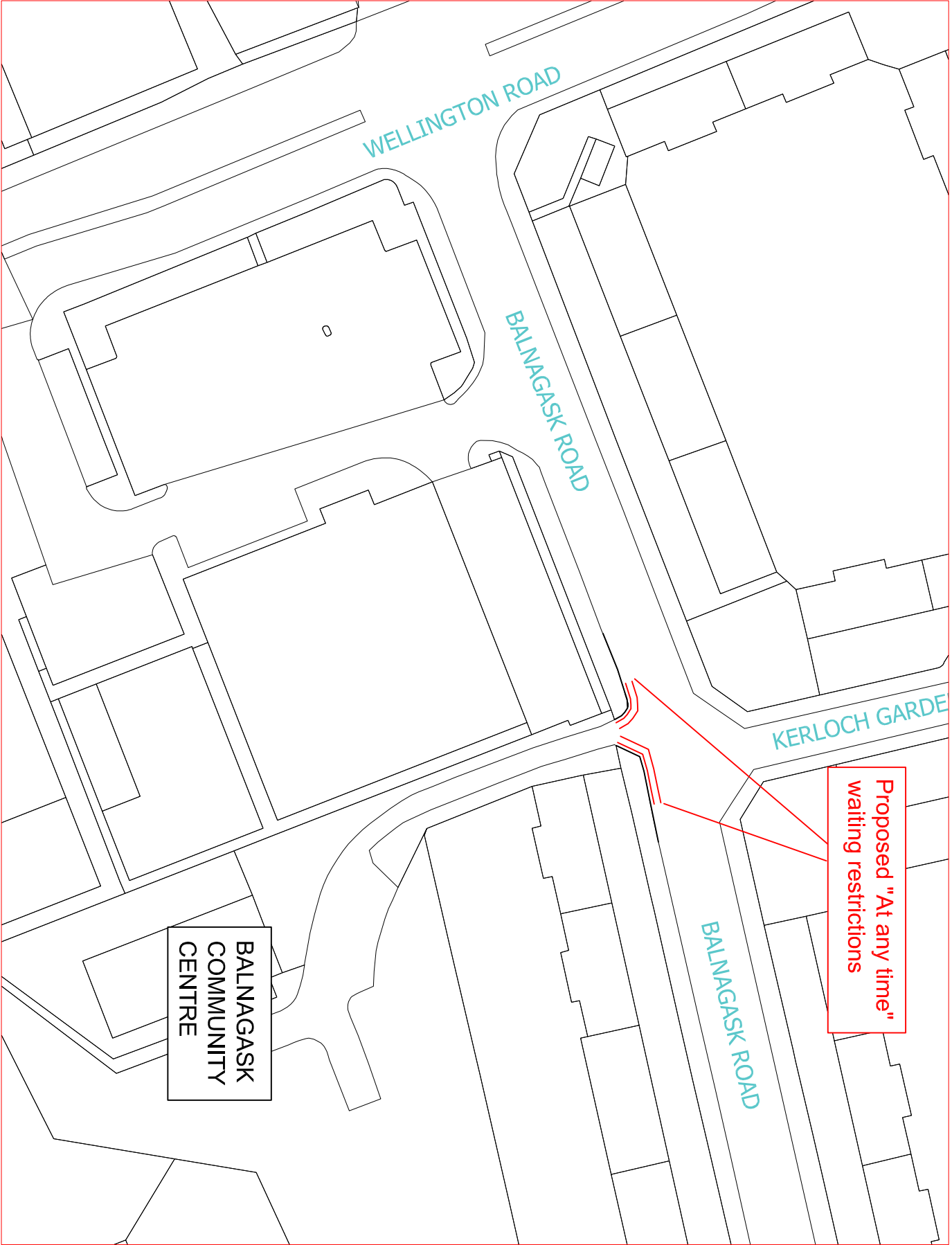
Implementation cost – nil

Estimated additional maintenance cost – £85 every 5 years

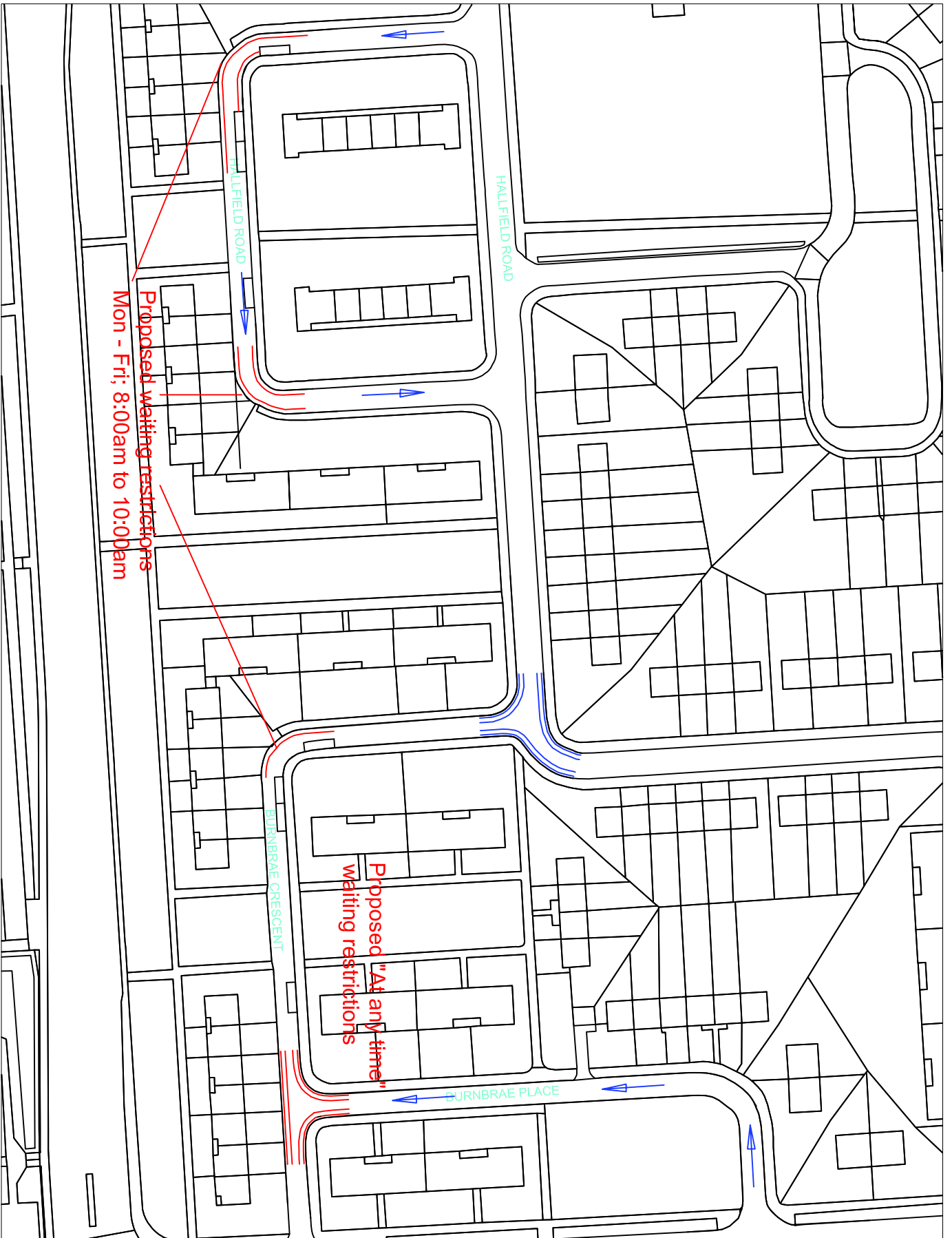
Wards (6) – Tillydrone/Seaton/Old Aberdeen

Elected members – Grant/Milne/Noble

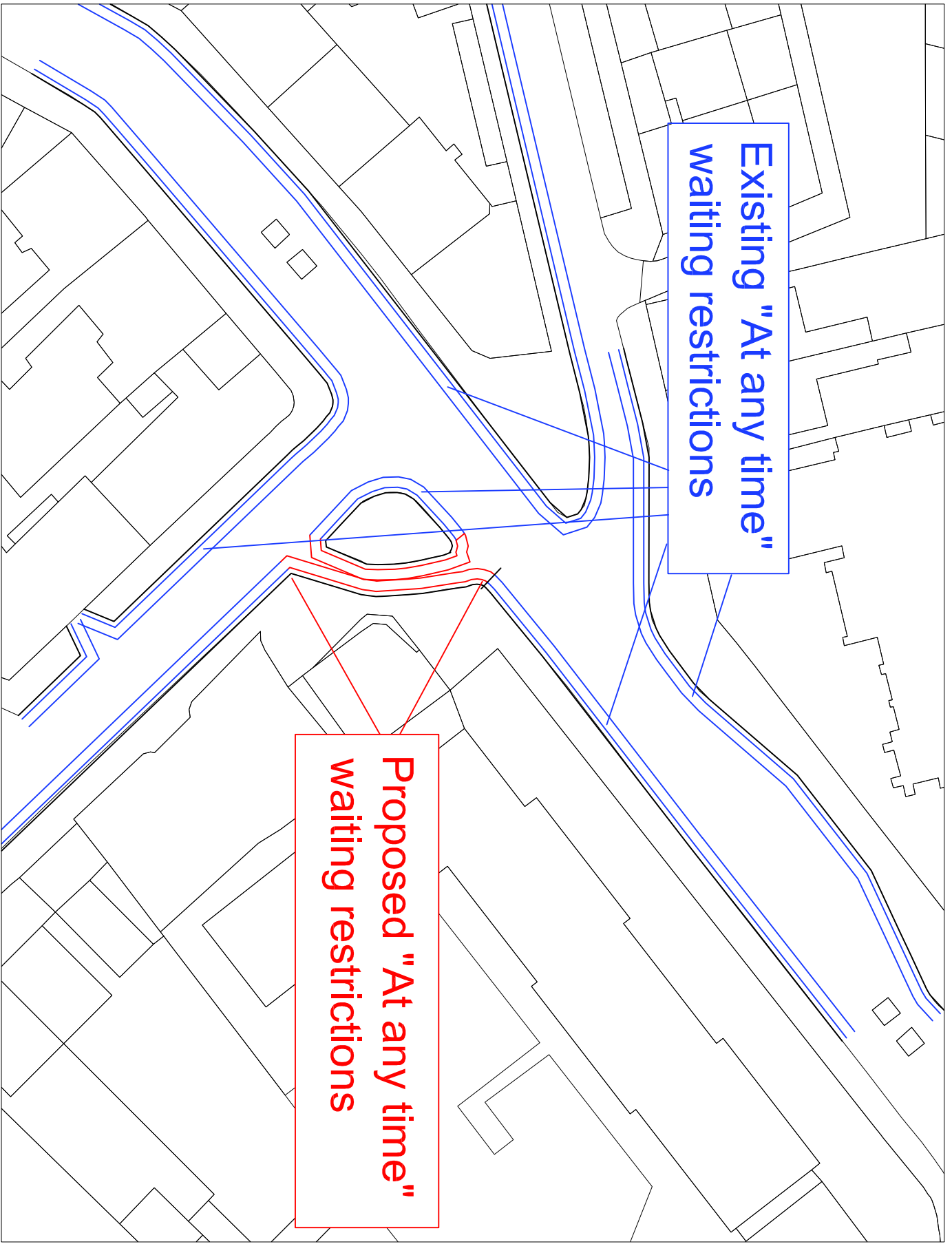
Balnagask Road - Proposed "At any time" waiting restrictions



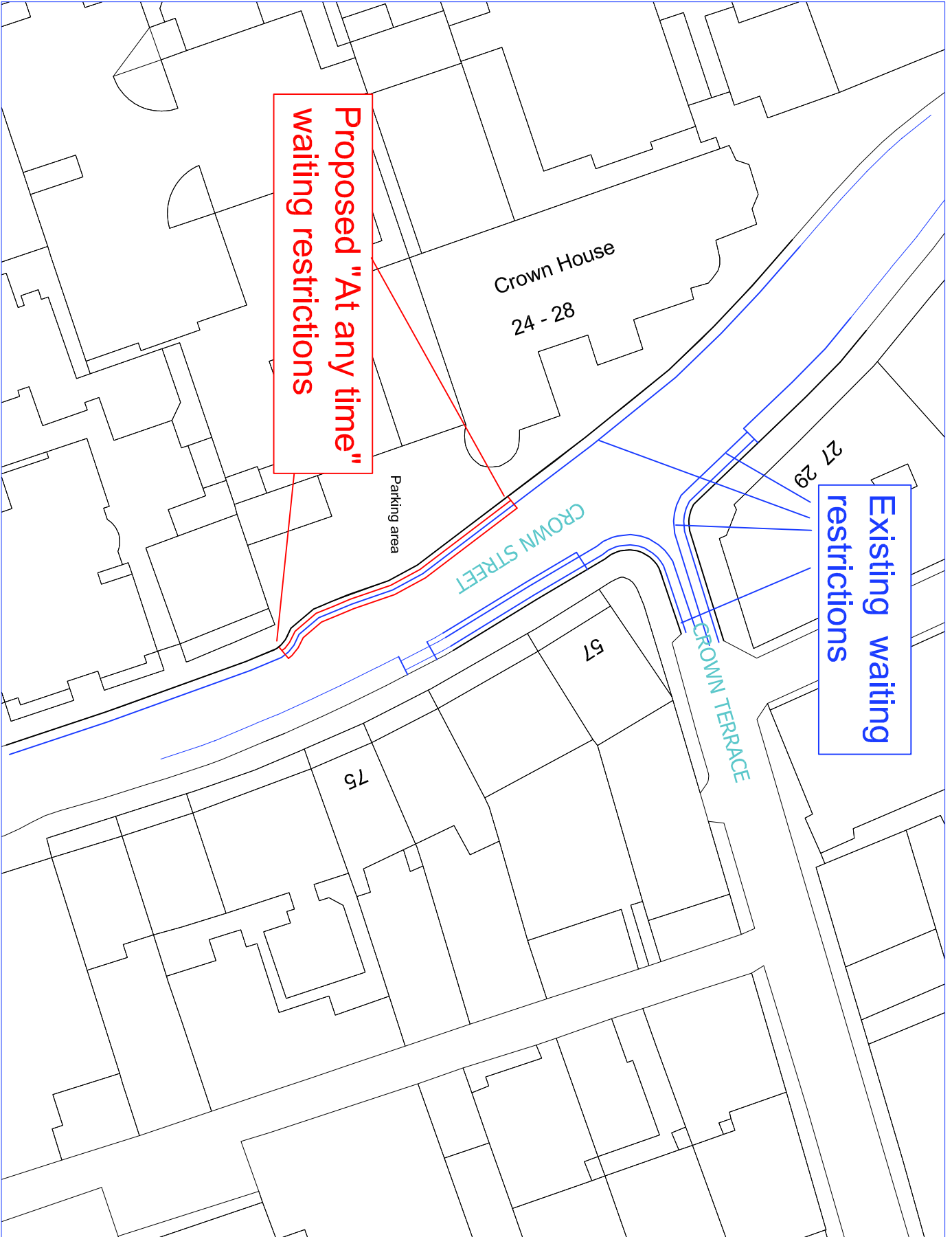
Burnbrae Crescent/Hallfield Road - Proposed waiting restrictions



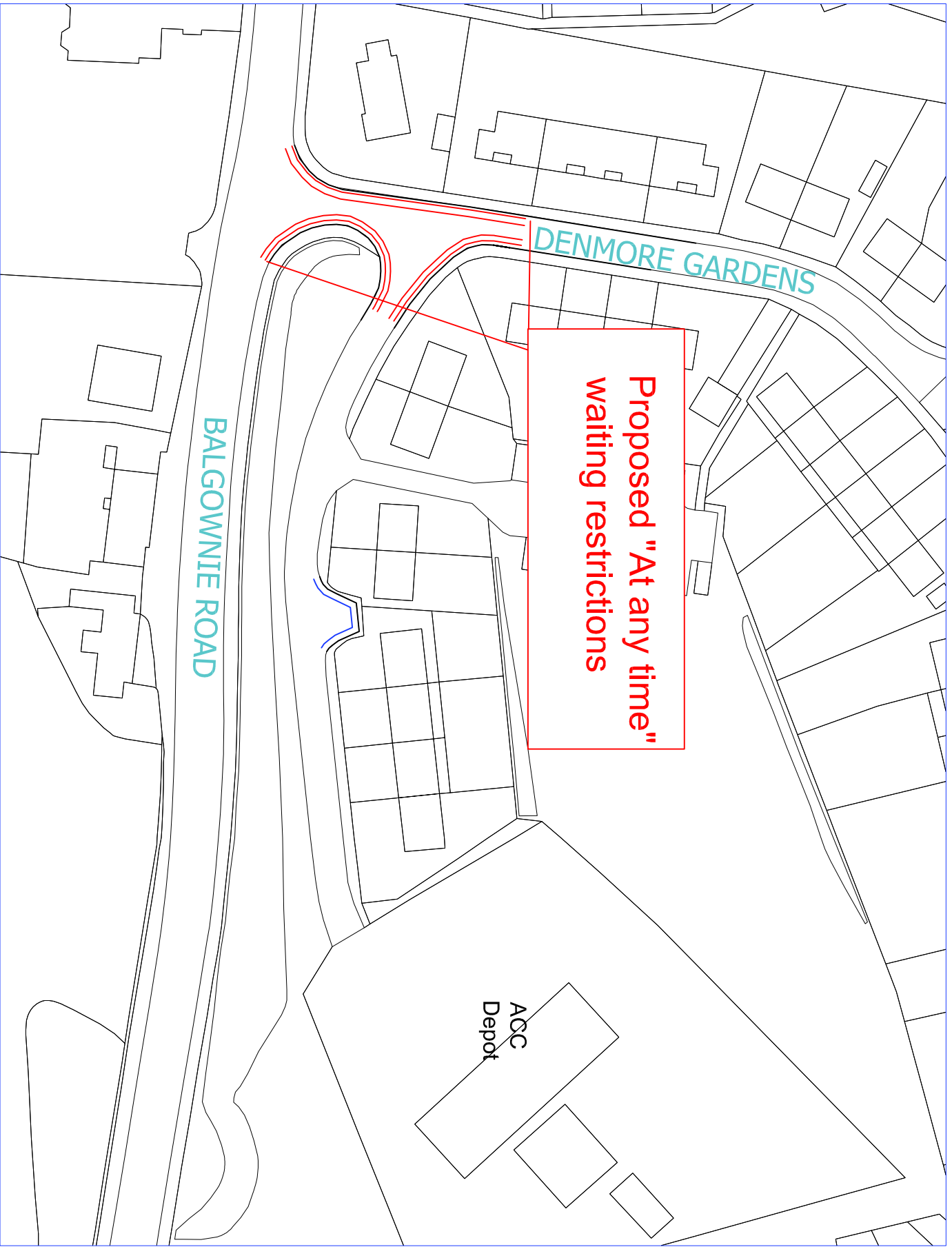
Cranford Road - Proposed "At any time" waiting restrictions



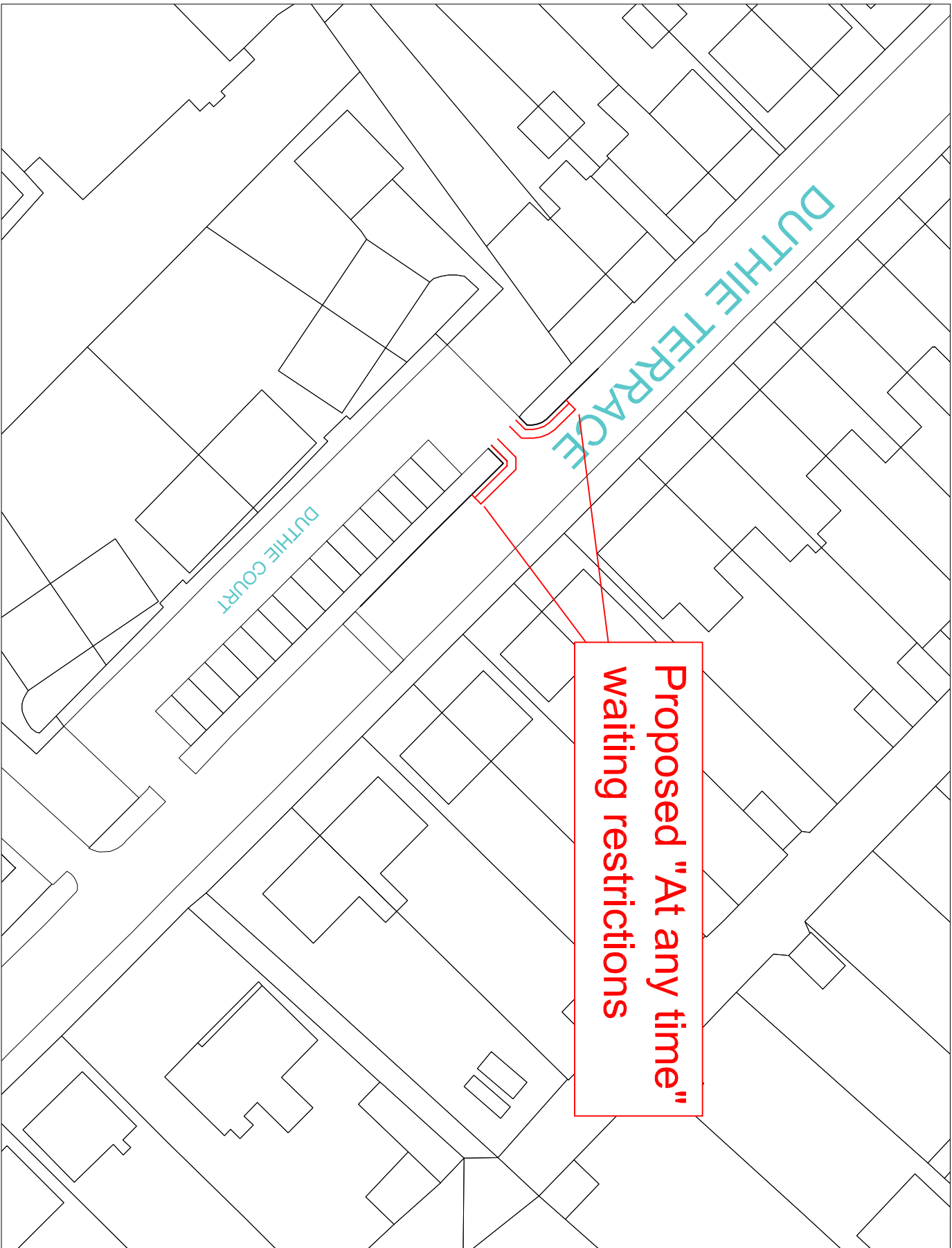
Crown Street - Proposed "At any time" waiting restrictions



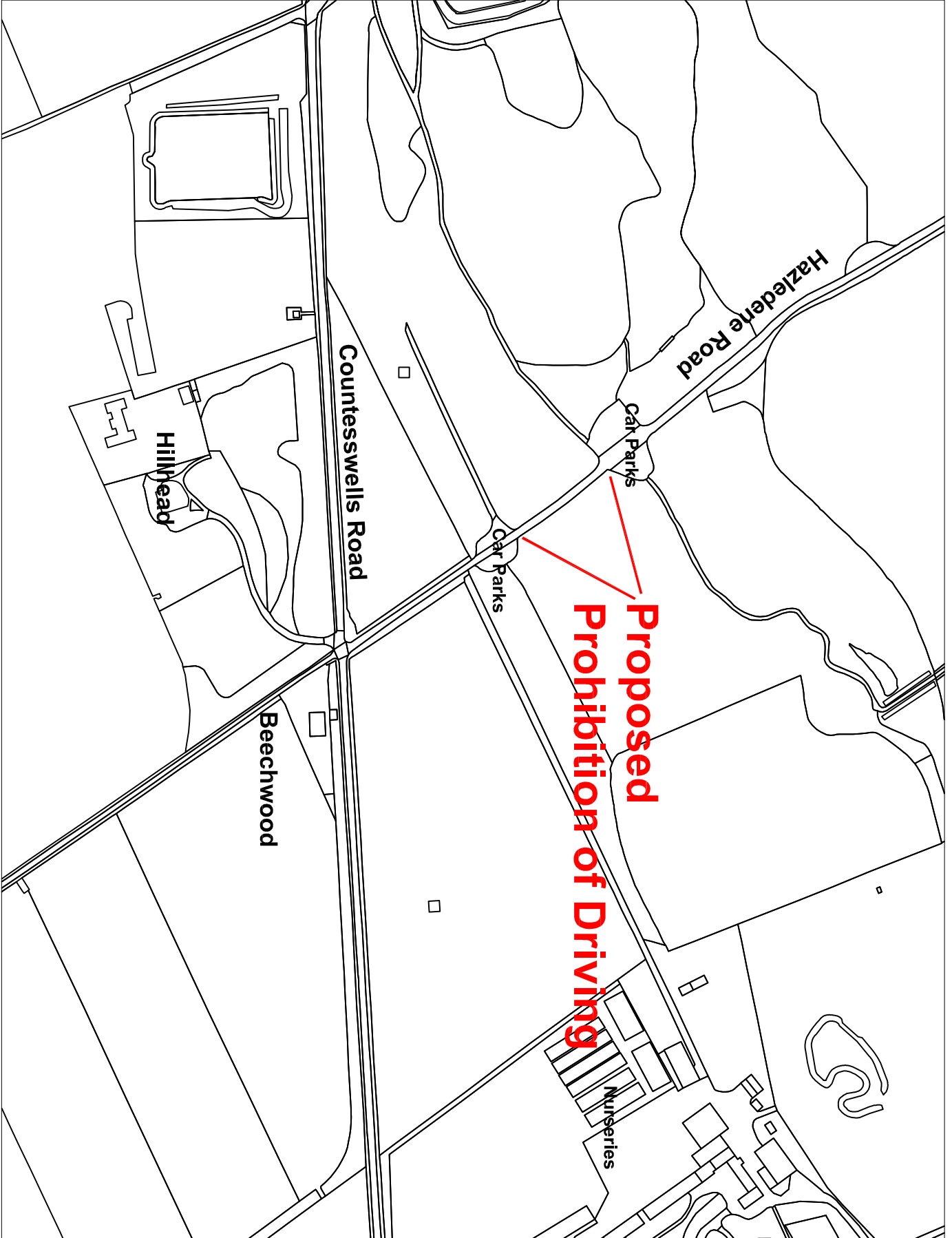
Denmore Gardens - Proposed "At any time" waiting restrictions



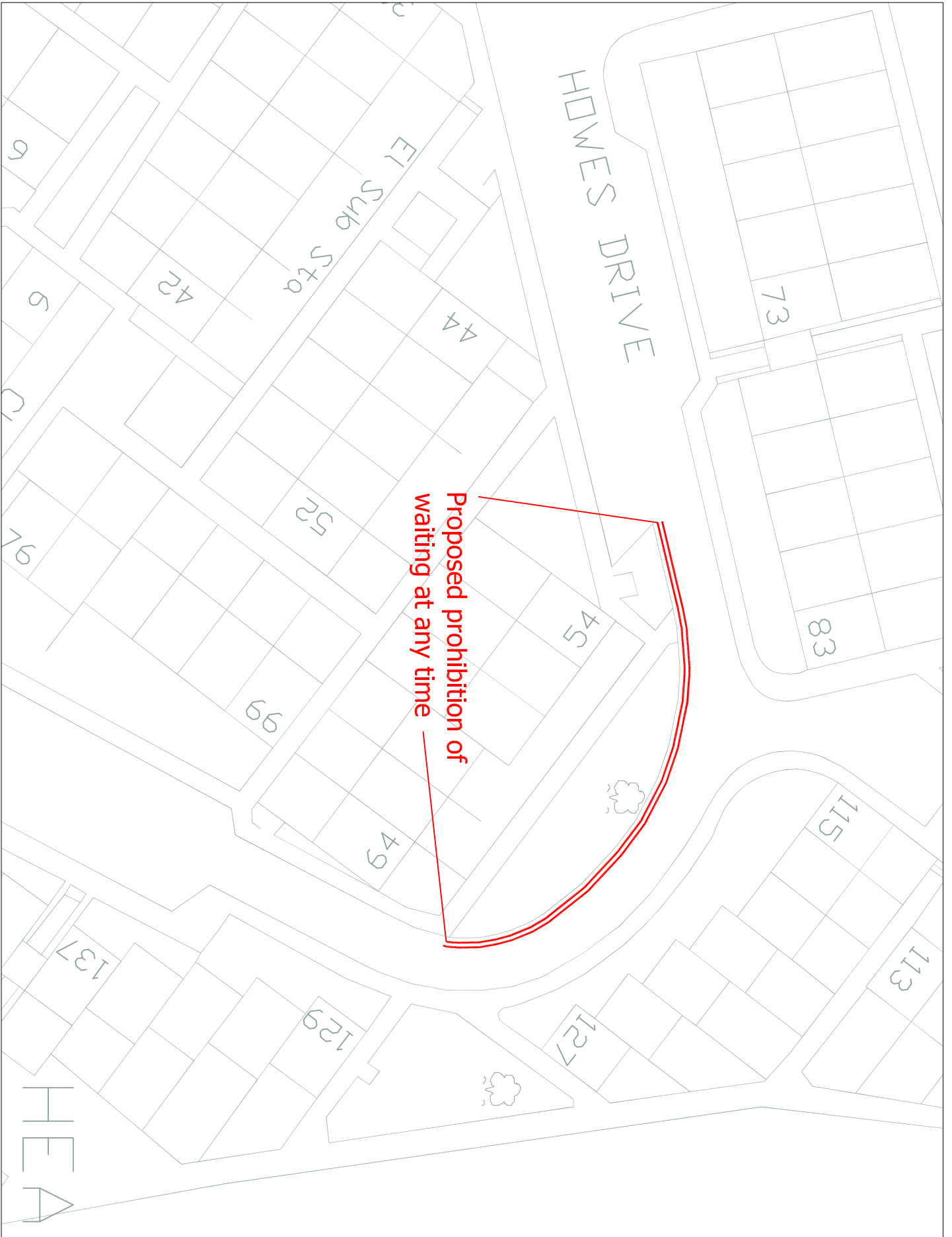
Duthie Terrace - Proposed "At any time" waiting restrictions



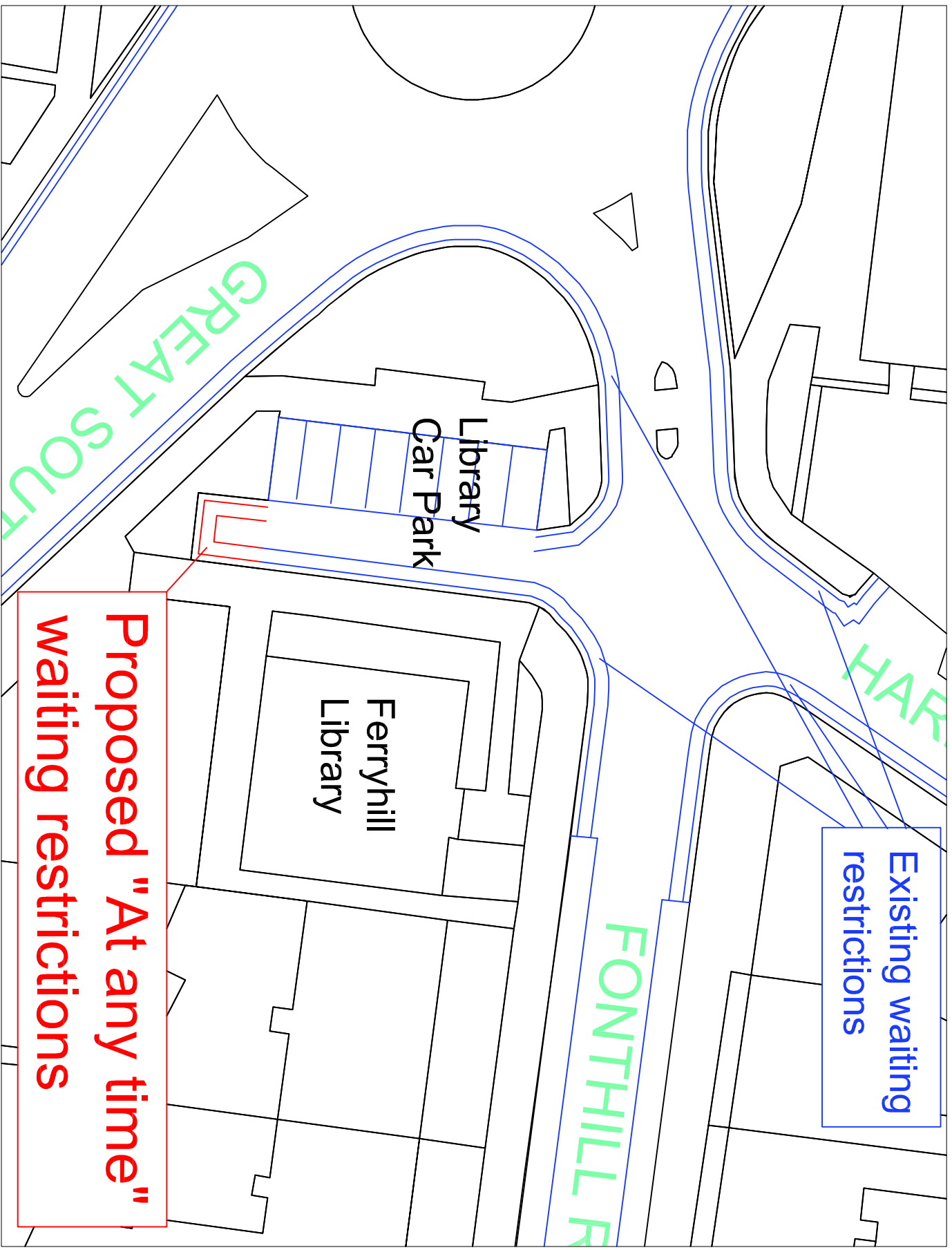
Hazledene Road - Proposed Prohibition of Driving (except for access)



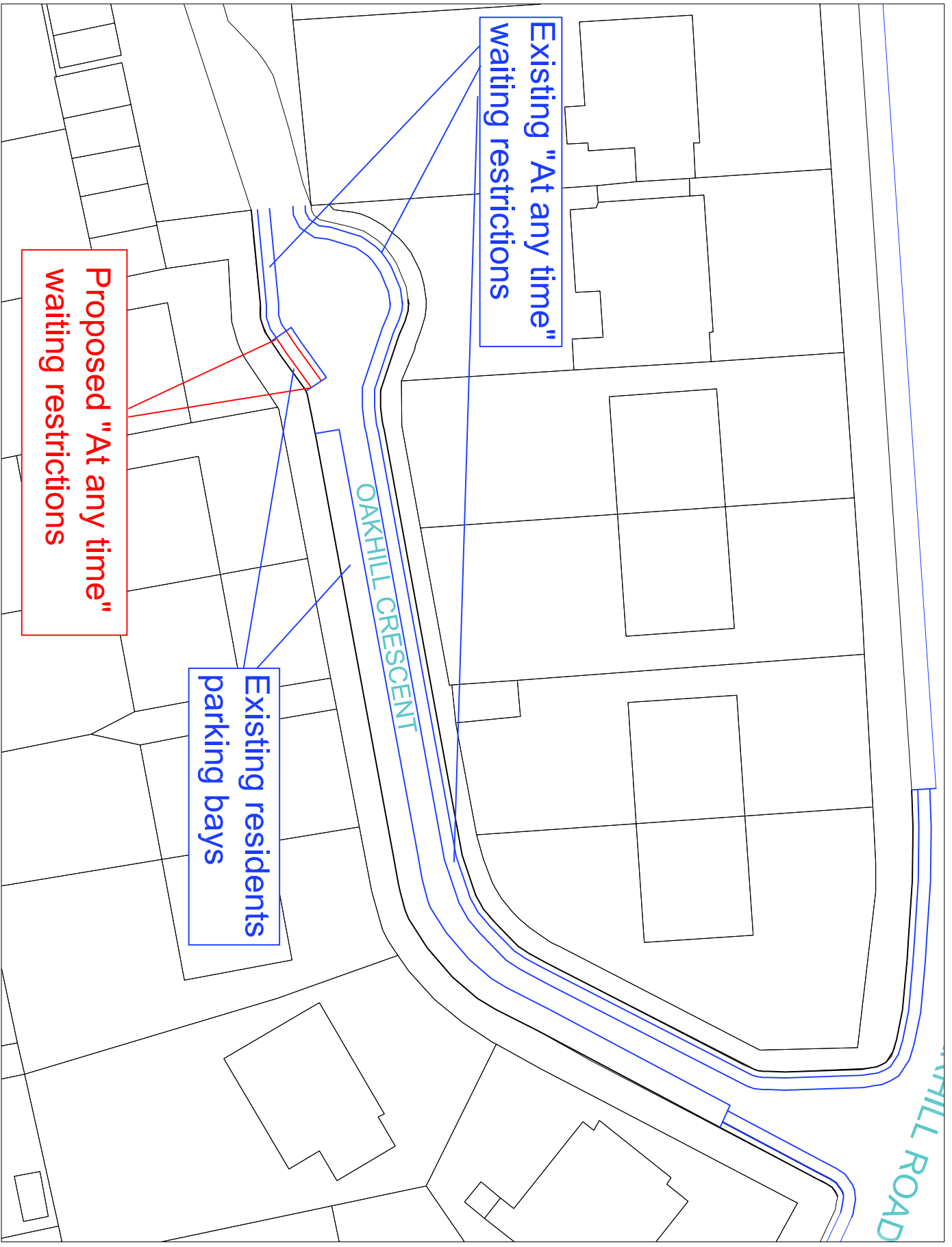
Howes Drive - Proposed length of prohibition of waiting at any time



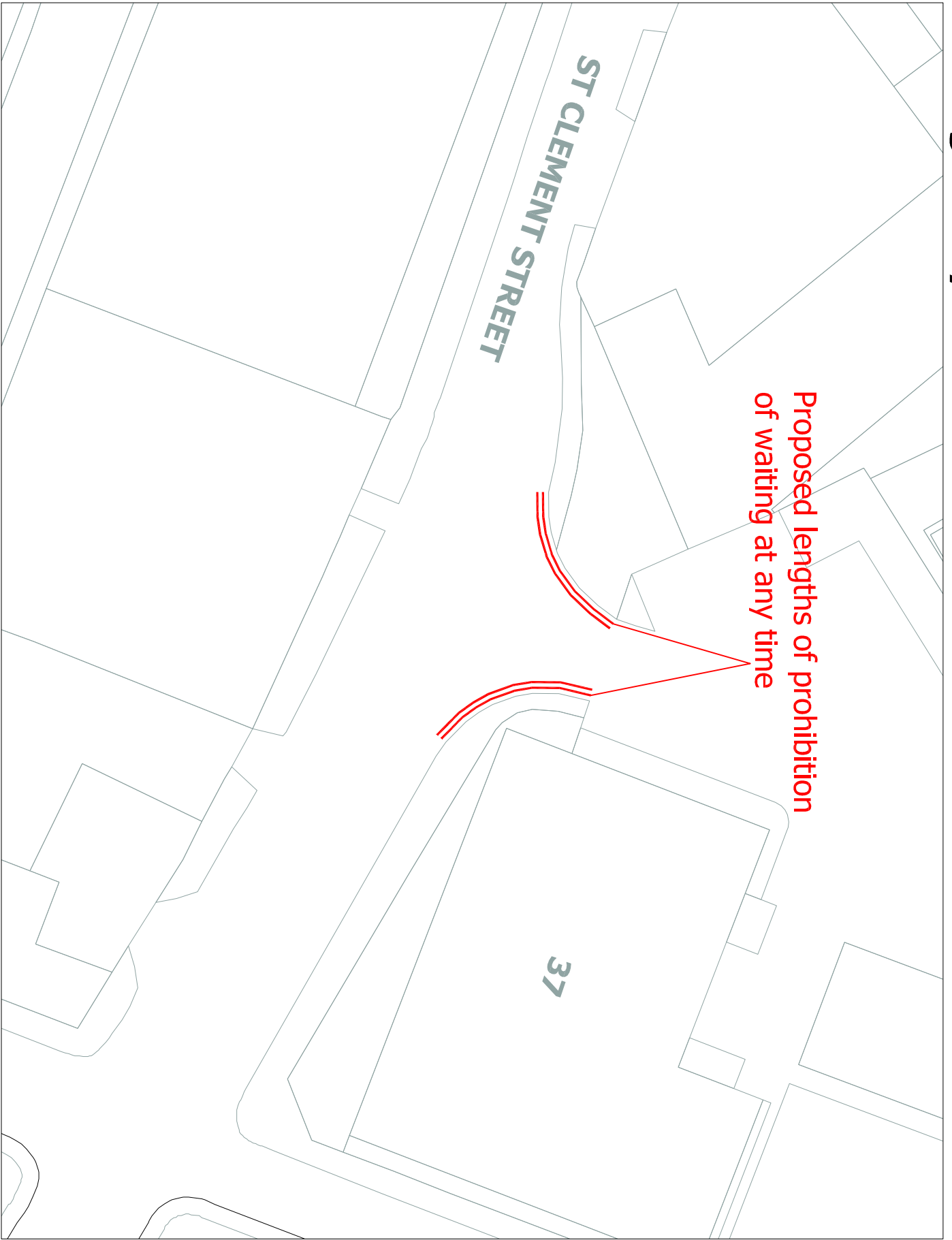
Fonthill Library Car Park - Proposed "At any time" waiting restrictions



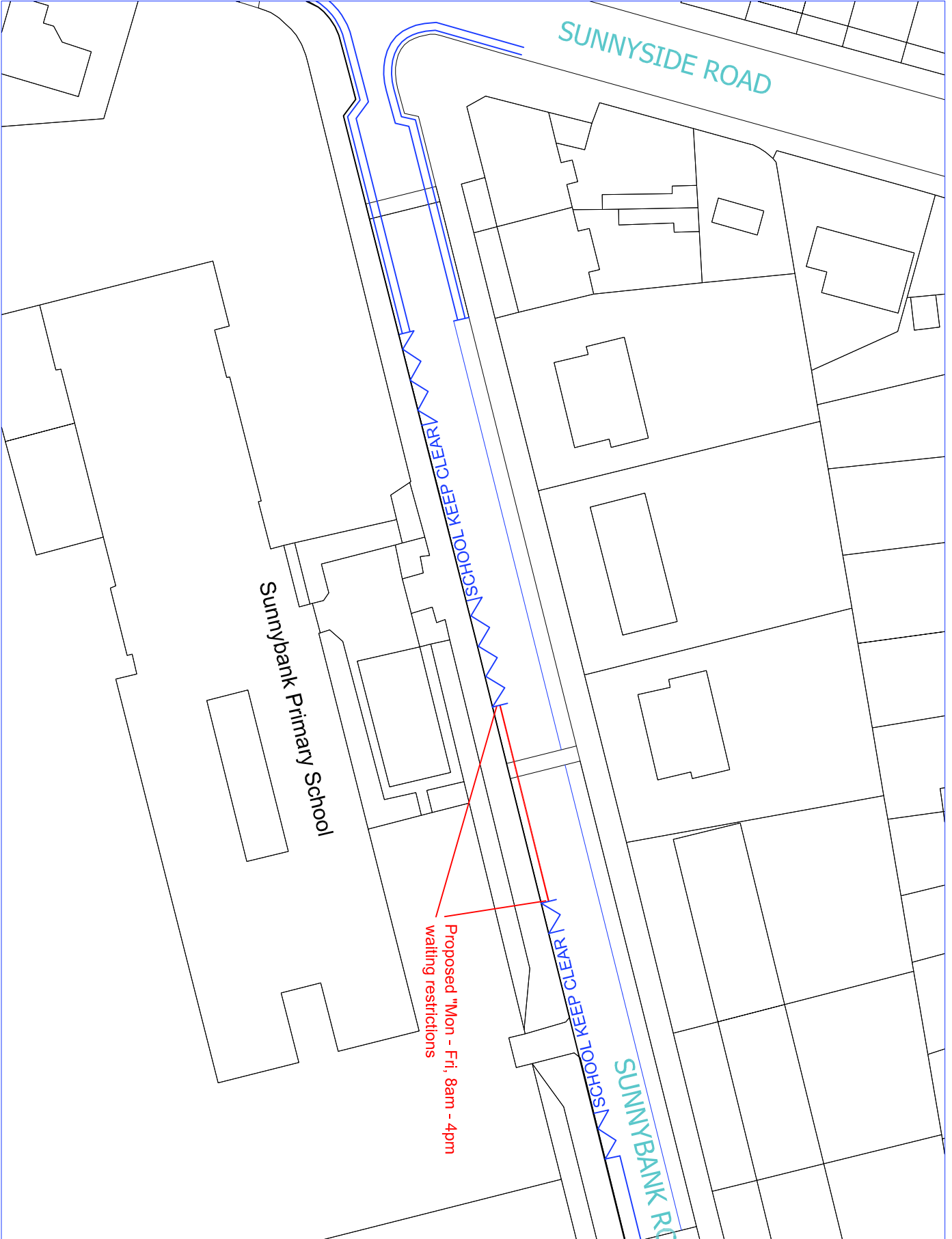
Oakhill Crescent - Proposed "At any time" waiting restrictions



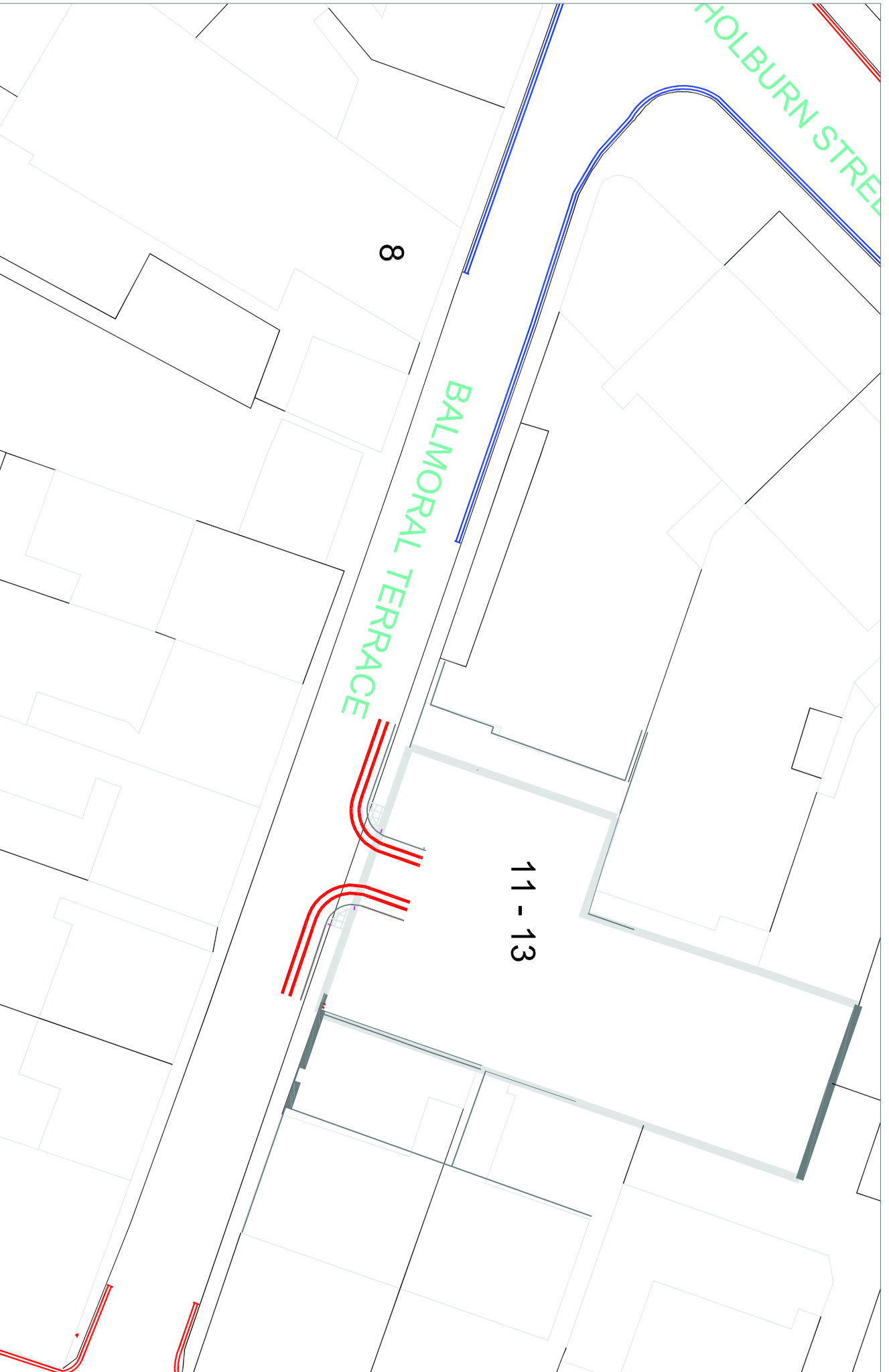
St Clement Street - Proposed lengths of prohibition of waiting at any time



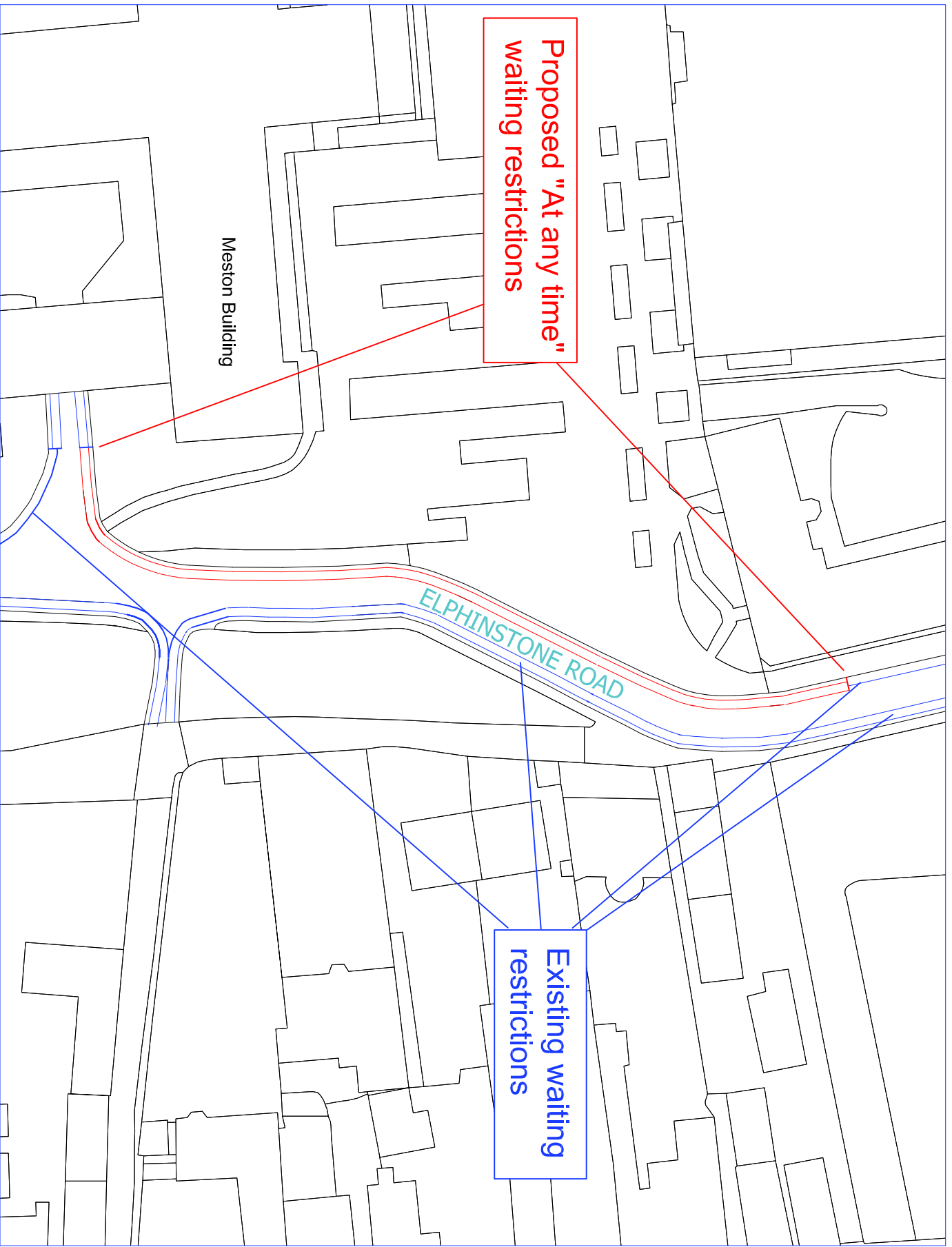
Sunnybank Road - Proposed Mon - Fri; 8am to 4pm waiting restrictions



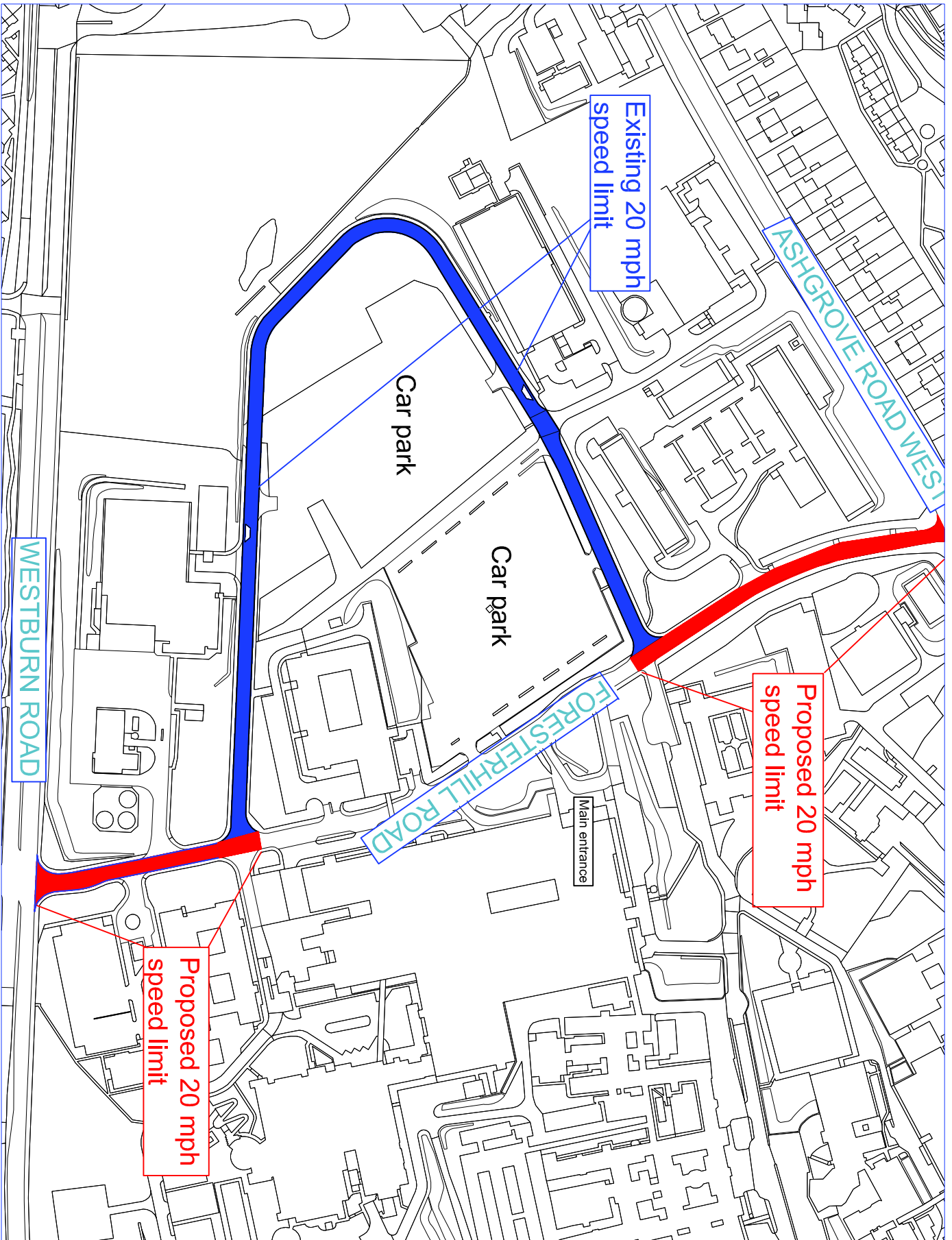
Balmoral Terrace - Proposed "At any time" waiting restrictions



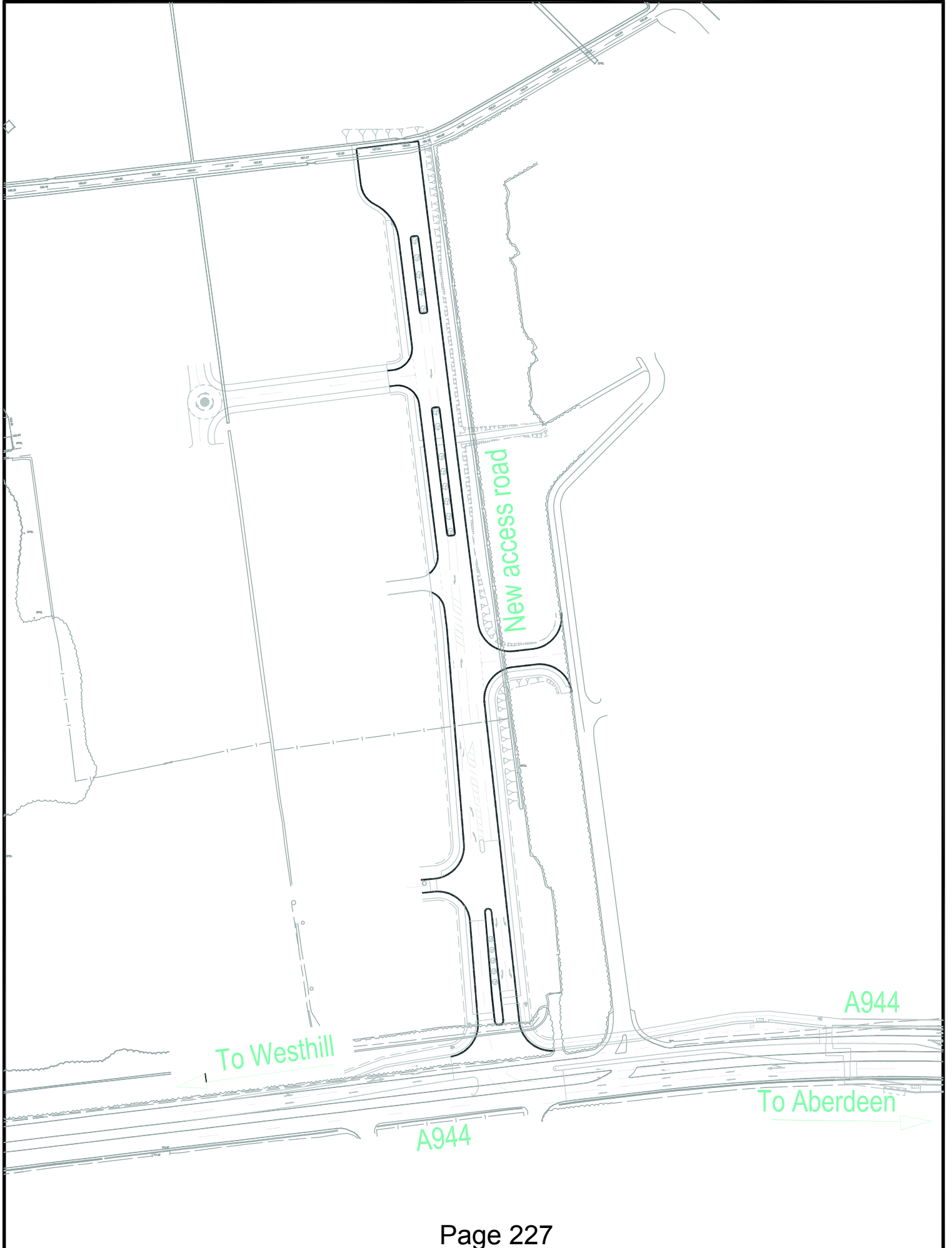
Elphinstone Road - Proposed "At any time" waiting restrictions



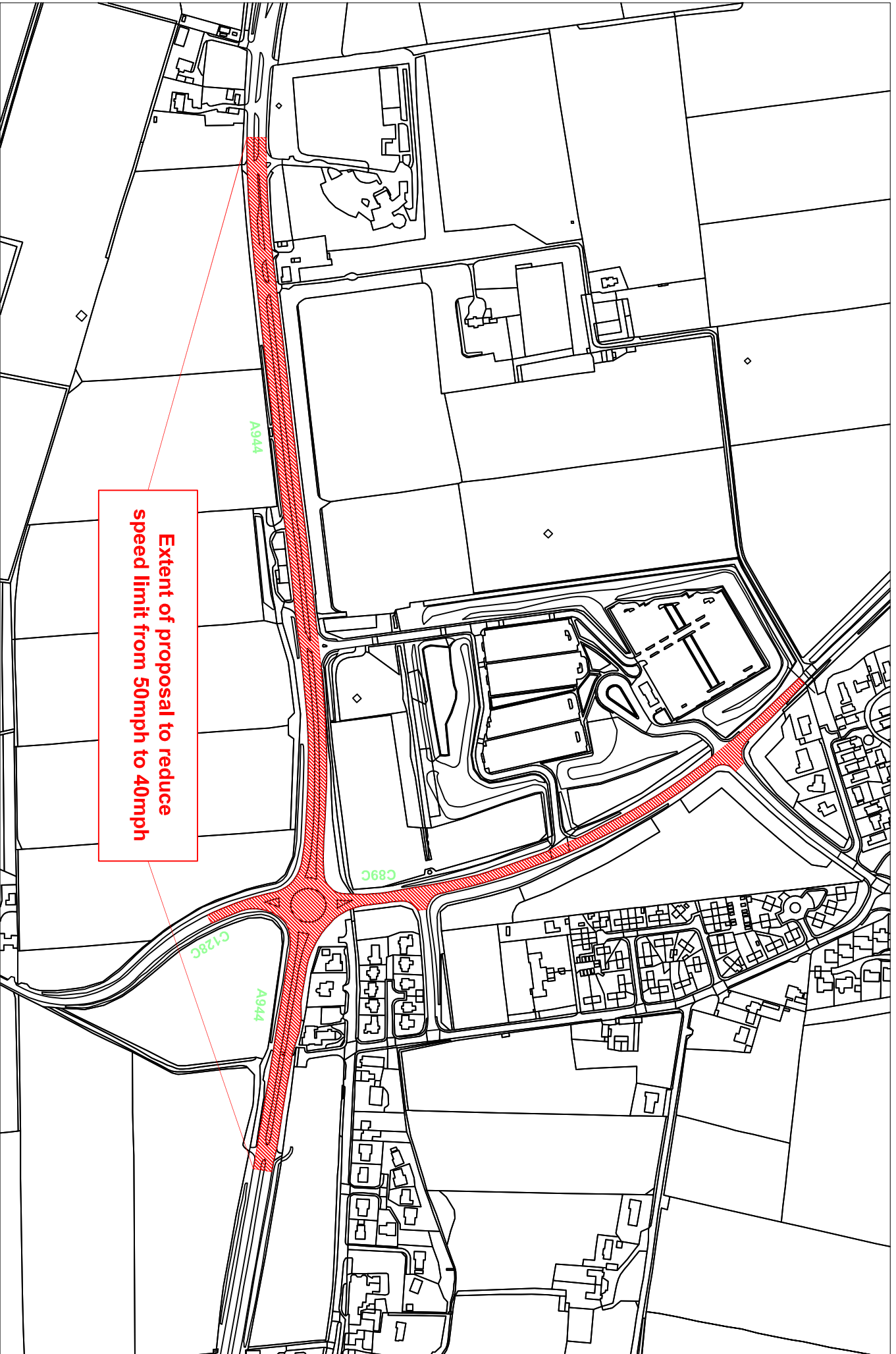
Foresterhill Road - Proposed extension to 20 mph speed limit



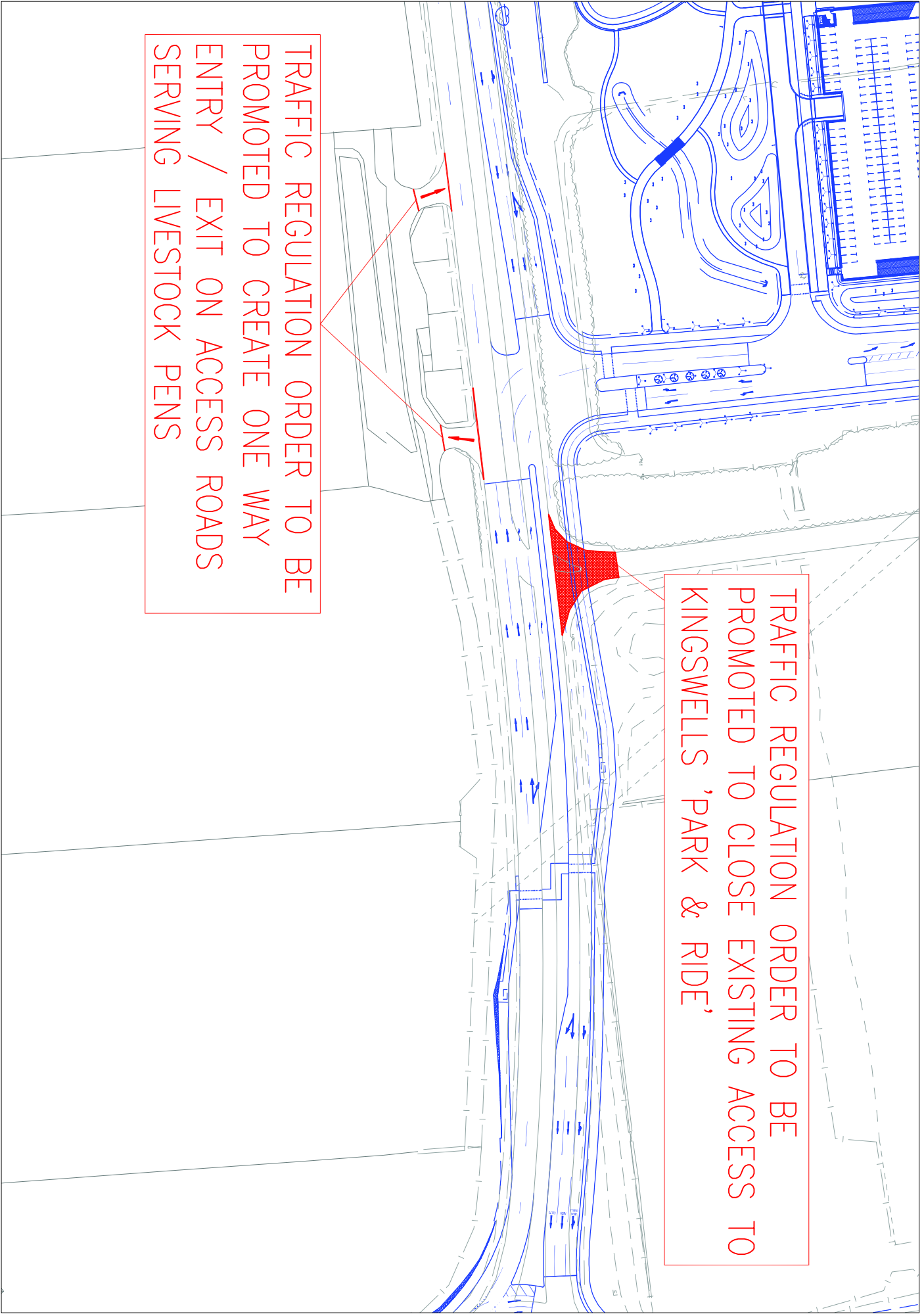
Prime Four, Kingswells - Proposed "At any time" waiting restrictions



Prime Four, Kingswells - Proposed reduction of speed limit from 50mph to 40mph



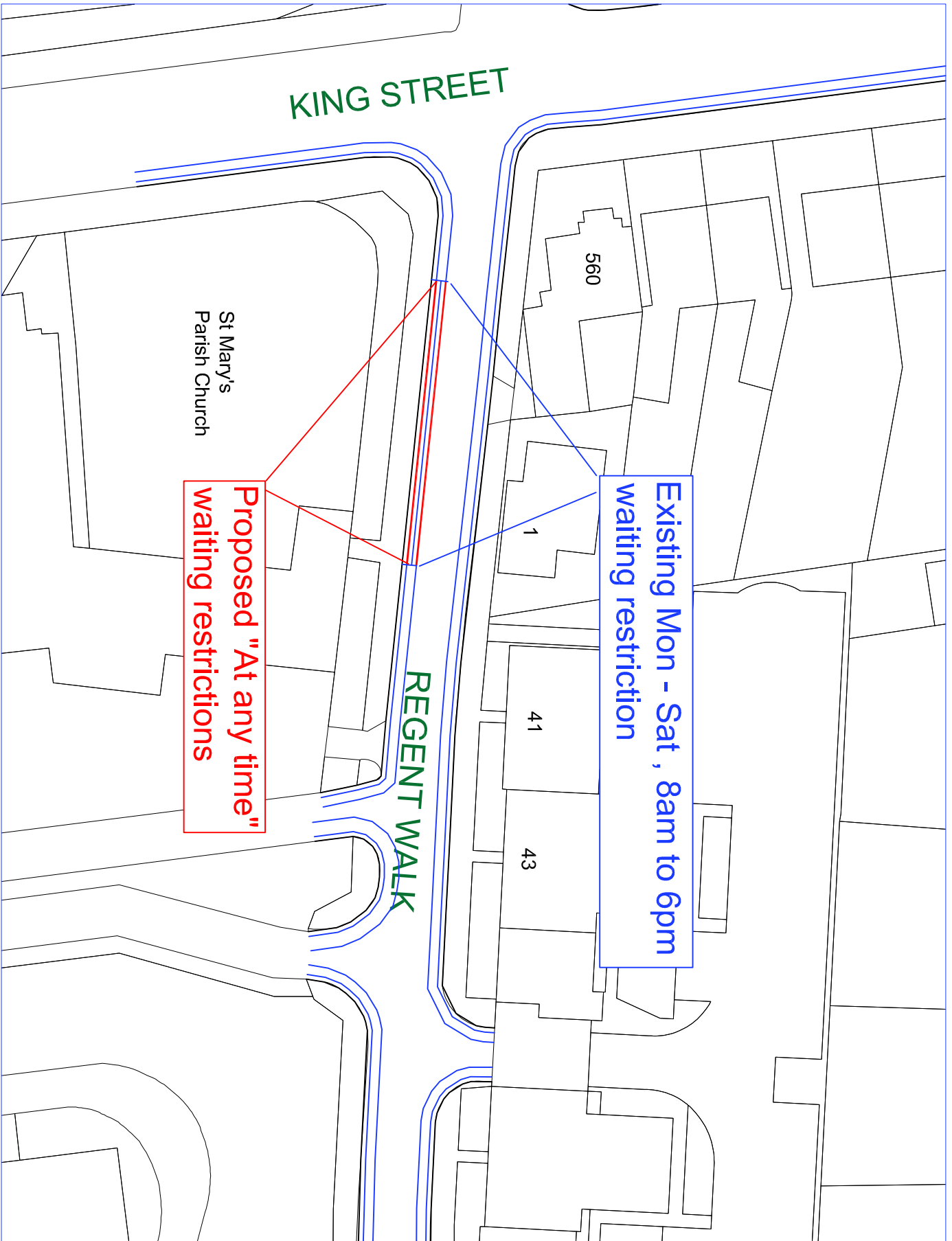
Prime Four Business Park, Kingswells
Proposals to regulate traffic movements



TRAFFIC REGULATION ORDER TO BE PROMOTED TO CLOSE EXISTING ACCESS TO KINGSWELLS 'PARK & RIDE'

TRAFFIC REGULATION ORDER TO BE PROMOTED TO CREATE ONE WAY ENTRY / EXIT ON ACCESS ROADS SERVING LIVESTOCK PENS

Regent Walk - Proposed "At any time" waiting restrictions



The following proposals will be funded from the Disabled Parking Revenue budget

➤ **Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009**

There is one application to be considered at this meeting.

(Plans are not included as, under normal circumstance, are located close to the properties.)

On-street parking – 53 spaces

10b Northfield Place	26b Grampian Road
Lewis Road at back door of 34 Kirkwall Avenue	31 South Grampian Circle
22 Sheddocksley Road	10 Jesmond Avenue
31 Annfield Terrace	30 Bressay Brae
8 Strathnore Drive	32 Eday Square
Hallfield Road (at rear of 160 Lang Stracht)	10 Gillahill Place
147 Hallfield Road	17 Annat Bank
137 Cairncry Road	16 Mile-end Avenue
143 Midsocket Road	37 Berrywell Gardens
142 Kincorth Circle	30b Logie Avenue
19 Faulds Gate	58 Mastrick Drive
56 South Grampian Circle	3 Hillock Way
135 School Drive	For 143 Provost Fraser Drive in Circle off Tay Road
93 Middlefield Place	36 Bankhead Road
15 Kincorth Place	300 North Balnagask Road
13 Nigg Way	19 Arran Avenue
102 Tollochill Drive	8 Hillside Place
15 Auchinyell Road	51d Bedford Avenue
77 Oscar Road	39 Coningham Gardens
87 Oscar Road	3 Strathburn Street
89 Oscar Road	14 Drinnies Crescent
101 Pittodrie Street	4 Strathburn Street
131 Gray Street	7 Loirston Place
137 Gray Street	15 Coull Gardens
5 Cardens Knowe	87 Devonshire Road
43 Danestone Terrace	23 Danestone Circle
8 Pittmedden Crescent, Garthdee	

On-street parking – time restricted 17:00 – 00:00 – 7 spaces

Rosemount Viaduct (south side at HMT)

Non-specific spaces – 4 spaces

Cairncry Court

Off-street parking – 11 spaces

39 Shetland Walk	93 Cairncry Road
21 Shetland Walk	17 Merkland Place
47 Shapinsay Court	For 58 Howes Drive o/s 137 Howes Drive
61 Shapinsay Court	5 Whitestripes Place

108 Cairncry Road	19 Balgownie Brae
For 92 Stockethill Court in Car Park	

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

N/A

8. REPORT AUTHOR DETAILS

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(01224) 538052

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Director of Corporate Governance
TITLE OF REPORT	Traffic Orders at the Final Stage of the Statutory Process

- (i) The Aberdeen City Council (A96 / Old Meldrum Road / Mugiemoos Road, Aberdeen)(Shared Pedestrian / Cycle Path) (Amendment) Order 2012
- (ii) The Aberdeen City Council (Dubford/Greenbrae Area)(Various Footways)(Redetermination of Means of Exercise of Public Right Of Passage) Order 2012

REPORT NUMBER: CG/12/082

1. PURPOSE OF REPORT

This report deals with two 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.

2. RECOMMENDATION(S)

It is recommended that the Committee:-

- (a) in relation The Aberdeen City Council (A96 / Old Meldrum Road / Mugiemoos Road, Aberdeen)(Shared Pedestrian / Cycle Path) (Amendment) Order 2012 to either:-
 - (1) approve the referral of the shared pedestrian/cycle path proposed order to the Scottish Ministers for determination; or
 - (2) accept that the objection is valid and instruct that the proposals be abandoned; and
- (b) approve The Aberdeen City Council (Dubford/Greenbrae Area)(Various Footways)(Redetermination of Means of Exercise of Public Right Of Passage) Order 2012, and agree that this order be made as originally envisaged.

3. FINANCIAL IMPLICATIONS

The proposals contained in the first order will be fully funded by CWSS budget and Nestrans, whilst the second order will be fully funded by Nestrans.

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 two orders under consideration.

5.1 The Aberdeen City Council (A96 / Old Meldrum Road / Mugiemoor Road, Aberdeen)(Shared Pedestrian / Cycle Path) (Amendment) Order 2012

5.1.1 The Proposal

The proposal is part of a Strategic Transportation Project to provide dedicated facilities that will encourage cycling on the A96 Aberdeen to Blackburn Corridor. A Traffic Order has already been approved that will allow the conversion of existing lengths of footway to a shared facility from a point on the A96 just west of Sclattie Park to a point just east of the Haudigan Roundabout. These aforementioned lengths providing a dedicated connection to an existing shared path just west of Sclattie Park that provides links to Dyce Airport / Industrial Estates. The current proposal, as detailed in public notice which is appended to the report, is therefore to extend this facility further eastwards and allow cyclists access to the northern pavement on the A96 Great Northern Road to a point in the vicinity of the existing pedestrian crossing just east of Queen Street.

5.1.2 Objection to the Proposal

One statutory objection has been received. The objection from Ms Bruce raises a concern that the proposed extension of shared pedestrian / pedal cycle path will create safety issues for pedestrians, most notably elderly and disabled pedestrians.

Ms Bruce highlighted her current negative experiences with cyclists using footways which are not of shared use at great speeds and with no consideration for others. In light of this, she is anxious that should the Council establish shared footways the difficulties experienced between pedestrians and cyclists will intensify, with dangerous consequences for pedestrians. She feels that a cycle lane established as part of the carriageway would be safer proposal for all concerned.

She further explains that she believes, although this is incorrect, that the proposal is against the Highway Code and against the rights of local individuals.

A copy of the objection is appended to the report.

As part of the advertising of the proposal the Council's Disability Advisory Group have been consulted. The Group commented on the proposal during which they commented on the fact the path would be a completely shared route, rather than separating cycles from where people would be walking. In addition, they recommended that training of both primary and secondary schoolchildren was therefore vital to try to raise awareness of the difficulties a disabled person might face when using a shared path. Officers noted the concerns raised by the Disability Advisory Group and agreed that education and raising awareness of the appropriate use of shared paths was vital and would ensure this was undertaken. In addition, members of the Disability Advisory Group have agreed to be involved in the training provided to schools.

5.1.3 Response to the Objection

Ms Bruce raises genuine concerns about shared use which members will be aware have been raised by groups nationally. However, it is important also to recognise the positive benefits that the shared surfaces can bring to pedestrians as well as cyclists.

In relation to the points raised by Ms Bruce, officers have clarified that eastbound cyclists would rejoin the carriageway from the northern pavement prior to this crossing, while westbound cyclists would join the southern pavement just prior to this crossing. It is also proposed that the current pedestrian crossing be converted to a 'TOUCAN' type which then serves both pedestrians and cyclists. Accordingly, the westbound cyclist would utilise this new crossing and thereafter proceed on the northern pavement. A plan that highlights the aforementioned and also indicates the lengths of footway being considered for conversion is appended to the report for members' information.

It is recognised that the northern footway becomes significantly busier to the east of the existing pedestrian crossing at Queen Street, and therefore eastbound cyclists would have to rejoin the main carriageway. While the width of the southern pavement adjacent to Lloyds Pharmacy etc. is within the design specification that would allow westbound cyclists to use this small section and thereby cross to the northern pavement at the signal controlled crossing.

In terms of design guidance the width of these pavements falls within criteria set out in the Scottish Government publication 'Cycling by Design' and publications from other authorities, including the Department for Transport, that allows shared facilities.

With regard to highlighting shared facilities there are specific signs that would be installed at the entry points and thereafter installed at regular intervals. Signs advising cyclists to be courteous and to give way to pedestrians would also be installed on this route. When considering

shared pedestrian / cycle facilities the Highway Code also offers clear guidance to cyclists. Rule 62 with regard to cycle tracks states "...Take care when passing pedestrians , especially children, older or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary." Rule 66 also states "...be considerate of other road users, particularly blind and partially sighted pedestrians. Let them know you are there when necessary..."

As raised by Ms Bruce, officers recognise the possibility of a collision, and understand that this does cause some concern among some pedestrians, particularly elderly and disabled people. To alleviate such concerns, measures such as signs and surface markings, along with education through publicity, will be implemented. When considering existing facilities a scan of collisions recorded by Grampian Police since 2005 indicates there have been no collisions between a cyclist and a pedestrian on a shared roadside facility that resulted in injury. Nevertheless there are occasions where either a pedestrian or even a cyclist contacts this team to express concern over an incident where they felt the other path user showed no courtesy and thereby risked the possibility of a collision. Positively these aforementioned reports are relatively uncommon and have to be balanced against facilities that are promoting and encouraging cycling as a sustainable method of transport.

In addition to the above, it is worth highlighting that there are many facilities in the City such as the Westhill Cycle Route, the Deeside Way and lengths of the National Cycle Route that are shared and have been a great success, not only in encouraging cycling but also providing enhanced walking facilities; in the case of Deeside Way by way of new bridges, upgraded surfaces and improved drainage, and on the Westhill Cycle Route by providing new links. Disappointingly there is still on occasion some instances of conflict between users of these facilities due to a lack of courtesy, but such occasions are rare and as previously stated must be balanced against the overall benefits of such a facility.

In relation to the suggestion of creating dedicated cycle lanes, unfortunately this is not viable option at this location as the on-road lanes are not wide enough to accommodate such and the existing lengths of footway in this proposal, whilst wide enough for a shared facility, do not meet the criteria for a segregated facility.

5.1.4 Referral to the Scottish Government

The proposal has been carried out under section 152(2) of the Roads (Scotland) Act 1984 and in accordance with The Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (Procedure) (Scotland) Regulations 1986.

Orders to stop-up (close) a road, or to convert ("re-determine") an existing right of way by foot into a shared-use cycleway and footpath

are made under the Roads (Scotland) Act 1984. The regulations states that where there are sustained objections, then the matter shall be remitted to the Secretary of State (now the Scottish Ministers) for determination.

As detailed above, one objection has been received and therefore the Committee has two options:

1. agree to remit proposed The Aberdeen City Council (A96 / Old Meldrum Road / Mugiemooss Road, Aberdeen)(Shared Pedestrian / Cycle Path) (Amendment) Order to Scottish Ministers for determination; or
2. accept that the objection is valid and instruct that the proposals be abandoned.

5.2 The Aberdeen City Council (Dubford/Greenbrae Area)(Various Footways)(Redetermination of Means of Exercise of Public Right Of Passage) Order 2012

No statutory objections received.

6. SERVICE AND IMPACT

Section 5 above – and also the public notices attached – 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.

The statutory advertisements are published here for information, allowing members to see the import of each order as advertised.

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

ROAD SCOTLAND ACT 1984

**THE ABERDEEN CITY COUNCIL
(A96 / OLD MELDRUM ROAD / MUGIEMOSS ROAD, ABERDEEN)(SHARED
PEDESTRIAN / CYCLE PATH) (AMENDMENT) ORDER 2012**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Scotland Act 1984. The effect of this order will be to redetermine the means of exercise of public right of passage on further lengths of footway so as to establish the lengths of shared pedestrian / pedal cycle path as described in the schedule hereto.

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 18 July to 15 August 2012, 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, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 18 July to 15 August 2012, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

A96 Great Northern Road

North side from a point 167m east of its junction with Mugiemoos Road, eastwards to a point 39m west of its junction with Bank Street.

South side from its junction with Queen Street, eastwards for a distance of 30m.

Dear Mr Ritchie

I live in the Woodside area of Aberdeen and have been informed today of a plan by Aberdeen City Council to allow cyclists the use of the pavements on Great Northern Road. This concerns me greatly. I have a hearing impairment and wear two hearing aids and, have to date, had several near misses with cyclists coming up behind me at speed on the pavements of Great Northern Road, despite it currently being illegal to do so. If cyclists are given free rein to use the pavements, the situation will be unbearable and very, very unsafe for myself and for other pedestrians. I am only in my forties and have difficulty avoiding them due to hearing, but what about elderly and disabled individuals who cannot physically move out of their way quickly enough? How can your department even consider such a wreckless scheme, which is totally against the Highway Code and against the rights of local individuals?

I have every sympathy with cyclists; I appreciate that roads can be busy and that many drivers are very inconsiderate, but please do not make that the problem of pedestrians. Frankly, it is the responsibility of Aberdeen City Council to make the roads - where every vehicle should be - safer, by providing cycle lanes. The pavement along Great Northern Road is wide enough to accommodate their creation, so I can only conclude that your department is choosing, yet again, to deal with the problem in a cost effective, as opposed to a safe and appropriate manner.

I would be very grateful if you could let me know the reasoning behind this scheme and how your department feels it can justify such measures.

Yours faithfully,

Frances Bruce

ABERDEEN CITY COUNCIL

ROAD SCOTLAND ACT 1984

**THE ABERDEEN CITY COUNCIL
(DUBFORD/GREENBRAE AREA)(VARIOUS FOOTWAYS)(REDETERMINATION OF MEANS OF EXERCISE
OF PUBLIC RIGHT OF PASSAGE) ORDER 2012**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Scotland Act 1984. The effect of this order will be to establish *certain lengths* of shared pedestrian/pedal cycle path on the footways described in the schedule hereto.

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 11 July to 8 August 2012, 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, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 11 July to 8 August 2012, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Dubford Park

Eastern footway from its junction with Dubford Road, southwards for a distance of 10m.

Dubford Road

Eastern footway from its junction with Dubford Park, northwards to its northern junction with Seaview Drive.

Western footway from its southern junction with Dubford Crescent, northwards, then in a clockwise direction following the perimeter of the turning circle, then southwards to its northern junction with Seaview Drive.

Greenbrae Drive

Southern footway from its junction with Dubford Road, eastwards for a distance of 167m.

Greenbrae Walk

Northern footway from its junction with Greenbrae Crescent, north-westwards to the point where it meets the car park situated between No.1 Greenbrae Walk and No.2 Greenbrae Drive.

Greenbrae Crescent

West side from its junction with Greenbrae Walk, southwards for a distance of 62m.

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Review of the National Speed Limit on the C128C Road between its junction with the A944 at Kingswells Roundabout and the existing 40mph restriction to the north of Cults
REPORT NUMBER	EPI/12/161

1. PURPOSE OF REPORT

- 1.1 This report provides updated 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.
- 1.2 Officers were instructed to report back to a future committee meeting (after a minimum period of one year) outlining the effect that the installation of the Vehicle Activated Signs (VAS) and the retexturing of the carriageway have made on vehicle speeds, accident numbers and severity on the C128C.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
 1. Note the content of this report and the results of the follow up surveys / analysis that have been carried out since the road safety measures were installed last year.
 2. Agree that no further action should be taken with regard to the implementation of a lower speed limit.

3. FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications as a result of this report. Members should note that the cost of the previously 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.

4. OTHER IMPLICATIONS

- 4.1 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 the original report and that the implementation of a reduced speed limit would not be effective without continual enforcement 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.

5. BACKGROUND/MAIN ISSUES

- 5.1 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”**.
- 5.2 At its meeting on 13 September 2011 the E P & I committee agreed to approve the recommendations and officers were instructed to report back to a future committee meeting (after a minimum period of one year) outlining the effect that the installation of the Vehicle Activated Signs (VAS) and the retexturing of the carriageway have made on vehicle speeds, accident numbers and severity on the C128C.
- 5.3 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).

- 5.4 Accident analysis since the beginning of 2005 indicated there were four sites that were giving officers cause for concern along this route. From north to south these were: (see Appendix 1)

Upper Kingshill bend (Site 1);
Bend south of Kingshill Cottage (Site 2);
Newton of Countesswells bend (Site 3);
Bend north of Foggieton Woods (Site 4).

- 5.5 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.
- 5.6 During March to May 2011 road safety engineering measures were undertaken at these 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 this speed triggers the warning sign.
- 5.7 Since the installation of the aforementioned measures a scan of collisions recorded by Grampian Police has been carried out and the indications are very positive with regard to the sections of road where the Vehicle Activated Signs are located and where the road surface at the bends was treated. For the 12 months (1 June 2011 to 31 May 2012) following implementation of the aforementioned measures there have been no collisions recorded by Grampian Police. This compares to 7 collisions (2 Slight Injury / 5 Damage) for the same period 2010/11, likewise 5 collisions (2 Slight / 3 Damage) 2009/10, and 4 collisions (2 Slight / 2 Damage) 2008/09.
- 5.8 Speed analysis was also carried out at the bend south of Kingshill Cottage (Site 2 in Appendix 1) prior to and after the introduction of the electronic vehicle activated 'bend ahead' warning sign that faces southbound drivers. In this respect there has been a modest reduction in vehicular speeds, with the 85%tile speed reducing from 43mph to 41mph. (The 85%tile speed being the speed at which 85% of the volume of vehicles recorded was travelling at or below.)

5.9 However, of more interest, when considering the speed analysis, is the percentage distribution of vehicles travelling at specific bands (5 mph bands from 31mph). The following table sets out the detail: -

Percentage distribution of southbound vehicles within specific speed bands approaching bend just south of Kingshill Cottage before and after installation of electronic vehicle activated warning sign (VAS)

Survey	Speed mph						
	31-35	36-40	41-45	46-50	51-55	56-60	>60
Jun 2012 (VAS installed)	29.63%	41.65%	14.67%	2.29%	0.38%	0.08%	0.04%
Sep 2011 (before VAS)	18.42%	44.43%	26.61%	5.34%	0.92%	0.17%	0.10%

This table indicates there has been a clear reduction in vehicular speeds as drivers pass the vehicle activated sign and approach the bend concerned. This reduction most pronounced in the 41 to 45 mph range, with a corresponding significant increase in the number of drivers travelling within the 31 to 35 mph range.

5.10 With regard to collisions on the remaining lengths of this route, over the 12 month period 1 June 2011 to 31 May 2012, there were 2 recorded collisions. Both collisions resulted in damage, one the result of a vehicle colliding with a deer, the other the result of a car and transit van clipping wing mirrors. Excessive speed was not cited as a factor in either case.

5.11 As indicated in the previous report to Committee on the 13 September 2011, 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:-

“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”.

- 5.12 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 therefore set an unwelcome precedent on this type of route.
- 5.13 The issue of setting a precedent when considering a rural route of this nature is crucial when considering the wider road network. If a reduced speed limit was introduced on this route, the same criteria could be applied to adjacent roads that link to destinations such as Bielside and Brotherfield. Indeed, it would be the case that most rural type roads in the City could be governed by speed limits lower than the national speed limit. Thereafter, the practicalities of introducing additional signs in environmentally sensitive areas, as well as cost would become an issue, as speed limits between the national speed limit and 30mph (where a system of street lighting is in place) require the introduction of repeater signs at regular intervals.
- 5.14 The National Speed Limit must be considered in the context of the environment it generally applies. There are many similar roads to the C128C in Aberdeen City, Aberdeenshire and of course nationwide, and the function of the National Speed Limit is to highlight the maximum speed a vehicle can be driven when the road layout allows such in a safe manner. So, on a narrow rural road a driver must adjust their vehicle speed accordingly and negotiate the road safely. Indeed, the situation is no different than that on a rural A Road, just because the National Speed Limit is 60mph a driver does not negotiate a tight bend at 60mph. Thus, in rural environments drivers have to exercise the utmost care and moderate their speed according to the road layout.
- 5.15 In conclusion, the method of installing measures at isolated hazards to mitigate vehicular collisions has proven effective. It is therefore recommended this committee takes no further action with regard to the possibility of changing the existing speed limit.

6. IMPACT

- 6.1 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.
- 6.2 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.

7. 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 (Item 9).

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=1906&T=1>

"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 accident." Enterprise, Planning & Infrastructure Committee, 13 September 2012.

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=1908&T=10>

Minute of Enterprise, Planning & Infrastructure Committee meeting, 13 September 2011 (Item 17).

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=1908&T=1>

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Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett

Vice Convener: Councillor Ramsay Milne

Local Members

Councillor Marie Boulton

Councillor M Tauqeer Malik

Councillor Aileen Malone

Council Officers

Barry Jenkins, Head of Finance – 'No comments'

Jane MacEachran, Head of Legal and Democratic Services

Ciaran Monaghan, Head of Service, Office of Chief Executive

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure

Hugh Murdoch, Head of Asset Management and Operations

Margaret Bochel, Head of Planning and Sustainable Development

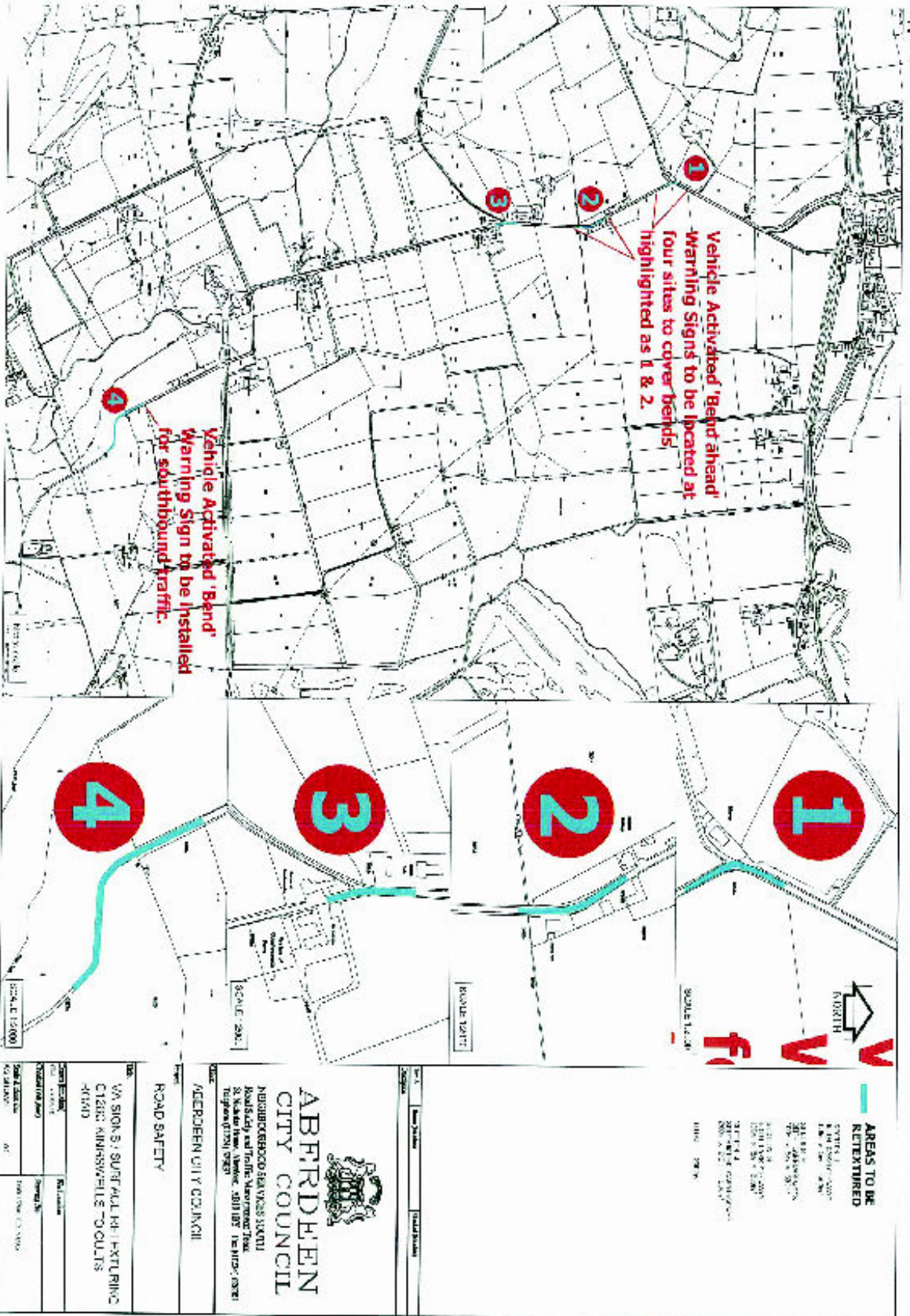
Mike Cheyne, General Manager Operations

Neil Carnegie, Community Safety Manager

Dave Young, Account Manager, Customer Service and Performance

Laura Watson, Corporate Administration Officer

Mark Masson, Committee Services Officer



ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Roads Winter Services Plan 2012-2013
REPORT NUMBER:	EPI/12/183

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" (Appendix A) for 2012-2013 (Appendix A "The Winter Service Plan" will be sent to Councillors as an electronic attachment)

3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's approved Revenue budgets for Winter Maintenance and Emergencies 2012-2013 of £1.512M. It should be noted that the expenditure for the previous three winters has been £2.12M in 2011-12, £2.08M in 2010-2011 and £2.4M in 2009-2010.

Salt, which is purchased, through Scotland Excel procurement, has increased this year from £29.25 per tonne to £30.27 per tonne. In an average winter 20,000 tonnes of salt will be used, this will increase our costs by an expected £20,000 during this financial year.

4. SERVICE & COMMUNITY IMPACT

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

SOA & The Smarter City

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 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.

Year	Starting Tonnage	Usage
09/10	13,493	25,476
10/11	14,076	19,799
11/12	15,986	8,088

This practice will be continued and the current stock level is **16,726T**

b) Winter Trials

The proposed trial of the chemical de-icing agent, Ecothaw was not possible during the winter 2011/12 as the trial conditions, hard packed snow and ice, did not occur. This de-icing agent is more effective at very low temperatures than salt and should be a useful addition to assist with winter treatment. There are still 24,000 litres in stock and the equipment is in place to carry out a trial this coming winter provided the appropriate conditions prevail.

Similarly the introduction of 1 Tonne bags of salt to communities was not progressed last year; this will be taken forward in 20012/13

c) Grit (Salt/ Sand Mix)

The use of grit causes problems and expense for both street sweeping and gully emptying. While stocks of grit will continue to be held, they will, given the consequences, only be used in extreme conditions.

De-icing agents, once suitably trialed, may provide a more acceptable alternative to the use of grit in very severe conditions.

d) Salt Bins

There are currently approximately 900 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 will be allocated from requests received during last winter and 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 continue to be undertaken to ensure that they are still in an appropriate location, if not they will be removed and reallocated.

A scheme was introduced last winter to issue 1Tonne bags of salt to Community groups willing to carry out self help winter treatment. There was no uptake of this scheme, possibly because of the less severe winter. This scheme will be continued this winter but there are conditions that the bags need to be located in a secure place such as a resident's driveway as they are susceptible to theft and vandalism. The location also needs to be accessible to the Council delivery lorry. These bags hold a far greater quantity of salt than a salt bin, will therefore last longer and are relatively quick to replenish. While it is appropriate to encourage self help during severe winter weather, current staffing levels mean that it would not be possible to implement a more formal scheme of equipment issue so it is proposed that this scheme remains limited to the issue of salt only.

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. Prior to last winter 2 second hand gritters were purchased and one gritter was hired for the winter period, with an additional gritter being hired for the Trunk Road route which ACC operate for BEAR. For the coming winter it is proposed to hire 2 gritters for the winter period and to hire 1 gritter for BEAR. There will not be any purchase of

replacement gritters this year. Consequently the winter fleet continues to age and this does have an effect on the condition and reliability of the vehicles.

f) Service Provision Over Festive Period

<u>DAY</u>	<u>STATUS</u>	<u>SERVICE AVAILABLE</u>
Mon 24 Dec	Normal Day	Full Service
Tues 25 Dec	Public Holiday	Standby + Nightshift
Wed 26 Dec	Public Holiday	Standby + Nightshift
Thurs 27 Dec	Normal Day	Standby + Early Morning + Nightshift
Fri 28 Dec	Normal Day	Standby + Early Morning + Nightshift
Sat 29 Dec	Week End	Standby + Nightshift
Sun 30 Dec	Week End	Standby + Nightshift
Mon 31 Dec	Public Holiday	Standby + Nightshift
Tues 1 Jan	Public Holiday	Standby + Nightshift
Wed 2 Jan	Public Holiday	Standby + Nightshift
Thurs 3 Jan	Normal Day	Full Service

Standby for Holidays consists of sufficient staff to operate the 10 Priority 1 carriageway routes and 2 Priority 1 footpath gritter routes. Standby provides up to a 10 hour service during the period 05:45 hrs to 19:00 hrs and can be utilized in different ways depending on the prevailing weather conditions.

Nightshift provides cover from 19.00 hrs until 06.00 hrs to the main arterial routes through the City. This operation does not include any operations within the housing estates. The exception to this is in an emergency situation

Early Morning shift provides a treatment of the 10 Priority 1 carriageway routes and 2 Priority 1 footpath gritter routes if necessary at 04:45 hrs and this shift will continue working until the end of the normal working day at 15:45 hrs

g) Public Information

An information section for Winter Operations was introduced to the Council Web Site 2 years ago. This provided information on gritter routes and live information on operations on the main routes. Prior to last winter a further section was added advising of weather and road conditions.

A total of 1527 contacts were made to this service. This is a lower rate than the previous winter and is a reflection on the public perception that the winter was not so severe. Analysis of the use of the website indicates a higher level of contact during severe weather.

h) City Voice 25th Questionnaire

A survey of the general public's satisfaction with the winter maintenance service was carried out.

A brief synopsis of the results of this survey is given here.

The first question asked whether or not the public were satisfied with certain aspect of the Council's winter maintenance performance. The results showed that approximately 75% of respondents showed a level of satisfaction with the gritting and snow clearing of main routes with approximately 9% showing a level of dissatisfaction. This result was reversed for side roads with approximately 25% showing a level of satisfaction and approximately 50% showing a level of dissatisfaction. This trend is not unexpected given that the focus of the winter service plan is on the treatment of main roads. It may be that this opinion is still influenced by the events of the previous two severe winters where residents experienced difficulties in side roads.

Panelists were then asked if they had seen the Roads Winter Service Plan 2011-12 and if they had how satisfied they were with the plan. Disappointingly only 6% of respondents had seen the plan and this is something the Roads Service will try to address by highlighting the link to the plan on the Council Website during the winter. The low number of respondents who had seen the plan (41) means that this result may not be particularly accurate. Of the 41 who responded 63% showed a level of satisfaction with 15% showing a level of dissatisfaction.

The next question asked panelists if they had used the Council Website in order to gain information on local weather conditions. A clear majority of 79% had not done so. Of the 137 respondents who had used the website, 79% had shown a level of satisfaction with only 4% showing a level of dissatisfaction.

The final question posed was to ask panelists to rate the Council's winter performance out of 10 with 1 being very poor and 10 being excellent. The results were grouped as poor (1-4), neutral (5-6) and good (7-10). This resulted in 50% rating the performance as good, 36% neutral and 14% poor.

Summary, there is reasonable satisfaction with the performance on main routes and dissatisfaction with the performance on side roads. This is to expected given current budget constraints which is also reflected in the present winter policy and it would be difficult to provide a greater level of service to the side roads. It may be that the introduction of issuing 1 Tonne bags of salt to communities could help to improve the perception of the service in minor roads. Given that a majority of the respondents who had read the Roads Winter Service Plan showed a level of satisfaction with it, then it may be that if more of the panelists were aware of the constraints of the plan then the level of dissatisfaction may be reduced. The easiest route to allow ready access to the plan is via the Council Website and a media brief will be prepared to highlight its availability. This will hopefully improve the low



figures for panelists accessing the website and give a truer picture of the satisfaction levels with both the website and the winter service plan. The questions will be asked on an annual basis as part of the Roads Asset Management Plan so that Roads Service can build up a picture of public opinion compared to the severity of the winter and address public concerns where possible.

7. BACKGROUND PAPERS

Bulletin "Winter Maintenance Operations 2011 -2012" 31st May 2012

<http://councilcommittees/mgConvert2PDF.aspx?ID=13900>

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Extension of Pay by Phone Parking
REPORT NUMBER:	EPI/12/185

1. PURPOSE OF REPORT

The purpose of the report is to seek approval to extend pay by phone parking so that it is available in all pay and display parking areas.

2. RECOMMENDATION

The committee is recommended:-

- (a) to approve extension of pay by phone parking so that it is available in all pay and display parking areas; and
- (b) to instruct officers to undertake the necessary the necessary legal procedures, in accordance with the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999 to make and promote the traffic regulation order required.

3. FINANCIAL IMPLICATIONS

Customers deciding to use pay by phone parking pay a convenience charge directly to the pay by phone service provider. This is in addition to usual parking tariffs. Parking tariffs collected through pay by phone are paid to the Council via the service provider.

The value of the contract with the service provider 'PaybyPhone' is projected at £8.5k. Paybyphone was selected as service provider through a competitive tender process and the contract includes a provision that it may be extended by one-year and to include off-street parking areas. The combined value of the contact with these extensions is projected to be £50k. The proposed extension represents best value to the Council. As such, Committee is asked to waive the requirement of the Council's Financial Regulations for 4 competitive quotes to be obtained.

A one-off fee to upgrade city warden handheld devices of £3,950 applies and this charge will be met from existing budget within the car parking trading account.

4. OTHER IMPLICATIONS

An order to vary the method by which parking charges are to be paid under the terms of the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999 must be made.

5. BACKGROUND/MAIN ISSUES

The Enterprise, Planning and Infrastructure committee on 18 January 2011 approved implementation of a mobile telephone payment system to operate in off-street car parks.

Following a competitive tendering process the company 'PayByPhone' was appointed as service provider. The new payment option was implemented in December 2011.

Since being introduced more than 19,000 transactions have been made through the system. Currently the system is available in off-street car parks only and is therefore unavailable for on-street transactions.

Key benefits for our customers include not having to find the correct change for parking machines. An option is available to send automatic reminders to let customers know that the period they have paid for is about to expire. Customers are then able to pay for extra time without having to return to their vehicle (subject to maximum stay periods). This functionality can assist customers avoid penalty charges due to expiry of parking tickets.

The Enterprise, Planning and Infrastructure committee on 31 May 2012 instructed the extension of pay by phone parking for Garthdee and Forresterhill zones.

This report is seeking to ensure consistency of service by making pay by phone parking available in all pay and display parking areas.

With approval, the contract with PayByPhone would be extended and this payment option would be available in all pay and display parking areas later this year.

6. IMPACT

Corporate – Extending pay by phone parking supports various aspects of Aberdeen – The Smarter City and specifically the Smarter Environment and Smarter Mobility objectives.

Public – There is likely to be press interest and the extension of pay by phone parking is likely to be well received by our customers and City Centre businesses.

7. BACKGROUND PAPERS

Enterprise, Planning and Infrastructure committee agenda and minutes for 18 January 2011 and 31 May 2012.

9. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	ROAD ASSET MANAGEMENT PLAN
REPORT NUMBER:	EPI/12/159

1. PURPOSE OF REPORT

This report presents the first version of an Asset Management Plan for the Roads Assets of the Council (RAMP) which has been prepared as part of a family of Asset Management Plans covering the corporate assets of the Council.

2. RECOMMENDATION(S)

- a) That the Committee approves the Roads Asset Management Plan.
- b) That the Committee agrees to its continuing development as the basis for the stewardship of the Roads assets.
- c) That the Committee approves the continuing participation in a nationwide project to continue the development and implementation of such plans.
- d) That the Committee notes the financial implications of the Plan.

3. FINANCIAL IMPLICATIONS

The RAMP provides the basis for budgets for Roads Maintenance.

4. SERVICE & COMMUNITY IMPACT

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

Corporate – the RAMP is part of the Corporate Asset Management Plan and links to the Council's corporate aims via this process.

Public – The RAMP is likely to be of interest to the public, as it deals with the maintenance of the basic Transportation infrastructure of the City.

SOA & The Smarter City

1.v,xviii

Aberdeen is an attractive place to do business

5. OTHER IMPLICATIONS

There are no legal, resource, personnel, property, equipment, sustainability and environmental, health and safety and/or policy implications and risks arising directly from the RAMP.

6. BACKGROUND/MAIN ISSUES

Asset management sets out the approach to be used in acquiring, maintaining, improving and disposing of an asset. It is a structured, long term approach to planning optimal maintenance and eventual renewal of infrastructure.

Background

The government encouraged the development of asset management plans to assist in the production of Whole of Government Accounts. This was to allow the introduction of financial reporting of current values of assets rather than historical ones.

In order to progress this requirement a project, involving all 32 Councils in Scotland, led by Society of Chief Officers for Transportation in Scotland (SCOTS), participated in the production of a common framework for a Road Asset Management Plan. The project commenced in 2008, originally for a four year period ending at the end of financial year 2011-12, but as most RAMP's are not yet fully completed, this is reflected in a number of 'Improvement Actions' within the Plan, the work has been extended for a further year .

The benefit of cross Council working has become well established during this project and should be continued on an informal basis beyond the end of the formal SCOTS project

Road Asset Management Plan

The Road Asset Management Plan 2012/13 is the first version of an infrastructure asset management plan produced by Aberdeen City Council

The RAMP describes the approach Aberdeen City Council will use in managing its infrastructure network. The Plan presents a new concept for the valuation of roads assets based on recommendations by CIPFA “that replacement cost should be used in place of historic investment”. This method values Aberdeen City Council roads assets at £1.4 Billion, an order of magnitude greater than the figures obtained from historic investment.

Developing the document has highlighted areas where improvements to current practice will be benefited by the application of asset management. Utilising asset management techniques encourages a move towards a long term, structured approach to the management of the network.

The Plan discusses the current issues for the roads assets and assesses future expenditure patterns for the assets analysed into seven classes, taking account of levels of service and customer expectations.

Preliminary estimates yield expenditure requirements for current carriageway maintenance of about £200M to achieve an ideal road condition using engineering criteria alone, this could be achieved by spending £20M a year for the next ten years.

To maintain the carriageways in the condition they were in prior to the recent abnormal winters would require a continuing expenditure of £7M a year for the next 20 years.

The current level of investment of £4M per annum would see 90% of the network becoming substantially unserviceable for modern traffic requirements before the end of a 20 year period.

All figures quoted are current prices.

7. BACKGROUND PAPERS

There were no background papers used in the preparation of this report.

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Flood Risk Management (Scotland) Act 2009 – Governance Arrangements for the North East Local Plan District (NELPD)
REPORT NUMBER	EPI/12/166

1 PURPOSE OF REPORT

The Committee is asked to approve the governance arrangements for the North East Local Plan District (NELPD).

2 RECOMMENDATION(S)

2.1 It is recommended that the Committee:-

- a) Agree the governance arrangements for the NELPD.
- b) Appoint a Member to the NELPD

3 FINANCIAL IMPLICATIONS

The proposed governance arrangements have no direct financial implications. Travel costs will be incurred but these should be contained within existing budgets.

As the scope of the work required to implement the impacts of the Act becomes clearer, it may be necessary to increase the present allocated staffing level of 1.5 FTE to 3.5 FTE for a limited period. Any increase in staffing requirements would be met from existing budgets.

4 OTHER IMPLICATIONS

The Council has a statutory obligation to work in partnership with SEPA and others in developing a National Strategy for Flood Risk Management, assisting in preparing a draft Local Plan, statutory consultation, obtaining ministerial approval and implementing measures

set out in the plan to reduce flood risk. The deadline for publishing the first draft plan is December 2014.

5 BACKGROUND/MAIN ISSUES

- 5.1 The Act came into force on 26 November 2009. It transcribes the EC Floods Directive into Scots Law, introduces new duties and simplifies how flood schemes are approved. It repeals the Flood Prevention (Scotland) Act 1961 although legacy Flood Prevention Schemes under that Act continue unaffected.
- 5.2 On 22 December 2011 SEPA, as required by the Act, published "Flood Risk Management Strategies and Local Flood Risk Management Plans". This was developed in partnership with the Scottish Advisory and Implementation Forum for Flooding (SAIFF), which has representation from the Scottish Government, SEPA, local authorities and Scottish Water.
- 5.3 The publication referred to in 5.2 above finalised the management arrangements for flood risk management planning. Aberdeen City Council will be in the North East Local Plan District with Aberdeenshire and Moray Councils. Aberdeenshire will be the lead authority.
- 5.4 On 22 December SEPA also published the National Flood Risk Assessment which identified the following potentially Vulnerable Areas (PVA's) in Aberdeen City.

Ref:- - 06/15 – River Don
06/16 – Bridge of Don (North)
06/17 – Kingswells
06/18 – River Dee
06/19 – Culter

- 5.5 Under Section 16 of the Act Scottish Water must assess sewer flood risk. Because of the highly integrated sewer and drainage system within the city this is being addressed by a partnership initiative led by Scottish Water with funding contributions from ACC and Aberdeenshire Council. See Report to EP&I dated 31 May 2012.
- 5.6 SEPA will set objectives and develop strategies for measures to reduce flood risk for all fourteen LPDs, in consultation with Responsible Authorities and publish the Draft National Flood Risk Strategy in December 2014 for consultation. It will prioritise measures nationally.
- 5.7 Lead Local Authorities (LLA's) will publish Local Flood Risk management Plans in two parts. The first will supplement the National Plan and be concurrent with it and the Second will set

out how measures will be implemented and funded. The commencement period of the second part lags the National Strategy by six months. The Plans run in six-year cycles with an interim review and report.

- 5.8 Draft and final plans must be approved by all parties in the Local Plan District. Because of the tight timescales, Member participation in the process prior to formal submission for Council approval is recognised as a high priority.
- 5.9 On 9 February 2012 the Minister for Environment and Climate Change, Stewart Stevenson MSP, launched – “Flood Risk Management Planning in Scotland – Arrangements for 2012 – 2016 (the Arrangements)” This is a comprehensive document that covers the timetable, roles and responsibilities under the Act and it can be found at: -

http://www.sepa.org.uk/flooding/flood_risk_management/national_flood_risk_assessment.aspx.

Governance Arrangements for the Local Plan Districts

- 5.10 Competent and Responsible Authorities must agree local flood risk management plans.
- 5.11 The arrangements set out in guidance (see link above) describe three options:
- Loose partnerships
 - Joint working (steering) groups
 - Joint committees

North East Local Plan District

- 5.12 At a meeting of officials hosted by, Aberdeenshire Council as LLA on 18 April 2012, it was agreed to propose the joint steering group model to each partner. The joint steering group would comprise officers from each Local Authority and a Member from each Local Authority.
- 5.13 The role of the Steering Group would be to oversee the work being carried out by the local partnership, consider outputs from various work streams and make recommendations emerging from them. Decision making would remain within each organisation’s governance arrangements, e.g., the appropriate committee of this Council, but with a recommendation from the steering group.
- 5.14 The model and proposed remits of each group is detailed in **APPENDIX A**

6 IMPACT

The development of the flood risk management plans will involve considerable public consultation/engagement. This will be the subject of future reports to Committee.

7 BACKGROUND PAPERS

- a) Potentially Vulnerable Area Data Sheets 06/15-19 available at - http://www.sepa.org.uk/flooding/flood_risk_management/national_flood_risk_assessment/datasheets.aspx.
- b) Flood Risk Management Strategies and Local Flood Risk Management Plans available at – http://www.sepa.org.uk/flooding/flood_risk_management/national_flood_risk_assessment.aspx.
- c) Aberdeen Integrated Catchment Study – report to 31 May 2012 EP&I Committee. <http://councilcommittees/mgConvert2PDF.aspx?ID=2284&T=110>

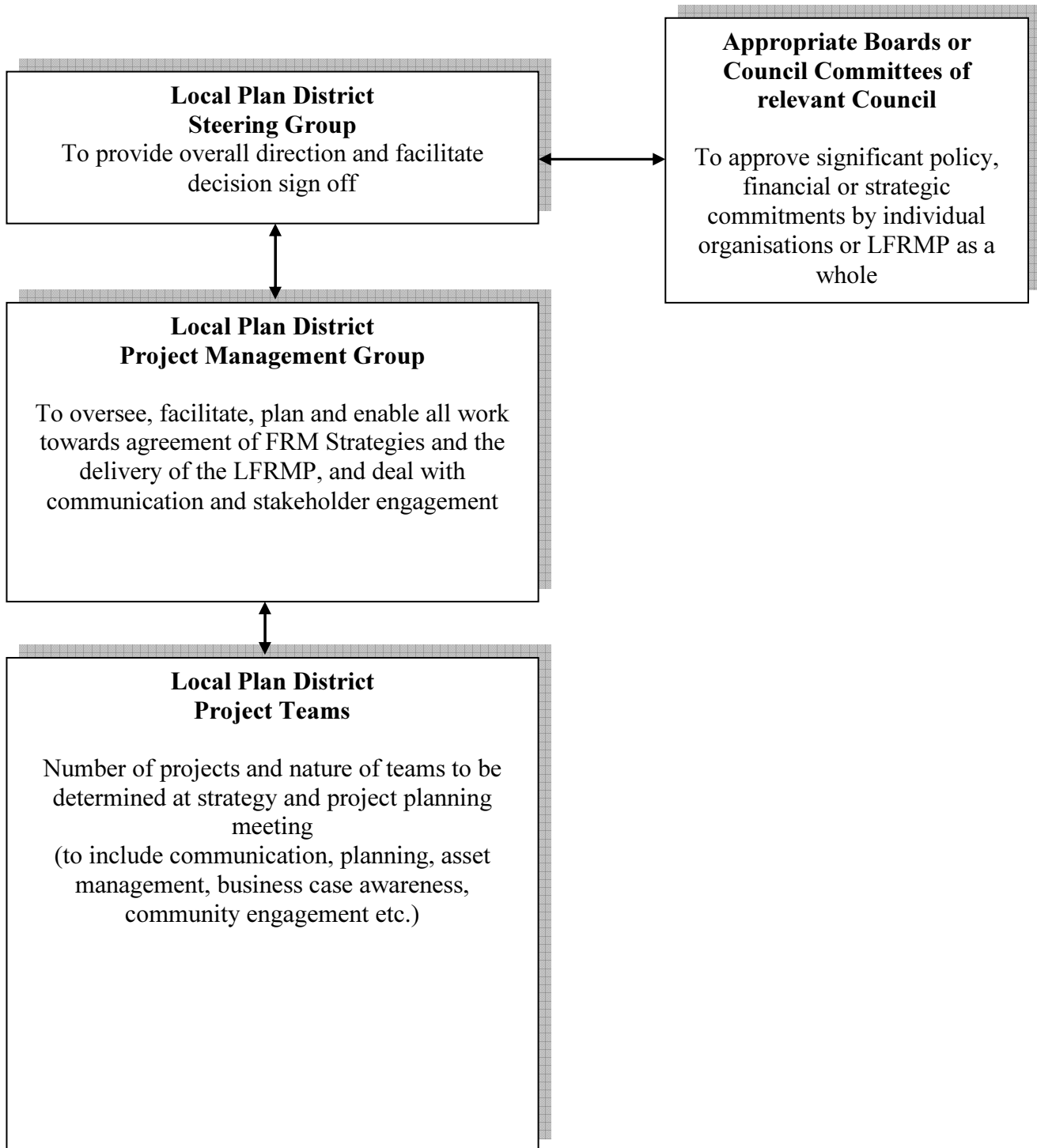
8 REPORT AUTHOR DETAILS

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Appendix A

FLOOD RISK MANAGEMENT (SCOTLAND) ACT 2009

GOVERNANCE ARRANGEMENTS FOR LOCAL PLAN DISTRICT PARTNERSHIPS



Local Plan District

Roles and responsibilities of the chairperson and members of all groups

Purpose / Role:-

To establish the overall responsibilities for the Chairpersons and Members of all LPD Groups, and to clarify individuals' roles and duties.

Role/Responsibilities:-

LPD Group Chairperson role and responsibilities are to:

1. Chair each meeting and ensure where practicable it keeps to the Agenda;
2. Direct the proceedings, encouraging participation;
3. Ensure that a programme of meetings for the calendar year are agreed and are established in Group Member's diaries. Manage any necessary changes to agreed meeting schedule;
4. Ensure a relevant, draft meeting Agenda is compiled and forwarded to Group Members by the Project Manager 1 week in advance of any meeting; ensure any additional pertinent issues raised by Group Members are added to the meeting Agenda prior to distribution, or covered under AOCB;
5. Ensure all papers are circulated in advance of the meeting;
6. Ensure that meeting Actions/Minutes are recorded and distributed within 2 weeks of of the meeting;
7. Monitor progress of actions in line with agreed timescales.
8. Clarify decisions and actions before the meeting ends.

LPD Group Members role and responsibilities are to:

1. Attend all Group meetings or at least ensure representation i.e. send a delegate.
2. Undertake and complete any agreed actions within agreed timescales.

Local Plan District Steering Group	
<p>Meetings: - FREQUENCY: <i>TBA</i> VENUE: Typically each Council in rotation DURATION: Generally half day CHAIR: Elected Member (Lead Local Authority)</p>	
<p>Responsibilities:- The responsibilities of the Board members are to:</p> <ol style="list-style-type: none"> 1. Agree Objectives, resources and other measures agreed by the Project Management Group; 2. Consider resource and organisational issues as necessary; 3. Agree co-funding mechanisms for shared commissions; 4. Agree funding contributions for co-funded work; 5. Support funding bids for implementation of the LFRMP; 6. Recommend organisation approval of FRM Strategy and local FRM Plan; 7. Recommend to their organisation delivery mechanism for the LFRMP, including the partnership agreement and delegated authorities as appropriate; 8. Consider opportunities for joint working. 	<p>Inputs: as required</p> <p>Members: 1 Elected member from each LA 1 Senior representative from SW 1 Senior representative from SEPA Core Project Management Group Representatives of any future designated Responsible Authorities.</p>
Authority of the group:-	Members of group to have delegated powers to act on behalf of respective authorities up to prescribed limits (for discussion).
Direction	
Financial	Make recommendations to partner organisations' regarding funding and to agree funding within delegated powers. Monitor expenditure.
Approval	Approve Project Management Group recommendations.
Changes	Approve proposed programme changes.
<p>Scope:- All matters relating to the development/delivery of the [name] Local Flood Risk Management Plan and agreement of FRM Strategy.</p>	

[Name] Local Plan District Project Management Group	
<p>Purpose / Role:- To oversee, plan, facilitate and enable all work towards the agreement of FRM Strategy and the delivery of the Local Flood Risk Management Plan. To deal with all aspects of communications and stakeholder management. To provide technical input and to oversee all project work.</p>	<p>Meetings:- FREQUENCY: As required VENUE: As appropriate DURATION: Half day generally CHAIR: Project Manager</p>
<p>Responsibilities:- The detailed responsibilities of the Project Management Group are to :</p> <ol style="list-style-type: none"> 1. Agree Partnership Objectives and Requirements; 2. Ensure the agreed objectives and requirements will fulfil the relative organisation's duties under the Flood Risk Management (Scotland) Act 2009; 3. Agree priorities and proposals for the FRM Strategy and LFRMP; 4. Agree the delivery mechanisms (e.g. Partnership Working Arrangements, including level of involvement of each organisation, scope, governance, funding, accountability and roles and responsibilities) for the FRM planning process; 5. Agree the recommended work plan for delivery of the FRM Strategy and LFRMP; 6. Ensure the appropriate resources are made available (information, staff time, money) for the timely delivery of the FRM Strategy and LFRMP milestones; 7. Manage and report progress to the Steering Group members and relevant stakeholders; 8. Seek approval from Relevant Authority as appropriate; 9. Manage communications and stakeholder engagement; 10. Agree the procurement process for the appointment of Consultants/ Contractors/ Suppliers for shared commissions; 11. Establish and provide direction to Project teams and other project groups as required; 12. Make recommendations to the Steering Group. 	<p>Members: (specify)- Officers from each LA, SW and SEPA Project Manager to Chair and represent Lead LA Representatives of any future designated Responsible Authorities.</p> <p>Other Attendees:- As appropriate</p>
Authority:-	Lead and co-ordinate activities of Project Teams and other groups as appropriate. Draft Flood Risk Management Plan.
Direction	As per delegated authority within each partner authority. Monitor expenditure
Financial	As per delegated authority within each partner authority. Monitor expenditure
Approval	Agree apportionment of contributions for co-funded work. Recommend project award and initiation of co-funded work.
Changes	Approve changes including scope or cost to a level set by agreement and as agreed by the Steering Group and/or partner organisations
<p>Scope: All matters relating to the development/delivery of the [Name] Local Flood Risk Management Plan, based upon agreed objectives and requirements.</p>	

[Name] Local Plan District Project Teams									
<p>Purpose / Role:- To plan, execute and deliver projects and or Local Authority specific elements of work assigned to them in support of delivery and implementation of FRM Strategy and Local Flood Risk Management Plan.</p>	<p>Meetings:- FREQUENCY: as required VENUE: As appropriate DURATION: as required CHAIR: Project Team Leader</p>								
<p>Responsibilities:- The detailed responsibilities of the Project Teams are to:</p> <ol style="list-style-type: none"> 1. Plan, execute and deliver projects assigned to them; 2. Provide project descriptions, costs and durations for circulation to the Project Management Group; 3. Provide regular and monthly project progress reports to the Project Management Group; 4. Identify issues, concerns and potential changes to projects and advise Project Manager ; 5. Ensure adequate resources are made available to deliver projects as planned; 6. Identify financial requirements for delivery of projects and monitor spends. 	<p>Inputs:-</p> <ol style="list-style-type: none"> 1. Project brief from Project Management Group; 2. Delivery Programme; 3. Legislation, including regulations; 4. Studies; 5. Reports; and 6. Other information and data, as appropriate. <p>Members:- Specific to partner organisation. Project Team Leader (Chair) Technical specialists, as appropriate</p> <p>Other Attendees:- As appropriate.</p>								
<p>Authority:-</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Direction</td> <td>Direct activities of specific project activities in line with overall Programme</td> </tr> <tr> <td>Financial</td> <td>Project specific – within contractual boundary</td> </tr> <tr> <td>Approval</td> <td>Project specific – within contractual boundary</td> </tr> <tr> <td>Changes</td> <td>Project specific – within contractual boundary</td> </tr> </table>	Direction	Direct activities of specific project activities in line with overall Programme	Financial	Project specific – within contractual boundary	Approval	Project specific – within contractual boundary	Changes	Project specific – within contractual boundary	
Direction	Direct activities of specific project activities in line with overall Programme								
Financial	Project specific – within contractual boundary								
Approval	Project specific – within contractual boundary								
Changes	Project specific – within contractual boundary								
<p>Scope:- Planning, execution and delivery of specific projects or specific elements of work.</p>									

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **11 September 2012**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Palmerston – Revised Traffic Management and
Controlled Parking Zone Proposals**

REPORT NUMBER: **EPI/12/178**

1. **PURPOSE OF REPORT**

This report details the results of the parking surveys and informal consultation by letter drop carried out on the streets within and surrounding the proposed Controlled Parking Zone within the North Dee area and of the initial design work carried out. The report discusses accessibility, internal and external connections, traffic management and traffic controls.

2. **RECOMMENDATION(S)**

It is recommended by Officers that:

1. The Committee note the results of the informal consultation and parking survey exercises
2. The Committee instruct Officers to progress the preliminary design of the traffic management proposals and CPZ
3. The Committee instruct Officers to establish cost estimates for the traffic management proposals and CPZ, and develop a business case for the CPZ
4. The Committee instruct the appropriate Officers to report back on the findings of the above to a future Committee meeting.

3. **FINANCIAL IMPLICATIONS**

A business case establishing that the proposed Controlled Parking Zone would be self financing will require to be made. Additionally the installation costs of both the Controlled Parking Zone and the traffic management measures proposed will require to be identified.

Funding for this proposed scheme has not been identified and this would require to be resolved. It is likely that a proportion of this could be derived from developer contributions associated with the regeneration of the North Dee area. Funding may also be required for the Councils Term Consultants to carry out design work.

4. OTHER IMPLICATIONS

Substantial parts of the road network within Palmerston will require to be rebuilt in order to accommodate the proposals.

There is a risk that if all the streets within the boundary are not included, they will be subject to the “decanting effect” from the remainder of the zone once the proposals are implemented. Legal procedures could affect the timescale for implementation.

The proposals contribute to the Council’s wider transportation strategy to encourage greater use of more sustainable forms of transport and therefore improvements in air quality by a reduction in traffic congestion. An improved pedestrian environment will encourage more journeys on foot.

Improved local on-street parking and amenity will enhance the quality of life and contribute to community confidence in a safer, healthier living environment.

5. BACKGROUND / MAIN ISSUES

5.1 Background

5.1.1 The Enterprise, Planning and Infrastructure Committee agreed at its meeting of 13 September 2011 to instruct Officers to carry out a parking survey and informal consultation in North Dee in respect of the implementation of a Controlled Parking Zone and traffic management alterations, along with the initial design for such schemes.

5.1.2 The North Dee area is subject to continual redevelopment and regeneration from its previous use as an industrial/ fish processing area to a location of high quality offices. This re-development intensifies the density of the developed area, increases the number of people accessing the area on a daily basis and the demand for car parking. North Dee experiences a high level of demand for parking at present and parking provision is considered to operate beyond capacity for the majority of the working day. Traffic management measures have been introduced in North Dee previously in order to alleviate vehicle conflict particularly at crossroad junctions. Significant queuing is regularly observed by vehicles leaving North Dee on Palmerston Road at its junction with Market Street and on Palmerston Place at its junction with South College Street, particularly in the evening rush hour.

5.1.3 These initial stages of work are funded from developer contributions relating to various developments in the North Dee area.

5.2 Parking Surveys

5.2.1 To inform the study parking surveys were commissioned throughout the North Dee and north Torry areas. These surveys recorded the current parking behaviour in the area including the volume and location of the parking, along with the length of time that vehicles are parked in the area. Surveys were conducted on Wednesday 9 May and Saturday 12 May 2012. The Saturday surveys did not take into consideration the north Torry area. The parking surveys were conducted in 1 hour beats allowing the turnover of vehicles to be assessed.

5.2.2 The purpose of the surveys was to ascertain the current parking behaviour in the area and to establish the volume of parking that occurs on street in these areas. The survey results have been analysed and the following key points have been taken from the surveys. Summary results are tabled and appended to this report.

5.2.3 The surveys reveal that within the North Dee area as a whole during the weekday observed parking is as high as 122% of capacity. The corresponding figure for the surveyed area of Torry is 80%. These peaks occur at different parts of the day. At the weekend, the peak level of occupancy in Palmerston is 95% occurring in the mid afternoon period.

5.2.4 In total there are 398 on street parking spaces within Palmerston, including available space on South College Street to the south of Palmerston Place. A further 600 on street parking spaces are available in the surveyed area of Torry.

5.2.5 Not all streets within North Dee operate above capacity, with those towards the south-west of the area being more likely to be parked below their limit. Those in the north and north-east of the area are observed to be significantly over capacity. These streets remain over capacity for the majority of the surveyed period.

5.2.6 The surveys tend to show that there is some capacity within the Torry area to accommodate any displacement of parking arising from the implementation of a CPZ within North Dee.

5.3 Informal Consultation with Residents and Businesses

5.3.1 Following approval from the Enterprise, Planning and Infrastructure Committee at its meeting on 13 September 2011 an informal consultation was carried out by means of a letter drop to all residents and businesses affected by the proposals. This has included residents of Devanah Mews on South College Street. The consultation letter detailed the extents of the proposed controlled parking zone and included a reply form which allowed consultees to express their views on both the controlled parking zone and traffic management issues. This method of consultation has been used prior to the design of recent

Controlled Parking Zones and has become commonplace for consultation on such schemes.

- 5.3.2 There was a disappointingly low response rate of approximately 10.5%. When reporting the findings of previous informal consultations it has become the norm to do so on a street by street basis. Due to the low response rate on this occasion the summary of the results is presented for the area as a whole.
- 5.3.3 Of the respondents approximately 71.05% supported the introduction of a controlled parking zone in the North Dee area. Of residents, 84.62% supported the controlled parking zone while 64.00% of businesses were in support. A summary of the responses is appended to this report. The majority of both residents and businesses responding to the consultation are in favour of the implementation of a controlled parking zone.
- 5.3.4 The comments received as a result of this consultation will be analysed and used to develop the detailed design of the scheme in terms of the controlled parking zone and alterations to traffic management in the area. The information gathered will be kept on record for reference at the next stage of formal preliminary statutory and public consultation. At that time, residents and businesses will have a further opportunity to comment and formally object to the scheme.

5.4 Current Accessibility

- 5.4.1 Resulting from the parking survey, consultation exercise and site visits conducted by Officers, a review of the current accessibility of the North Dee area has been undertaken. This has incorporated both the accessibility of North Dee from outwith and accessibility of individual streets and premises within the area. Accessibility for both vehicles and pedestrians has been taken into consideration.
- 5.4.2 Primarily vehicular access is currently taken from South College Street, North Esplanade West or Market Street. The one way system operational within North Dee largely dictates the entry and exit points into the area. Entry can be gained from Market Street via Poynerook Road, North Esplanade West via Stell Road and Russell Road, and from South College Street via Palmerston Place. Egress occurs via Palmerston Place to South College Street, Russell Road and Raik Road to North Esplanade West and Palmerston Road to Market Street.
- 5.4.3 Vehicles accessing the area, particularly during peak periods, experience congestion and queuing on all three external access roads. This is however general congestion and is not specifically attributed to the North Dee area.
- 5.4.4 Vehicles exiting the area regularly experience queuing while attempting to enter the external road network from North Dee from all exit points. Findings from the consultation exercise corroborated by observations made by Officers during site visits are that the extent of this queuing can dissuade drivers from making use of the correct exit points. Observations have been made of drivers sighting the end of traffic

queues and turning and travelling against the one way system to find an alternative exit point. Vehicles have been observed exiting the area onto the external road network against the one way system.

- 5.4.5 It is reported in the consultation exercise that drivers find that the one way system necessitates convoluted routes to either access or leave individual properties.
- 5.4.6 Pedestrians are able to access the North Dee area from all the vehicular access points. In addition pedestrians can enter and leave via Union Square immediately to the north. The presence of pedestrian phases in the traffic signals on the streets bounding North Dee allow pedestrians access from outwith the area.
- 5.4.7 A significant pedestrian demand exists through the area, particularly during the weekday lunch period, with employees at the various offices and businesses in North Dee accessing the retail facilities to the north, and subsequently returning to their employment premises. Through the consultation exercise pedestrians have reported issues with footways being blocked through the operations of local businesses and vehicles parked inappropriately. The location of on street parking obstructs the desire line for pedestrians which observations have shown results in pedestrians walking along the carriageway.
- 5.4.8 Further obstacles to pedestrian movement occur in the physical condition of the infrastructure throughout much of the area. Old footways which have received minimal maintenance in addition to granite cassies bordering pavements create environments that bring difficulty for pedestrians.

5.5 Current Traffic Management

- 5.5.1 At present the majority of the North Dee area operates with a one way system, the exception to this being on Palmerston Place to the west of Palmerston Road and Russell Road. Exit and entry points are made using the one way system to North Esplanade West and Market Street. The operation of the one way system has been reported through the consultation exercise as confusing, and regularly ignored by drivers.
- 5.5.2 The one way system was introduced in North Dee as a road safety measure, and in response to the number of accidents accruing at both the Poynerook Road/ Stell Road and Poynerook Road/ Raik Road crossroad junctions. Operating a one way system reduced the number of vehicle movements possible at these junctions, reducing the number of conflict points and consequently the potential for accidents.
- 5.5.3 Paragraph 4.4 identifies that vehicles regularly approach the end of queuing traffic leaving the North Dee area, observe the queues and turn against the one way system to find an alternative egress point. Vehicles have been observed by Officers to travel through North Dee against the one way system both apparently with and without the knowledge that they are doing so.

5.5.4 It is considered likely that this deliberate behaviour is partly in response to the convoluted routes through the one way system that some premises are required to take if adhering to the restrictions. Additionally the width of the streets in North Dee means that should a vehicle be travelling against the one way system and meet a vehicle adhering to the regulations there tend to be no safety issues in passing each other.

5.5.5 It has also been reported through the consultation exercise that the short two way section of Poynerook Road causes confusion. Vehicles are able to travel in both directions on Palmerston Road between the access to Union Square and the Palmerston Road/ Stell Road junction.

5.6 Summary of Findings

5.6.1 From the informal consultation exercise, the traffic surveys, and site visits and investigation undertaken by Officers, it has become apparent that there are numerous issues in respect to accessibility, traffic management and parking in North Dee. The current availability and operation of parking and traffic management no longer meet the needs of the area, the businesses and employees working in North Dee. As the regeneration of the area continues it is possible that current problems will be exacerbated. The current state of infrastructure in some parts of the area could potentially be restricting the desire of developers to further regenerate the area.

5.6.2 As identified throughout this report the problems that are present in the North Dee area are varied, and the implementation of a solution to one of these will not be sufficient to alleviate all the issues. For example in theory it would be possible to introduce a Controlled Parking Zone with the current infrastructure and traffic management arrangements. However this alone would not be sufficient to address traffic management issues or pedestrian accessibility issues and with the physical extent of much of the road network may not be sufficient to address indiscriminate parking. A much wider appraisal considering the use of the overall space between buildings for all road users is necessary at this stage given the range of issues to address.

5.7 Committed Infrastructure Development and that under the Control of Others

5.7.1 The modern transport strategy for city includes long term improvement plans for South College Street and includes alteration to Palmerston Place. The approved changes for the South College Improvement scheme will result in Palmerston Place operating with two way traffic and a traffic signalised junction between Palmerston Place and North Esplanade West being installed. The southern end of Old Ford Road will be stopped up.

5.7.2 Ardent House, a major office development located adjacent to North Esplanade West has been granted planning permission. In association with this planning permission is a condition to signalise the North Esplanade West/ Raik Road junction. However this work will only

proceed if the proposals for Ardent House come forward in their current form.

5.8 Proposed Revisions to Traffic Management

- 5.8.1 The proposals in terms of improvements to the traffic management in North Dee centre around facilitating and ameliorating access and egress to the area, enhancing the environment and infrastructure for both vehicles and pedestrians, alleviating the tendency for vehicles to travel against the one way system and augmenting safety when compared to the current arrangement. A drawing showing the proposed alterations to the traffic management in North Dee is appended to this report. It is recognised that revisions to the traffic management issues in the North Dee area cannot be carried out in isolation from the requirement to revise parking arrangements as discussed in section 9 below. The two will both require to be introduced in a coordinated manner in order to improve all the issues prevalent in North Dee, and derive the maximum benefit for all users of the transport infrastructure in the area.
- 5.8.2 The proposals will promote an improvement to the environment and opportunities for pedestrians in particular. It is proposed to reverse the current eastbound one way section of Palmerston Road between the exit to Union Square and Market Street. Due to the sequencing of the traffic lights and need to prioritise traffic on Market Street limited practical time is afforded to traffic exiting North Dee at this junction. Practical alteration to the light sequence to improve the situation is not achievable and therefore it is proposed that these vehicles will better be able to leave North Dee by another exit, removing the traffic queue that builds up along Palmerston Road and the subsequent temptation for drivers to travel against the one way system to avoid it. However this could only be implemented following the installation of traffic signals at the North Esplanade West/ Raik Road junction.
- 5.8.3 Raik Road and Stell Road between Poynerook Road and North Esplanade West could operate on a two way basis and Russell Road would operate one way northbound. The arrangement for Raik Road is proposed in cognisance of the signalisation of the North Esplanade West/ Raik Road junction in association with private development.
- 5.8.4 Poynerook Road would retain a one way westbound operation and Palmerston Road would retain a one way eastbound operation from Palmerston Place to Raik Road. Allowance would be made for converting Palmerston Road to two way operation between Palmerston Place and Poynerook Road following the introduction of the signalised junction between North Esplanade West and Palmerston Place. Between Palmerston Road and Poynerook Road, Stell Road will continue to operate southbound and Raik Road northbound.
- 5.8.5 It is proposed to introduce raised junctions at the Poynerook Road/ Stell Road and Poynerook Road/ Russell Road crossroad junctions. These traffic calming features would emphasise the junction, reduce speed at the principal vehicular conflict points and provide for pedestrian movements.

5.8.6 Carriageways will be narrowed where appropriate to allow for parking and to prevent vehicles from travelling against one way restrictions. This will also provide space to enhance pedestrian facilities.

5.8.7 A revised speed limit of 20mph is proposed to be implemented in the area.

5.9 Operation of Proposed Controlled Parking Zone

5.9.1 The parking survey, consultation exercise and site visits completed by Officers have each indicated that there is a parking problem in the North Dee area, which can be summarised as:

- Parking demand exceeding supply
- Indiscriminate and inappropriate parking throughout the area

Some issues pertaining to pedestrian and vehicle accessibility and safety in North Dee are in part subsidiary to these overarching issues.

5.9.2 In order to manage the parking issues in this area and regulate the parking to the benefit of businesses, visitors and employees it is proposed to introduce a Controlled Parking Zone (CPZ). This will:

- Regulate parking by providing designated bays
- Reduce indiscriminate parking by removing the opportunity for this and allowing greater enforcement

However it will be necessary to establish a business case for the implementation of the CPZ, and to show that this arrangement will be self financing.

5.9.3 It is proposed that the CPZ in North Dee operate in a similar manner to the existing city centre zones. It is not proposed to reserve any area for the exclusive use of residents. On street pay and display parking regime would be implemented throughout the North Dee area to allow visitors to park. In addition to this it is proposed to integrate the public road within the Devanah Mews development on South College Street into the existing Ferryhill CPZ. The small car park outside the Arches business units accessed from Riverside Drive would be incorporated into the proposed new North Dee CPZ. A charging regime in this location will assist in achieving vehicular turnover which is important in bringing customers into the businesses located here. South College Street between the South College Street/ Palmerston Place junction and the South College Street/ North Esplanade West/ Riverside Drive/ Queen Elizabeth II Bridge is proposed to be incorporated into the North Dee CPZ.

5.9.4 The CPZ will be operational in line with current city centre zones, between the hours of 08:00 – 20:00 Monday to Saturday and 13:00 – 17:00 on Sunday. Each household within the zone will be entitled to one parking permit allocated to a particular vehicle. Businesses within the CPZ will be entitled to one permit. The operators of garages within the area will be entitled to four parking permits.

5.10 Displacement of Parking

5.10.1 Significant potential exists for the displacement of parking from North Dee following the implementation of the CPZ as drivers look elsewhere to find a location for all day free parking. It is considered that a primary destination for this displaced parking could be Torry, immediately to the south of the River Dee.

5.10.2 The parking surveys have revealed that there is already extensive parking on street in Torry during weekdays with different parking patterns observed on different streets. The surveys also reveal that overall the highest level of demand for parking occurs at the start of the survey period and this gradually reduces during the course of the day. At no point during the survey period was the area at capacity. However the survey revealed that in several locations vehicles were observed to park on double yellow lines and on the footway, indicating that the available parking spaces are not necessarily located where the demand for parking occurs. In particular spaces appear to be available on the following streets:

- Crombie Place (PM Only)
- Crombie Road
- Sinclair Road
- South Esplanade East
- Walker Place
- Walker Road
- South Esplanade West
- Victoria Road
- Walker Lane (PM Only)

5.10.3 The displacement of parking from the North Dee area could result in a significant number of these parking places being occupied, to the detriment of residents and employees in Torry. This may have the consequential impact for the requirement to introduce parking controls within the Torry area.

5.10.4 The scale of parking that will be displaced from North Dee to Torry is difficult to predict. A number of factors will influence the decision of drivers should they choose to seek an alternative parking space. Some of these factors include the additional distance that would be required to walk to the city centre from Torry and the environment within which they would be parking. The River Dee also acts as a barrier, partly psychological, with drivers being less willing to park on the opposite side to their place of work.

5.11 Phased Introduction of Proposals

5.11.1 The introduction of revised traffic management and a CPZ within North Dee have both been identified as being required in order to manage the issues prevalent. Ideally both the implementation of the full CPZ and all traffic management proposals would be implemented concurrently. However it is recognised that financial implications mean that this would be unlikely to happen and that therefore a phased introduction

will be required. A business case will require to be established in order to demonstrate that the operation of the CPZ would be self financing.

5.11.2 The revisions to the one way system will require to be implemented simultaneously throughout the area. It is considered that in order to allow for the necessary traffic movements in the area the traffic signalisation of the North Esplanade West/ Raik Road junction would have to be completed prior to the reversal of the one way on Palmerston Road between Market Street and the Union Square access. The implementation of the revised traffic management operations in North Dee would naturally follow the completion of the signalisation of this junction, likely to be completed in association with private development.

5.11.3 It is proposed that some streets within North Dee retain their current one way operation. It is therefore possible to introduce a phased implementation of the proposals on these streets without dependency on the implementation of the signalisation of the North Esplanade West/ Raik Road junction.

5.11.4 Given the funding issues of a revised traffic management regime it may be necessary to implement the changes to waiting and loading restrictions throughout the area without introducing the wider traffic management changes. However alterations would be required throughout North Dee as the traffic management proposals were introduced and the regeneration of the area continued.

5.12 Further Work

5.12.1 Various pieces of work would require to be completed prior to the Committee considering implementation of the final scheme. A preliminary design for both the traffic management and the CPZ would require to be completed. Costs estimates and an estimation of the deliverability of the scheme would be established. Additionally a funding mechanism for the implementation of the traffic management throughout the area would be developed. This would be likely to involve developer contributions, and therefore specifically a mechanism for calculating these for each development would be established.

6. IMPACT

The Aberdeen City Centre Development Framework and the Harbour Development Framework documents recognise the continuing development of this area from its previous predominant use of fish processing towards new office developments. Both development frameworks recognise that the development of this area offers the opportunity to develop enhanced pedestrian links to the harbour and the River Dee from the city centre.

7. BACKGROUND PAPERS

Minutes of Enterprise Planning and Infrastructure Committee meeting
13 September 2011.

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=15601>

8. REPORT AUTHOR DETAILS

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Consultees comments

Enterprise, Planning and Infrastructure Committee

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Vice Convener: Councillor Ramsay Milne – *has been consulted 07/08/12*

Councillor Yvonne Allan – *has been consulted 07/08/12*

Councillor Graham Dickson – *has been consulted 07/08/12*

Councillor James Kiddie – *has been consulted 07/08/12*

Council Officers

Barry Jenkins, Head of Finance, Corporate Governance – *has been consulted*

Jane MacEachran, Head of Legal and Democratic Service – *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, E,P and I – *has been consulted*

Margaret Bochel, Head of Planning & Sustainable Development – *has been consulted and has no further comments*

Mike Cheyne, General Manager, Operations – *has been consulted*

Neal Carnegie, Community Safety Manager – *has been consulted*

Dave Young, Account Manager, Corporate Governance – *has been consulted*

Laura Watson, Service Co-ordinator E P & I

Mark Masson, Committee Services Officer

Appendix A

Summary of Informal Consultation Findings

Question	Response	Residential Respondents	Business Respondents	All Respondents
Do you have off street parking available to you?	Yes	9	14	23
	No	4	13	17
What are your total parking requirements in the Palmerston Area?	Residential	43	0	43
	Staff	0	241	241
	Visitor	14	51	65
	Service	5	19	24
	Other	0	14	14
How adequate is the pedestrian provision in the area?	Good	9	18	27
	Bad	4	9	13
Does the current one way system in the Palmerston area work well and facilitate vehicle movements?	Yes	9	11	20
	No	6	14	20
Does your business experience operational difficulties as a result of indiscriminate parking in the area?	Yes	2	24	26
	No	1	4	5

Do you experience problems parking a vehicle in the Palmerston area?	Yes	10	22	32
	No	4	7	11
Do you experience problems either entering or leaving the Palmerston area by vehicle at any time?	Yes	11	21	32
	No	1	7	8
Would you support the introduction of a Controlled Parking Zone in Palmerston?	Yes	11	16	27
	No	2	9	11

Appendix B
Revised Traffic Management Proposals

Appendix C

Summary Parking Survey Results

ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Planning and Infrastructure
DATE:	11 September 2012
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	Permit Misuse Policy
REPORT NUMBER:	EPI/12/151

1. PURPOSE OF REPORT

To advise the Committee of the need to develop a formal policy for dealing with misuse of all parking permits within the city, such as residents' permits, business permits, contractors' permits and Blue Badges.

2. RECOMMENDATION(S)

1. That the committee notes that monitoring levels of misuse of Residents' permits and Blue Badge has commenced and will actively continue to the end of September to gather statistical data on the potential levels of abuse.
2. That the Committee instructs officers to report back to the November Committee on the levels of misuse and with draft policies, procedures, actions and any financial implications arising from resources to address the misuse of parking permits and Blue Badges.

3. FINANCIAL IMPLICATIONS

It is hoped that the cost of staff time to monitor and deal with permit misuse can be absorbed within current staffing levels. However, depending on the results of the monitoring period and the levels of misuse found, the creation of a specific enforcement team dealing with permit misuse may be required.

4. OTHER IMPLICATIONS

None

5. BACKGROUND / MAIN ISSUES

5.1 Background

There has been an increasing number of complaints from the public regarding perceived misuse of Residents' Parking Permits and officers are also aware of attempts to sell and purchase such permits.

As there is currently no formal policy for monitoring and dealing with misuse of Residents' or Business Parking Permits within the city, officers consider that a report to Committee is necessary in order to pursue the development of a permit misuse policy. With regard to misuse of Blue Badges issued for disabled parking, there are clear national guidelines on dealing with this type of abuse.

In order to fully understand the level of potential misuse, what impact it is having and what options are suited to address in the future, it is considered that the level of misuse should be investigated in more depth. Previous surveys have been carried out on the misuse of Business Permits, and this has been reported to the Controlled Parking Working Group. As stated above, officers are also aware of various forms of advertising from individuals seeking to purchase or sell Residents' Parking Permits, which are provided solely for the purpose of allowing residents to park near their property, within a Controlled Parking Zone. There have been complaints from residents regarding potential misuse of permits, but these complaints are not always evidenced when researched. However some observation would appear to confirm the validity of some of the complaints and indicate that there is a level of misuse, the scale of which is as yet unquantified.

As it stands the Council have no clearly published policy for dealing with this misuse, particularly in dealing with more serious forms of misuse where permits are being sold.

The misuse of permits can impact on residents by limiting the spaces available to them near their properties, and it can limit the amount of pay & display bays available. This can also have an adverse impact on nearby retail premises where customers may find it advantageous to park closer to the premises & a higher turnover of pay & display bays may therefore be desirable.

Enforcement of Blue Badges is laid out in the Blue Badge Scheme (Scotland) Code of Practice for Local Authorities. This details the legislation under which enforcement may be carried out and what action may be taken. It is intended to follow this Code of Practice for Blue Badge enforcement, as per the legislation. Some brief details of the enforcement are shown in Appendix A. The above Code of Practice is adhered to by all local authorities in Scotland and can be considered to be good practice.

5.2 Other Local Authority monitoring and enforcement

5.2.1 Other Councils were contacted regarding their monitoring and enforcement practices. The approach taken varies, with the City of Edinburgh Council at one end of the spectrum, having created a specific Enforcement Team, whereas most other councils have staffing levels sufficient for including monitoring and enforcement as part of the general duties of staff who are not dedicated solely to enforcement but

who also carry out mainstream Traffic and Transportation duties. In all approaches, the first level of enforcement is carried out by City Wardens on-street but the escalation of enforcement, including withdrawal of permits, varies thereafter.

5.2.2 In order to determine how future enforcement action may be carried out and what staffing levels may be appropriate, it is necessary to establish the level of permit misuse.

5.3 Three month monitoring period

5.3.1 A three month monitoring period is being undertaken for the purposes of establishing the level of Residents' Permit and Blue Badge misuse within the city. This monitoring period started in July and will continue to the end of September 2012.

5.3.2 Any potential misuse of a Residents' Permit e.g. if the driver is entering or exiting the car to go to/or from non-residential premises will be investigated. When observing a driver entering or exiting a car parked & displaying a Blue Badge, they will ask to inspect the badge.

5.3.3 Any obvious breaches in permitted use will be followed up with correspondence to the permit/blue badge holder to remind them of their responsibilities and the applicable use. In the case of Blue Badge where repeated abuse is recorded action will be pursued to withdraw the Blue Badge and if necessary legal action pursued with the relevant authorities.

5.3.4 The Disability Advisory Group (DAG) has been contacted to alert their members to the monitoring and possible requests to present the Blue Badge for inspection.

5.4 Conclusion

5.4.1 On conclusion of the three month monitoring period the results will be analysed, with a future report to be submitted to Committee detailing the results of the monitoring and outlining proposals for a draft enforcement policy for all types of permits..

6. IMPACT

Within the Community Plan, protecting and enhancing the built and natural environment is identified as a strategic priority, and underpinning the Community Plan is an aim to deliver Local & Regional Transport Strategy commitments by, among other means, using enforcement.

7. BACKGROUND PAPERS

Outstanding Business statement of Enterprise Planning and Infrastructure Committee meeting on 31 May 2012 and the allocation of

Business Permits to Offices Report submitted to the Controlled Parking Area Working Group meeting on 5 April 2012.

8. REPORT AUTHOR DETAILS

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Appendix A

Enforcement of Blue Badges

Note: Enforcement of Blue Badges is subject to a Code of Practice in accordance with The Chronically Sick and Disabled Persons' Act 1970 and The Disabled Persons (Badges for Motor Vehicles) Scotland Regulations 2000, both as subsequently amended.

- Some flexibility in using powers, in order to address local circumstances
- Where a family member or friend has been found using a Blue Badge when not entitled to do so, the Council will write to the Badge Holder reminding them of their duties and responsibilities in ensuring correct use of the Badge
- For the above misuse, letters will be sent out on two occasions and on the third occasion the Council will seek to prosecute under The Chronically Sick and Disabled Persons' Act 1970 and then withdraw the badge once a conviction has been secured, as per The Disabled Persons (Badges for Motor Vehicles) Scotland Regulations 2000
- Where a Badge is habitually misused by a family member or friend, under The Disabled Persons (Badges for Motor Vehicles) Scotland Regulations 2000 the Council will refuse to issue a new or replacement Badge, where it has reasonable grounds to believe that the applicant would permit another person to use it.
- Where a Badge has been found to have been copied, altered, faked or forged, the Council will seek to prosecute under the Road Traffic Regulation Act 1984

The above list is not exhaustive but gives brief details of the types of misuse and powers to prosecute listed in the Blue Badge Scheme (Scotland) - Code of Practice for Local Authorities. A full policy will be drafted and submitted to a later Committee, once the three month monitoring period has been completed and the results analysed.

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ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **11th September 2012**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Off-Street Monthly Car Parking Permits**

REPORT NUMBER: **EPI/12/152**

1. **PURPOSE OF REPORT**

The purpose of this report is to update the Committee on the current levels of Monthly Parking Permits being purchased within the off-street car parks and the proposal to limit the number being issued to allow greater turnover for the local businesses.

2. **RECOMMENDATION(S)**

It is recommended that the Committee:

1. Instruct officers to introduce a limit on the number of spaces available to permit holders (average 48% of full car park capacity) within the larger off-street car parks, to introduce off-street parking permits designated to a specific off-street car park and to monitor the operational performance of the car parks.

3. **FINANCIAL IMPLICATIONS**

- 3.1 If there is a reduction in the number of off-street permit applications as a result of the proposed amendments, this would allow greater turnover within the pay & display spaces within the off-street car parks which would offset any loss of income from reduced permits sales.

4. **OTHER IMPLICATIONS**

None.

5. BACKGROUND/MAIN ISSUES

- 5.1 Recent monitoring of parking within the city centres off-street car parks operated by Aberdeen City Council has highlighted a rising demand for business related long stay monthly parking permits within the Chapel Street car park. A recent application by a city centre business for the purchase of 50 monthly parking permits for staff has emphasised the need to regulate and monitor the long stay demand within the city centre car parks. The same business also intimated they would like to purchase 200 permits for one car park, should these be available.

Officers have a serious concern that should general demand for long stay monthly permits continue to rise that this will impact on the turnover of public parking spaces necessary to service the many business and facilities within the city centre and in particular businesses within the west end, Chapel Street area.

There is a particular concern within the Chapel Street car park, where we have recently seen an increase in demand for off-street permits. Being located in the west end of the city centre there is a necessity for short term parking for customers of the many businesses in the area. Whilst Chapel Street can accommodate the 50 permits, concerns from officers and local businesses have been raised that the number of permits purchased is having an impact on the off street parking turnover.

A recent letter was received from the West End Trade Association (WETA) in which concerns are expressed on several issues with some reference made to the off-street car parks. The letter whilst expressing some serious concerns also contains a number of proposals that will be brought before the Controlled Parking Working Group at their next meeting.

Currently within Aberdeen City Centre there are four off-street car parks operated by Aberdeen City Council, for which monthly parking permits can be obtained and utilised at a fee of £200 p/m. Permits are available to all applicants, whether it be an individual member of the public or a private business, with no restrictions on use and these permits are valid for any of the long stay off-street car parks; Chapel Street, Denburn, West North Street and Mearns Street.

In line with strategic planning the larger employers within the city centre should be developing and promoting Green Travel Plans (GTP) for employees and customers. Officers have a concern that the long stay off street car parks are being used as an alternative to the delivery of active GTP's. In order to address this concern it is suggested that officers monitor the performance of the larger employers and the delivery of their GTP's .

5.2 Comparative Monthly Permit Allocations

The following table shows the average figures of the number of permits allocated for off-street car parks per month in recent years:

Table 1

Type of Permit	Average Number of Permits Granted Per Month		
	2010	2011	2012 (Jan – July)
ACC Staff Permits	231	239	225
Business Monthly Permits	256	268	240
Individual Monthly Permits	36	22	7
Total	523	529	472

5.3 Long Stay Car Parks

Table 2 provides an accurate overview of typical occupancies during the daytime of the three larger Long Stay Car Parks, Chapel Street, Denburn and West North Street and is taken from the Car Park Guidance monitoring system.

Table 2

Car Park	Total Capacity	Typical Occupancy Peaks
Chapel Street	500	460
Denburn	320	250
West North Street	165	125
Mearns Street	45	**

** *Not officially recorded but observations indicate significantly under capacity.*

In addition a manual survey was undertaken within the long stay car parks to determine the extent of spaces that are being utilised by permit holders and ultimately how many spaces are available for pay & display. The results of the survey, undertaken during the morning of Thursday 26th April 2012, are shown in Table 3:

Table 3

<p><u>West North Street</u></p> <p>Permit Holders – 83 Pay & Display – 48 Blue Badge – 02</p>	<p><u>Chapel Street</u></p> <p>Permit Holders – 151 Pay & Display – 195 Blue Badge – 06</p>
<p><u>Mearns Street</u></p> <p>Permit Holders – 02 Pay & Display – 09 Blue Badge – 00</p>	<p><u>Denburn</u></p> <p>Permit Holders – 23 Pay & Display – 118 Blue Badge – 07</p>

As can be seen from Table 3 above the total number of permits being used was only 259, which is significantly less than the average number of permits issued each month, specified in Table 1. However it should be noted that a number of these permits may be issued to those who require to be in and out of the office at various times of the day and could be absent for long periods of time.

5.4 Proposals

In order to ensure a balance between providing a turnover of available pay & display bays against the number of spaces available to permit holders, it is proposed to make certain changes to the current allocation of off-street car parking permits.

Proposal – It is proposed that monthly permits be valid only for a specific off-street car park and that the issue of permits be limited to 40% of the capacity of the relevant car park, so as to still leave adequate number of spaces for pay & display. Spaces will be available on a first come, first served basis, there will be no dedicated spaces set aside for permit holders and they will not be guaranteed a space. In the 4 long stay car parks this allows the following number of spaces:

Table 4

<p><u>West North Street</u></p> <p>Total number of Spaces – 165 Monthly Permit Limit (60%) – 99 Pay & Display minimum spaces – 66</p>	<p><u>Chapel Street</u></p> <p>Total number of spaces – 500 Monthly Permit Limit (40%) – 200 Pay & Display minimum spaces – 300</p>
<p><u>Mearns Street</u></p> <p>Total number of spaces – 45 Monthly Permit Limit (40%) – 18 Pay & Display minimum spaces – 27</p>	<p><u>Denburn</u></p> <p>Total number of spaces – 320 Monthly Permit Limit (55%) – 173 Pay & Display minimum spaces– 147</p>

When considering the limit to be set upon these long term car parks, a balance was sought between the demand for permits and the demand for Pay & Display bays. Seasonal peaks for Pay & Display bays were also considered, and this is a matter of concern for local businesses. Officers tried to balance the demand for permits over the majority of the year with the seasonal peak demands for Pay & Display, as well as general demand for this. It was felt that limiting permit issue to 48% of the car park capacity struck a reasonable balance.

The setting of this average cap of 48% throughout all four existing car parks allows a maximum total of 490 spaces to be available to off-street permit holders, which meets the current demand for the month of July 2012.

It should also be noted that the aforementioned permit holders will be in and out of the office at various times of the day therefore all current permit holders will be able to be accommodated at any one time.

5.5 **Conclusion**

Officers are of the opinion that introducing the above proposal would enable a greater turnover of pay & display bays, therefore benefiting local businesses and the general public. Officers intend to continue monitoring the issue of bulk permits to businesses to ascertain any effect this may have on other businesses and the public.

6. **IMPACT**

6.1 The report is in accordance with the administrations Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 7.

- 6.2 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

7. **BACKGROUND PAPERS**

None

8. **REPORT AUTHOR DETAILS**

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Councillor Jennifer Stewart – *has been consulted 07/08/12*

Councillor Sandy Stuart – *has been consulted 07/08/12*

Councillor Angela Taylor – *has been consulted 07/08/12*

Councillor Ross Thomson – *has been consulted 07/08/12*

Councillor Gordon Townson – *has been consulted 07/08/12*

Councillor Willie Young – *has been consulted 07/08/12*

Councillor Ian Yuill – *has been consulted 07/08/12*

Council Officers

Barry Jenkins, Head of Finance, Corporate Governance – *has been consulted*

Jane MacEachran, Head of Legal and Democratic Service – *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, E,P and I – *has been consulted*

Margaret Bochel, Head of Planning & Sustainable Development – *has been consulted and has no further comments*

Mike Cheyne, General Manager, Operations – *has been consulted*

Neal Carnegie, Community Safety Manager – *has been consulted*

Dave Young, Account Manager, Corporate Governance – *has been consulted*

Laura Watson, Service Co-ordinator E P & I

Mark Masson, Committee Services Officer

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER:	EPI/12/167

1. PURPOSE OF REPORT

The purpose of this report is to advise Members of the progress to date of various strategic and local transportation projects within Aberdeen City and the wider area. These 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:

- a) Note the contents of this report;
- b) Endorse development through Nestrans as outlined in section 5 of the report, including Board decisions and progress on the 2012/13 programme of works; and
- c) Agree a response to Nestrans on the draft Regional Transport Strategy Main Issues Report.

3. FINANCIAL IMPLICATIONS

The projects described in this report are being funded through various budgets including Nestrans, the Regional Transport Partnership. Details are included in the relevant sections. There are no implications for approved PBB options.

4. OTHER IMPLICATIONS

None

5. BACKGROUND/MAIN ISSUES

A) Issues Requiring a Committee Decision

Nestrans

1 Nestrans Projects and Programmes

1.1 The Nestrans Board met on the 18th April 2012 and a copy of the minute is available within this report in Appendix A. The Board also met on the 20th June and 29th August 2012, and the minutes of these meetings will be included within a future report.

1.2 Nestrans Capital Programme 2012/13

1.2.1 The capital programme of expenditure for 2012/13 was approved at the Nestrans board meeting on 18th April. Details of the programme within Aberdeen City, totaling approximately £976,000, are listed below along with an update for each project.

1.2.2 Active Travel

Core Paths

Improvements to the following Core Paths will be taking place between August and November:

- Core Path 8: Auchmill Community Woodland
- Core Path 27: Fernielea
- Core Path 61: Hazledene Road – Countesswells Road/Hayfield Road
- Core Path 63: Den of Cults
- Core Path 66: Deeside Line
- Core Path 68: Den of Cults
- Core Path 69: Duthie Park
- Core Path 70: River Dee
- Core Path 78: Coastal Path

This will be accompanied by a programme of signage, interpretation and leaflet development.

Aberdeen to Blackburn Cycle Route

See section 3.

Cycle Demonstration Project

See section 4.

1.2.3 Public Transport

A96 Park and Choose

Work is continuing on the specimen design for inclusion in the AWPR contract.

Aberdeen City and Shire Joint Bus Stop Information Initiatives

The programme of provision/replacement of timetable display cases at bus stops throughout Aberdeen City and Shire is continuing.

Upgrade Bus Lane Enforcement Cameras on Strategic Bus Corridors

See section 15.

ARI Interchange

Construction of the improved interchange and associated bus priority measures, jointly funded with NHS Grampian, is now complete.

Airport Bus Turning Circle

Design and planning is underway.

King Street Bus Lane

The findings of the safety audit have now been implemented.

Night Time Transport Zone

The installation of lit signs at night time bus stops on Union Street should be complete by the end of the year.

1.2.4 Strategic Road Safety Improvements

Road Studs and Lining

A programme of renewing road studs and relining works on Wellington Road and the A944 has commenced.

1.3 Nestrans Revenue Programme 2012/13

1.3.1 The revenue programme expenditure for 2012/13 was approved at the same meeting and details of the programme, totaling £324,000, are listed below along with scheme updates.

1.3.2 Bus Action Plan

Bridge of Don Park & Ride Feasibility

See section 14.

Bus Link Improvements to Anderson Drive

Modeling of east-west priority along junctions on Anderson Drive and sections of bus priority on the corridor continues.

Upgrade of Backroom Office Equipment for Bus Lane Decriminalisation

See section 15.

1.3.3 Rail Action Plan

Contribution to Dyce Shuttle Bus

Tenders have been returned and awarded to Stagecoach.

1.3.4 Project Feasibility and Monitoring

Bridge of Dee - Project Feasibility & Development

See Section 18.

1.3.5 It is therefore recommended that Members endorse development through Nestrans as outlined above, including Board decisions and progress on the 2012/13 programme of works.

2 Regional Transport Strategy – Main Issues and Review of Regional Transport Strategy Actions

2.1 On 29th August 2012 the Nestrans Board considered a 'Main Issues and Review of Regional Transport Strategy Actions' Report to inform a refresh of the Regional Transport Strategy (RTS). A Strategic Environmental Assessment and Equalities Impact Assessment will be undertaken on any proposed changes to the RTS. The purpose of this review is not to change the direction of the RTS but to incorporate significant developments in policy and better align it with new land use policies and their transport implications.

2.2 Whilst officers of Aberdeen City Council have informally commented on the draft document, this Council is now being formally asked for their consideration of the report and their comments.

Background

2.3 The Current RTS was approved by Scottish Government Ministers in 2008, with the separate delivery plan published in 2010. A number of policies and actions have emerged in recent years that the RTS now needs to take account of, the most significant of which is the publication of the Structure Plan and emerging Strategic Development Plan (SDP), and the adoption of the Local Development Plans (LDP) for Aberdeen City and Aberdeenshire Councils.

2.4 These new land use plans will have significant implications for the region's transport network and the timeframe for the emerging SDP is 2035, significantly longer than the current RTS timeframe of 2021.

2.5 Officer workshops have helped identify what has changed since 2008, including legislation, key policy changes and forecast trends. This has informed the main issues to be considered in refreshing the RTS as well as

helping to identify new actions, and any adjustment to current actions that would support the delivery of a refreshed RTS. The Nestrans Board report on this can be found at the following link:

<http://www.nestrans.org.uk/51/board-meetings.html>

and the Main Issues and Review of RTS Actions is also included in this report as Appendix B.

Content

- 2.6 The Main Issues identified include the following:
- EU white paper on transport
 - Climate change legislation and guidance
 - Scottish Government Economic Strategy
 - Cycling Action Plan for Scotland
 - Scotland's Cities: Delivering for Scotland
 - National Planning Framework 2
 - Designing Streets
 - Scottish Government Infrastructure Investment Plan
 - Strategic Development Plan and Local Development Plans
 - Energetica Corridor
 - Air Quality
 - RTS Action Plans
- 2.7 The report also indicates the range of schemes that have been delivered across the region since 2008 and highlights progress on key indicators. Progress is variable, with rail patronage, cycling, road casualties and child active travel to school all improving, but congestion and bus journey times continue to increase. Forecasting trends takes into account the SDP plans to increase population and household numbers, the increasing proportion of the ageing population, the cumulative impact of the planned development, fuel costs, car ownership trends and technology.
- 2.8 An action plan showing the current RTS actions, proposed amendments and new actions is included in the report, together with a commitment to review the indicators and targets in the context of the refreshed strategy.
- 2.9 Nestrans also propose to hold a 6 week public consultation on the RTS refresh, with a North East Consultative Forum to be held in late September/early October.

Proposed Response

- 2.10 The Nestrans report poses a number of consultation questions within the main text. Officers have reviewed the document and recommend that this Committee welcomes the publication of the RTS refresh and broadly agrees with the contents, which reflect the economic, environmental and transport

priorities for the City. The following responses are suggested for Committee approval, subject to any further comments Members may wish to make:

1. Does the (document) fairly reflect the changes in policy, funding and trends since the publication of the RTS in 2008?

Yes. Increased emphasis on improving air quality, carbon reduction and sustainable travel are particularly welcome. The actions to explore new rail station opportunities, recognising and supporting new technological and fuel innovations and greater focus on locking in the benefits of new road infrastructure for sustainable modes appear to reflect local, national and international future planning.

2. Are there any other issues affecting the extension of the RTS that should be considered?

No further issues, but possibly the refresh document could mention the best practice and other benefits to be gained from partnership working, such as European Partnerships which are delivering benefits in terms of local knowledge e.g. on-going CARE NORTH (as referenced in this committee report) – development of carbon reduction strategies - and also via new technology such as the more recent partnership which will see the trialing of Hydrogen Buses in the region.

3. Are there any other trends that will influence the delivery of the RTS that need to be considered?

The importance of active travel and air quality is clear in relation to public health. Is it worth including some trends analysis on the health of the regional population?

4. Do you agree that the objectives remain valid and fit for purpose?

Yes.

5. Do you agree that the proposed wording changes of objective 2b?

Yes (this proposal seeks to articulate road casualties rather than road accidents – this appears more appropriate and is in line with local, regional and national targets/monitoring).

6. The objectives currently all carry an equal weighting. Is this still appropriate?

Yes – the resulting delivery plan should, however, be considered for prioritisation to ensure the most cost effective delivery of actions to ensure the optimum ability to meet the objectives.

- 2.11 It is therefore recommended that the Committee agree the above response to Nestrans on the draft Regional Transport Strategy Main Issues and Review of RTS Actions Report, subject to any further amendments Members may wish to make.

B) Issues for Information

Active Travel and Air Quality

3 A96 Aberdeen to Blackburn Cycle Route

- 3.1 The advertisement and consultation of the necessary Traffic Regulation Orders (TROs) for a shared pedestrian and cycle route along Auchmill Road (Phase 1 of the project) are being taken forward by Transport Scotland and Aberdeen City Council. The ACC TROs have now been successfully completed and it is anticipated that the delays experienced in progressing the Transport Scotland elements have now been resolved. Subject to a successful consultation process, the proposed sections should be implemented this financial year.
- 3.2 A further phase of the project has been proposed, seeing the route continue along Great Northern Road from the Haudagain Roundabout to Don Street to provide a cycle network to a consistent standard for trips to and from the north of the city centre. This will be reported to the Committee within the Traffic Orders at the Final Stage of the Statutory Process Report.

4 The Greenbrae Cycle Project

- 4.1 The advertisement and consultation of the necessary TROs for a shared pedestrian and cycle route running through the area (Links 2, 5 and 7 within the Greenbrae Cycle Project Action Plan) has taken place and will be reported to this Committee within the Traffic Orders at the Final Stage of the Statutory Process Report.
- 4.2 Officers are also looking to take forward two pedestrian and cycle path upgrades this year. One of these (Link 3) improves connections to Greenbrae School from houses in the Mariner's View development to the north, the other (Link 6) improves the connection to the industrial area around Denmore Road from the residential neighbourhood. These should be constructed in the autumn. It is anticipated that, by the end of the year, at least 11 of the 20 physical interventions identified within the Action Plan will have been successfully implemented.
- 4.3 Path improvements will be accompanied by directional signage and the publication and distribution of an area cycle map to households and businesses as well as a series of public events and promotions.

5 Hands Up Survey 2011

- 5.1 The Hands Up Scotland survey, where pupils are asked how they normally travel to school, takes place annually with all primary and secondary

schools invited to participate. In July this year, national survey results for 2011 were released as Official Statistics for the first time and these allow Aberdeen City Council to benchmark active travel to school levels with other local authorities and with Scotland as a whole.

- 5.2 2011 results show that Aberdeen still has the highest walk to school rate of all Scottish local authorities (58.3%) despite walking rates falling gradually since the survey began. The current rate is well above the national average of 45.9%.
- 5.3 Cycling levels amongst schoolchildren in Aberdeen are at their highest level (2.5%) since the survey began in 2008 and, looking at comparable Scottish cities, only Edinburgh has a higher cycling mode share.
- 5.4 Aberdeen City Council has the fourth highest active travel to school rate in Scotland, behind only Edinburgh, East Lothian and Stirling.
- 5.5 19.6% of pupils are driven to school. Again, this is below the Scottish average of 22.4% and is a significantly lower rate than comparable Scottish cities other than Edinburgh.
- 5.6 Therefore, although active travel rates continue to fall both locally and nationally, Aberdeen schools are still performing well. A minimal change has been observed between 2010 and 2011 and a stabilisation of travel behaviour is gradually becoming discernible.
- 5.7 Preparations are now underway for the 2012 survey which takes place during September.

6 Sustrans School Cycle Parking Fund 2012

- 6.1 In June, a series of successful applications were made to Sustrans Scotland's School Cycle Parking Fund 2012 for match-funding the following cycle and scooter parking facilities:
 - a cycle shelter at Torry Academy;
 - a shelter to cover the existing cycle stands at Ferryhill School and a new scooter rack for the school grounds; and
 - a cycle shelter and scooter rack to benefit junior pupils at Fernielea School.

The total value secured was £8,750.

- 6.2 The remainder of the funding will be supplied from the Council's Cycling, Walking and Safer Streets (CWSS) allocation from the Scottish Government. It is hoped that these facilities will be installed during the autumn.

7 Bike Week 2012

- 7.1 Bike Week 2012 took place 16th - 24th June. Aberdeen City Council, in partnership with Getabout, marked the occasion with a series of events throughout the week. The Getabout Bike Roadshow visited two primary schools, Kingsford and Kirkhill, and the Hill of Rubislaw Business Park to generate enthusiasm for cycling, and to allow participants to try out a variety of different bikes and to find out more about cycling to school and to work.
- 7.2 A family cycle ride, organised by Active Schools and open to all children and their families within the Hazlehead Associated Schools Group (ASG) also took place in Hazlehead Park and such was the popularity of the event that plans are underway to host a similar event on a larger scale next year open to all residents of the City.

8 European Mobility Week 2012

- 8.1 European Mobility Week 2012 will be marked in September with a further series of bike roadshows and other events throughout the City. The week culminates in In Town Without My Car (ITWMC) Day, where participating cities close a road to motor vehicles for a day and reserve the area solely for pedestrians and cyclists to allow citizens to experience the street in a different way, without the noise, pollution and danger of motor traffic. Following a successful event on Belmont Street in 2011, ACC will mark ITWMC Day 2012 on 23rd September by closing a section of the Beach Esplanade and filling it with events and activities for members of the public to participate in.

9 Give Me Cycle Space

- 9.1 Aberdeen City Council, during May and June 2012, worked in partnership with Cycling Scotland and seven local primary schools (Greenbrae, Culter, Cults, Hazlehead, Airyhall, Fernielea and Kingsford) to deliver 'Give Me Cycle Space' in Aberdeen. This was a social marketing campaign to increase awareness amongst drivers of children cycling to school and to encourage drivers to give cyclists plenty of room when passing them on the road.
- 9.2 Following the campaign, Cycling Scotland commissioned Progressive, a Market and Social Research Agency, to evaluate its success. Results show that:
- 78% of drivers, 94% of parent drivers and 74% of parents felt the campaign was relevant to them;
 - 83% of drivers and 88% of parent drivers agreed that the campaign would make them slow down when driving around schools;

- 88% of drivers, 92% of parent drivers and 83% of parents said the campaign would make them more aware of children cycling to school;
- 85% of drivers and 91% of parent drivers said the campaign encouraged them to give children more cycle space on the road;
- 74% of parents said the campaign made them more confident in allowing their children to cycle to school; and
- 62% of parents interviewed were in favour of their children cycling to school.

9.3 Aberdeen City Council hopes to take part in the campaign again during 2012/13.

10 CARE North (Carbon Responsible Transport Strategies)

10.1 Aberdeen City Council is a Partner in a three year European Union (EU) Interreg IVB CARE North (Carbon Responsible Transport Strategies for the North Sea Region) project. The brief is to 'develop innovative carbon reduction strategies for urban transport to maintain and improve accessibility in a more carbon responsible way'. We are awaiting a decision from the Secretariat as to whether a six month extension to the project, to March 2013, has been approved. An update on some of the projects being taken forwards as part of CARE North is provided in the following sections.

10.2 Car Club

10.2.1 A new car, located by the ferry terminal off Market Street, joined the Commonwheels Car Club fleet in August, bringing the total number of cars available in Aberdeen up to twelve. The Car Club now has over 200 members, more than 60 of which are private members, making this Commonwheels' fourth most popular Car Club in the UK. As well as the Council, a further five companies have joined the club as corporate members.

10.3 City Centre Transport Masterplan

10.3.1 Surveys are due to be carried out in September to gather information on pedestrian footfall and the origins and destinations of pedestrian trips. Meetings are also scheduled to take place with various key stakeholder groups who broadly represent the users of the City Centre to gather their views on what currently works well and what could be improved.

10.3.2 Preparing the City Centre Transport Masterplan will take several months and it is envisaged that a draft document will be submitted to the relevant Committees in early 2013.

11 Electric Vehicle Procurement Support Scheme

- 11.1 In the May update, Members were informed of the Electric Vehicle Procurement Support Scheme 2011/12. Aberdeen City Council was awarded a Scottish Government grant of £59,000 to purchase and install ten charging posts to service the Council's electric vehicles. These were installed at Marischal College, Spring Garden and West North Street car parks and at Kittybrewster and Tullos depots. Work is ongoing to install the supporting infrastructure to allow these points to become operational.
- 11.2 Further Government funding will be made available in 2012/13 to allow Community Planning Partnerships to extend the scheme, making it publicly available and funding the installation of further charging infrastructure in locations across the City. Officers are working with the local Electric Vehicle Association Scotland (EVAS) to establish preferred locations for publicly accessible charging infrastructure and to devise an electric vehicle strategy for Aberdeen which will outline how the network will operate.

12 Air Quality Action Plan Update

- 12.1 A report to the Housing & Environment Committee on 28th August updated Members on the Air Quality Action Plan, however there are a number of issues that also impact E,P&I. Currently exceedances to air quality mandatory limits are experienced on a number of corridors in the City and in some areas 90% of the pollution is from transport and therefore the responsibility of E,P&I.
- 12.2 The local authority has a statutory duty to annually review and assess air quality, declare Air Quality Management Areas (AQMAs) where national objectives are exceeded, or predicted to be exceeded, and to develop and implement Air Quality Action Plans (AQAPs) in AQMAs. Poor air quality causes up to 29,000 deaths in the UK each year, reduces the life expectancy of every person in the UK by an average of 7-8 years and results in health costs of up to £20 billion each year.
- 12.3 Failure to meet mandatory EU air quality objectives by 2015 may result in the imposition of fines on member states. The EU has stated it is prepared to take legal action over UK non-compliance. Should EU fines be imposed on the UK, the Scottish Government may pass on the fines to those authorities failing to address air quality issues in their areas (the production of an AQAP is not in itself sufficient compliance). Officers in Housing & Environment continue to monitor air quality and officers in E,P&I will continue to work with H&E to address the transport aspects of the exceedances, and will update Committee if any further action requires to be taken.

13 Travel Plan Guidance

- 13.1 The Aberdeen Local Development Plan Transport and Accessibility Supplementary Guidance, adopted by the Council in February 2012, states that *“More detailed guidance on what is expected as part of a Travel Plan will be available in Travel Plans: A Guide for Developers which is being prepared and will be published in 2012.”*
- 13.2 The guidance document is currently being prepared and will shortly be issued for internal consultation among various teams within the Planning and Sustainable Development service. A copy of the document will be presented to a future meeting of this Committee.
- 13.3 Application of this guidance should deliver high quality Travel Plans that are straightforward to prepare, evaluate implement and monitor. The clear identification of a recognisable standard and format for Travel Plans will simplify the process for all and, in the case of new development Travel Plans, streamline the planning and implementation process. Although advocating a standardised approach, the guidance allows flexibility for the tailoring of content on a site-specific basis.

Public Transport

14 Bridge of Don Park and Ride

- 14.1 Reference is made to the meeting of this Committee in May 2012, wherein Members noted the outcome of the option assessment for a permanent location for the Bridge of Don Park and Ride car park. The Committee resolved to instruct a report back on any potential conflict between the Development Framework (now renamed Spatial Development Brief) for the Aberdeen Exhibition and Conference Centre (AECC) and the preferred option for a permanent site for the Park and Ride agreeing that in the interim the current site continue as a temporary location.
- 14.2 Officers have since been working to prepare a Spatial Development Brief for the AECC. This is to guide potential Development Partners undertaking the tender process to become a Development Partner for Aberdeen City Council at the AECC site and it is intended that the document will aid the subsequent preparation of a masterplan for the site by the successful developer.
- 14.3 In the meantime, officers are continuing to gather information concerning the economic value of maintaining or expanding the current provision within the AECC site and of nearby alternative options in order that the Committee can be fully informed of all potential options and cost implications.
- 14.4 Due to the long term nature of the tendering process and masterplan development it is anticipated that an update report will be provided to this Committee within twelve months.

15 Bus Lane Enforcement

- 15.1 Responsibility for policing and punishing violations of bus lanes by non-permitted vehicles is being transferred from Grampian Police to Aberdeen City Council.
- 15.2 The tender to upgrade the existing bus lane enforcement camera system has been awarded. It is anticipated that the system will be delivered within budget and operational early 2013, following a refresh of the bus lane lining and signing and a public information and awareness campaign.
- 15.3 A report will be presented to the next meeting of the Finance and Resources Committee on 4th October 2012 recommending that the level of charge for civil bus lane enforcement violations be set at £60.

16 Festive Traffic Management

- 16.1 In partnership with Nestrans and bus operators, officers across the departmental services are working to ensure adequate publicity and promotion of the region's public transport options is carried out during the run up to the festive period in an effort to minimise the traffic congestion that typically occurs around the City Centre during November and December as members of the public seek to access the area in large numbers for Christmas shopping and seasonal events.
- 16.2 Traffic modeling of a variety of possible traffic management options has also been carried out in the area around the bus station in an attempt to find a solution which improves traffic flows and public transport journey times around this area. This is being discussed with the group and any appropriate options will be reported back to this Committee in due course for consideration.

17 Inter City East Coast Rail Franchise Consultation

- 17.1 The Inter City East Coast (ICEC) rail franchise is currently operated by East Coast Trains and delivers cross-boundary services between Scotland and England, specified and funded by the Department for Transport (DfT). The current franchise serves some 52 stations, including Aberdeen and there are currently three services per day in each direction between Aberdeen and London. There is also a train crew depot in Aberdeen, while Clayhills in Aberdeen is one of the franchise's servicing depots.
- 17.2 On 26 June, the DfT issued a consultation document on a new franchise, which will operate from December 2013. A copy of this is available from the DfT website at

17.4 Nestrans has submitted a formal response to the consultation. The main points raised by Nestrans are:

- Nestrans supports six of the seven objectives, however there is concern regarding one objective (“realise the commercial potential of long-distance services...and making an appropriate contribution to the overall financial position of the railways”). It is suggested that this be replaced with a more general objective “to ensure value for money for taxpayers and passengers”.
- The ICEC franchise should be let as a multi-purpose operation along the route and additional services should not be transferred to the franchise.
- The ICEC should continue as a long-distance operator focusing on its current key markets of intercity, leisure and business travel. There is particular concern over the statement that “some current through journey opportunities would be lost”.
- There is potential for an additional early morning departure from Aberdeen to London to be considered for inclusion on the new ICEC franchise.
- The East Coast service must take full advantage of journey time improvements and offer services which are faster than comparative car journey times. The current Aberdeen to Edinburgh journey of over 2 ½ hours and overall journey times to London of over 7 hours are inadequate and must be improved upon. A better balance should be struck between timetabled journey times, punctuality and station wait times.
- It is imperative that the service specification beyond 2018 provides for effective through running between London and Aberdeen utilising new rolling stock on the non-electrified part of the route.
- Any proposals to provide other services must not do so at the expense of the existing through services.
- Technological advances in the areas of ticketing and passenger information should be encouraged and supported.
- Passengers have a right both to be safe and to feel safe when travelling on public transport. Stations should be well lit, covered by CCTV and be staffed as far as possible. On trains, staff should be very visible and adequately trained to deal with any incidents.
- Rolling stock should be upgraded to comply with modern safety standards.
- Service enhancements are necessary to facilitate improvements to the service. A number of commitments have been made and should be implemented, including the DfT’s commitment to introduce bi-modal rolling stock through the Intercity Express Programme and the Scottish Government’s aim to cut journey times between Aberdeen and the

Central Belt. The ICEC franchise should recognise the potential for such improvements and ensure that they are delivered timeously.

- It would not be appropriate to expect local authority or Regional Transport Partnership funding to implement such schemes, which should be funded by central government and the railway industry.

17.5 A full copy of the Nestrans response to the consultation comprises Appendix C. Officers within the service support the Nestrans response and feel that it sufficiently addresses the issues facing rail passengers in Aberdeen and reflects the aims and objectives for rail travel outlined in the LTS.

Major Projects

18 Bridge of Dee Study

18.1 In February 2012 a budget was secured from Nestrans to continue with the Bridge of Dee Study and to commence the formal Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB) Stage 1 assessments.

18.2 The formal STAG process is now ongoing with a programme being developed to establish elements of the study that will be progressed during 2012/13.

18.3 The pre-appraisal report has been published on the Aberdeen City Council website alongside all other information relating to the study that is already available. This gives the public an opportunity to comment and an offer will be extended to meet with adjacent Community Councils.

18.4 Members will be kept up to date on progress of this study and it is hoped to be able to report a more detailed programme on the STAG process to Members at the next meeting of this Committee.

6. IMPACT

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

All of the projects and strategies referred to in this report will contribute to delivery of the Smarter Mobility aims of *Aberdeen – The Smarter City*: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.”

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 LTS and RTS from which the transportation schemes within this report are an integral part have been subject to Equalities & Human Rights Impact Assessments.

7. BACKGROUND PAPERS

All background papers are referenced within the main body of the report.

8. REPORT AUTHOR DETAILS

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Appendix A

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Scotland Transport Partnership Board

Aberdeen, 18 April, 2012

Present: Councillor Yuill (Chairperson) and Councillors Boulton, Dean and McCaig (Aberdeen City Council); Councillors Argyle, Clark, Robertson and Webster (Aberdeenshire Council); Eddie Anderson, Derek Provan and David Sullivan (External Members); and Dr Margaret Bochel (Head of Planning and Sustainable Development, Aberdeen City Council) (Adviser to the Board).

In Attendance: Derick Murray, Rab Dickson and Kirsty Morrison (Nestrans Office); Ewan Wallace, Julie Anderson and Richard McKenzie (Aberdeenshire Council); Martin Allan and Rebecka Coull, Aberdeen City Council; and Dave Macdermid (BIG Partnership).

Also in attendance: Gerry Donald (Head of Physical Planning, NHS Grampian – for article 2)

Apologies: Jennifer Craw (External Member).

The agenda and reports associated with this minute can be located at the following link:

<http://www.nestrans.org.uk/48/board-meetings.html>

HEALTH AND TRANSPORT PRESENTATION

1. The Chairperson invited Mr Gerry Donald (Head of Physical Planning, NHS Grampian) to join the meeting. Mr Donald –
 - (1) advised that in the last twenty years there had been a steady growth of scientific evidence linking transport (particularly motorised road transport) and the negative impact that air and noise pollution, along with traffic accidents, has on public health;
 - (2) estimated that cars were responsible for 40 – 90% of the various pollutants in the air;
 - (3) outlined some of the potential adverse effects on people's health as a result of certain components of air pollution, including a detrimental

impact on the respiratory system or lungs, increased risk of asthma attacks (ozone), increased risk in lung cancer (particulate matter), increased risk of cardiovascular disease (carbon monoxide), detrimental affect on most organs, particularly the central nervous system of young children (lead), reduction in immune defence system of the lungs (oxides of nitrogen), increased risk of lung cancer, leukaemia and lymphoma (benzene, toluene and formaldehyde);

- (4) provided a synopsis on noise pollution and how, according to epidemiological studies, this can cause stress and disturbed sleep, which in turn can affect the attention span, memory and analytical and problem solving ability, and further that children exposed to continued loud noise showed an impaired acquisition of reading skills, attention span and problem solving abilities;
- (5) acknowledged that traffic congestion had a major impact not only on air, but also on noise pollution, and also to other behaviours, such as road rage;
- (6) suggested that there was an urgent requirement for the development of a Noise Pollution Plan akin to the Air Quality Management Action Plan; and
- (7) summarised the latest position on the parking arrangements at Foresterhill (ie that work was progressing well, and that two shuttle bus services would be operating from May).

The Board thanked Mr Donald for his informative presentation.

MINUTE OF PREVIOUS MEETING

2. The Board had before it the minute of its previous meeting of 15 February, 2012.

The Board resolved:

to approve the minute as a correct record.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS AND THE SCOTTISH GOVERNMENT AND OTHERS

3. With reference to article 2 of the minute of its previous meeting of 15 February, 2012, the Board had before it a report by the Director which provided an update on liaison with other Regional Transport Partnerships (RTPs), the Scottish Government and others.

The meetings included –

Regional Transport Partnership Lead Officers' meeting in Glasgow on 23 February, 2012
HTAP Steering Group in Aberdeen on 28 February, 2012
Transport Scotland in Inverness on 29 February, 2012
Local Authority and Bus Operator Forum Steering Group meeting in Aberdeen on 1 March, 2012
Regional Transport Partnership Chairs' meeting in Edinburgh on 7 March, 2012.

Officers advised that East Dunbartonshire Council had contacted Nestrans to seek political support for the Strathclyde Partnership for Transport (SPT) plan for bus regulation changes. Members queried as to whether officers were working with other rural RTPs on a 'rural' plan, as an alternative to the SPT plan. Officers confirmed that Nestrans and the PTUs of the two NE Local Authorities were preparing a response which would be discussed at the RTP Lead Officers meeting.

The Board resolved:

- (i) to note progress on liaison arrangements with other RTPs, the Scottish Government, and others;
- (ii) to note the arrangements for future meetings as detailed within the report; and
- (iii) to note that officers would report to the next meeting on the subject of the SPT plan.

ANNUAL REPORT

4. The Board had before it the annual report for 2011/12 which advised of the performance of the functions of Nestrans for the past year, and the business plan for the year ahead.

The Board resolved:

- (i) to approve the draft 2011/12 annual report and business plan 2012/13;
- (ii) to instruct that the annual report and business plan be published on the Nestrans website, and submitted to Scottish Ministers and Aberdeen City and Aberdeenshire Councils once the 2011/12 financial information has been confirmed and included within the report.

FIVE YEAR REVIEW

5. The Board had before it a report by the Director which presented a detailed review of the transport developments in the north east over the past five years. The report outlined the policy development which had taken place, detailed the processes that had been completed, advised of the issues that Nestrans had ensured had been discussed at a national level to ensure north east interests were

considered, set out the infrastructure projects that had been delivered, and outlined the strategic road improvements which had been undertaken.

Members noted the impressive list of achievements, and thanked the Director and his team for their commitment and hard work over the past five years.

The Board resolved:

to note the main achievements towards delivery of the Regional Transport Strategy between 2007 and 2012.

REGIONAL TRANSPORT STRATEGY – ANNUAL MONITORING REPORT

6. The Board had before it a report by the Director which presented monitoring information in relation to the agreed indicators and targets for the Regional Transport Strategy.

Members noted that 2011/12 information for the airport was not included within the report. Officers undertook to include this in the final report which would be published on the Nestrans website.

The Board resolved:

to note the positive trends emerging against many of the targets, and the progress towards meeting the targets that had been set.

FARES AND TICKETING STRATEGY

7. The Board had before it a report by the Director which presented the draft fares and ticketing strategy. The report advised that the draft strategy had been discussed by the Local Authority and Bus Operator Forum, which included representatives from Nestrans, Aberdeen City and Aberdeenshire Councils, First Aberdeen and Stagecoach Bluebird.

The Board resolved:

to approve the draft strategy and refer it to Aberdeen City and Aberdeenshire Councils for their consideration and approval.

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 paragraph 6 of Schedule 7(A) of the Act.

DYCE SHUTTLE BUS

8. With reference to article 6 of the minute of its previous meeting of 15 February, 2012, the Board had before it a report by the Director which sought approval for funding to be granted to continue the Nestrans funded shuttle bus linking the station to the airport and industrial estates.

The Board resolved:

- (i) to note the content of the report;
- (ii) to homologate the appointment of Stagecoach Bluebird as the operators of the Dyce service 80 shuttle bus for the year 2012/13; and
- (iii) to homologate the expenditure of £22,250 on start up costs and a £1 per year subsidy.

BRIDGE OF DEE

9. With reference to article 7 of the minute of its meeting of 5 October, 2011, the Board had before it a report by the Director which summarised progress to date with the Bridge of Dee study.

The Board resolved:

- (i) to note the progress made with the Bridge of Dee study;
- (ii) to agree to the process and timetable outlined within the report, which had been designed to minimise delay over the summer period, and maximise progress with the study using the allocated budget in 2012/13; and
- (iii) to agree that the study be published on the Aberdeen City and Aberdeenshire Council websites when it is available, and that it be reported back to the next meeting of 20 June, 2012.

PROGRESS REPORT

10. With reference to article 8 of the minute of its previous meeting of 15 February, 2012, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 10 April, 2012.

The Board resolved:

to note the content of the progress chart.

DECLARATION OF INTEREST

Dave Macdermid (Press Officer, BIG Partnership) declared an interest in the subject matter of the following article due to the nature of the

business to be transacted therein, and withdrew from the meeting during consideration of this item.

PUBLIC RELATIONS

11. The Board had before it a report by the Director which brought members up to date with discussions which had taken place between Aberdeen City and Shire Economic Forum (ACSEF) in relation to the suggestion that a joint tender be issued by ACSEF and Nestrans for a Public Relations contract. It was noted that Nestrans' current contract, with the consultant BIG, expired at the end of July, 2012.

Members were very clear that they wanted any new contractor to be very pro active, and requested that the tender include both qualitative and quantitative elements, and that a statement of intent be requested from all tenderers.

The Board resolved:

to approve the tender proposal detailed within the report.

APPOINTMENT OF DIRECTOR AS PROPER OFFICER

12. The Board had before it a report by the clerk to the Board which explained that legal advice had been sought now that the Strategic Transport Fund (STF) had been approved, as in order to receive STF funding directly into the fund, Nestrans would have to become a signatory to the appropriate Section 75 agreements. The legal advice from Aberdeen City Council stated that it would be a conflict of interest for the Head of Legal and Democratic Services at Aberdeen City Council (appointed proper officer for legal matters) to sign Section 75 agreements on behalf of two different organisations. The Board had therefore been requested, by email, to agree that the Director be appointed proper officer for the purpose of signing the Section 75 agreements, and were now being requested to homologate this decision.

The Board resolved:

to homologate the decision taken via email to appoint the Director as proper officer, and to note that as proper officer, the Director would be able to sign the appropriate Section 75 agreements on behalf of Nestrans as detailed in the report.

BUDGET MATTERS

13. With reference to article 10 of the minute its previous meeting of 15 February, 2012, the Board had before it a report by the Treasurer which provided an update on spend and programming of the Partnership's 2011/12 budget and forecast outturn in this regard.

The report advised that the Chair and Vice Chair had been asked to approve expenditure, in an attempt to make best use of the budget available within the financial year as follows –

transfer £40,000 from the Ellon Park and Ride project to strategic maintenance works on the A98

£20,000 to be added to the budget for the strategic maintenance works on the A98 from expected underspend elsewhere

Contribution of £5,800 (50%) of the costs of an initiative to install audio/visual announcements in the JET 727 Airport bus service.

The report further advised that as Regional Transport Partnerships were not permitted to have a general fund balance or reserve, Nestrans could not retain a surplus in any year. Therefore, partners had been asked if they had any completed works in the year that complied with Nestrans Regional Transport Strategy, which could legitimately be funded by Nestrans and the following sections of strategic maintenance had been suggested –

Great Southern Road, between bridge of Dee and King George VI Bridge

A98 Portsoy (additional contribution)

A93 – various sections between Banchory and Ballater.

The Board resolved:

- (i) to note the monitoring position and forecast;
- (ii) to note that the approval for the expenditure as detailed above had been agreed by the Director in consultation with the Chair and Vice Chairs of the Board and to therefore homologate this expenditure; and
- (iii) to approve the inclusion of the strategic maintenance as detailed above, limited to the budget available from underspend on other projects highlighted in the report.

AUDIT PROCEDURES

14. The Board had before it a report by Deloitte which provided a synopsis of their approach for the audit process and for identifying key areas in their approach for the year ahead.

The Board resolved:

to note audit planning report by Deloitte.

DECLARATION OF INTEREST

During discussion of the item below relating to the takeover of BMI by IAG (BA), Derek Provan declared an interest due to his position as Managing Director at Aberdeen Airport. Mr Provan chose to remain in the meeting during this discussion.

INFORMATION BULLETIN

15. With reference to article 13 of the minute of its previous meeting of 15 February, 2012, 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 as follows –

- The ScotRail Customer Forum
- Takeover of BMI by IAG (BA)
- Aviation consultation
- The Department for Transport announcements on rail
- Cross border train travel
- Airport masterplan
- £30 million investment for rail stations
- The Competition commission
- The Real Time bus app
- The Scottish Transport Awards
- Nestrans' Press Releases
- Getabout events
- Events in 2012/13

Members noted that responses to the consultation on 'Rail Fares and Ticketing Review', 'Rail Decentralisation' and 'Airport Masterplan' would be presented to a future meeting.

The Board resolved:

to note the content of the bulletin.

CONFERENCES AND PRESENTATIONS

16. With reference to article 14 of the minute of its previous meeting of 15 February, 2012, the Board had before it a report by the Director summarizing recent and forthcoming conferences of interest to the Partnership along with presentations by Nestrans and its partners.

Members noted that in addition to the list provided, that a meeting of the Local Committee of the Scottish Council for Development and Industry was taking place on 8 May, 2012 and that the Director was making a presentation to it.

The Board resolved:

to note the information as presented.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

17. With reference to article 15 of the minute of its previous meeting of 15 February, 2012, 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 information.

AOCB

18. Councillor Boulton advised that she had been contacted by a number of elderly constituents who had complained at buses taking off too quickly, causing injury in a number of instances. She understood that there was pressure on drivers to adhere to timetables, but added that customer care had to be a high priority, particularly when there was now such an emphasis on encouraging members of the public to utilise public transport.

The Board resolved:

to note that the Director will raise these concerns at the next meeting of the Local Authority and Bus Operator Forum.

VALEDICTORY

19. The Chairperson took the opportunity, at this, the final meeting before the local government elections, to thank the two Vice-Chairs and all members of the Board and officers for their encouragement and support during his time as Chair. He said that he had enjoyed his time as Chair of the Board.

The Board then heard from Councillor Robertson who thanked the Chair for his work on behalf of the Board. She also paid tribute to the Nestrans officers who had progressed a number of key projects over the last 5 years. She also praised the working relationship between the two authorities and explained that the hard work of the members of the Board had made significant differences to communities in the North East. She concluded by expressing her gratitude to the knowledge and work of the external members who had helped develop the work of the Board in the last 5 years.

- IAN YUILL, Chairperson.

Appendix B

Regional Transport Strategy Re-fresh 2012

Main Issues and Review of RTS Actions

DRAFT

1. Introduction

- 1.1. Nestrans' Regional Transport Strategy (RTS) was approved by Scottish Ministers and published in 2008 and a separate delivery plan published in 2010.
- 1.2. There have been some changes in the Scottish Government's expectations for review of RTSs since their initial publication and current advice is that, rather than undertake a wholesale review of their strategies, Regional Transport Partnerships (RTP) should focus on delivery of the RTS in conjunction with constituent local authorities and other partners. Having said that, in the North East, there have been a number of actions and policies emerging in recent years that the RTS needs to take account of.
- 1.3. The most significant of these is the publication of the Structure Plan, the subsequent Strategic Development Plan (SDP) for the North East to 2035 which is currently being developed, the adoption of Local Development Plans for both Aberdeen City and Aberdeenshire and the adoption of a new Local Transport Strategy by Aberdeenshire in January 2012. The 2008 RTS was developed without the context of an up to date Structure Plan or Local Development Plans. These are now all in place and the RTS needs to support the delivery of these. Although the development plans are in line with the objectives of the current RTS, they will have significant implications for the region's transport network which need to be taken into consideration. The RTS also currently extends to 2021 and it is felt appropriate that the transport strategy is reviewed and better aligned to the timeline of the new SDP which will be to 2035.
- 1.4. The purpose of this review is therefore not to change the direction of the RTS but to incorporate significant developments in policy and better align it with the SDP and the transport implications of this development plan.

2. What has changed since the RTS was published in 2008?

Policy

EU White Paper on Transport

- 2.1. The EU White Paper on Transport 'Roadmap to a single European transport area – towards a competitive and resource efficient transport system' presents the Commission's vision for the future of the EU transport system and defines a policy agenda for the next decade. Four vision statements are identified:
 - Growing transport and supporting mobility while reaching a 60% emissions reduction target;

- An efficient core network for multimodal intercity travel;
 - A global level playing field for long-distance travel and inter-continental freight; and
 - Clean urban transport and commuting.
- 2.2. Carbon reduction is a key focus of this White Paper and will have implications for strategies at national, regional and local level. Also relevant to the north east are the policies set out for rail, air and sea transport including completion of a single European sky, revision of airport slot regulation, innovation and technology and safety, among others.

Climate Change legislation and guidance

- 2.3. The Climate Change (Scotland) Act 2009 created a statutory framework for greenhouse gas emission reductions in Scotland by setting an interim 42% reduction target for 2020 and an 80% reduction target for 2050. The transport sector accounts for about 26% of total Scottish carbon emissions.
- 2.4. While all other sectors have seen a reduction in emissions from the baseline year (1990); transport emissions (including international aviation and shipping) have continued to rise. Meeting the challenging targets set out in the Climate Change (Scotland) Act will require a significant contribution from the transport sector. The Climate Change Act includes this outcome in relation to transport: *“Almost complete decarbonisation of road transport by 2050 with significant progress by 2030 through wholesale adoption of electric cars and vans, and significant decarbonisation of rail by 2050.”*
- 2.5. The Climate Change Delivery Plan, also published in 2009, sets out the high level measures required in each sector to meet the targets set out in the Act. This delivery plan identifies a number of measures in the transport sector which will contribute to delivery of the targets and which are relevant to the SDP. These include:
- Improvements in energy efficiency of petrol and diesel vehicles, and increasing uptake of hybrid and electric engines with supporting infrastructure;
 - Smarter measures including reduced travel and modal shift to less carbon-intensive modes of transport such as public transport and active travel;
 - Demand management including road space reallocation;
 - Changes to the pattern of development to reduce the need to travel; and
 - Sustainable bio-fuels.

Scottish Government Economic Strategy

- 2.6. Published in 2011, this strategy identifies six strategic priorities which will accelerate economic recovery, drive sustainable economic growth and develop a more resilient and adaptable economy. The six strategic priorities are:
- supportive business environment;

- learning, skills and wellbeing;
- infrastructure, development and place;
- effective government; and
- transition to a low carbon economy (which is seen as an essential element within all strategic priorities).

2.7. This strategy recognises that an efficient transport system is a key enabler for enhancing productivity and delivering faster, more sustainable growth.

Cycling Action Plan for Scotland

2.8. The Scottish Government published its Cycling Action Plan for Scotland in June 2010. Currently 1% of journeys by Scottish residents are made by bicycle and this action plan sets a target to see this increase tenfold to 10% by 2020. This is a very ambitious target and there is uncertainty over whether it can be achieved. It does however emphasise the step change that is expected in the levels of cycling across the country in the coming years. Land use plans will have a significant role to play in this by ensuring that developments are located in areas and with the infrastructure that enables cycling to be an attractive option.

Scotland's Cities: Delivering for Scotland

2.9. Published in 2011, this document sets its vision as “a Scotland where our cities and their regions power Scotland’s economy for the benefit of all”. It recognises that good connectivity within and between cities and their regions is the key to widening the reach of cities as well as the importance of international connections via air and high speed rail. It specifically makes reference to the importance of inter-urban connectivity across road and rail resulting in better travel choices and improved journey times, particularly reducing the journey times between Aberdeen and Inverness and Aberdeen and the central belt. The importance of low carbon transport, utilising new technologies and intelligent transport systems is also highlighted.

National Planning Framework 2

2.10. NPF2 sets out the strategic development priorities to 2030 to support the Scottish Government’s central purpose – sustainable economic growth. In relation to transport, the framework stresses that it will be necessary to address significant development pressures over the next 25 years, particularly on the east coast where the population and number of households is growing most rapidly. It recognises that investment will be needed to enhance essential transport infrastructure, support urban expansion, improve access to facilities and services, facilitate sustainable economic growth and strengthen international gateways. The framework also puts significant emphasis on reducing carbon emissions and achieving a shift to more active and sustainable modes. The relationship between transport and land use is central to this agenda.

Designing Streets

- 2.11. Designing Streets updates and replaces PAN 76 New Residential Streets and, in doing so, makes a distinct shift, raising the importance of street design issues from the subject of advice to that of policy. The premise upon which the document is based is that good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. It marks a move away from processes which tend to result in streets with a poor sense of place and to raise the quality of design in urban and rural development.

Infrastructure Investment Plan

- 2.12. Published in 2011 this document provides an overview of the Scottish Government's plans for infrastructure investment, including transport, over the coming decades. It looks at the availability of funding, examining a range of different funding models and sets out the key infrastructure requirements for each sector. For transport, the IIP builds on the projects and hierarchy identified in the Strategic Transport Projects Review (STPR) and there is renewed commitment for the AWPR and Balmedie – Tippetty projects as well as new longer term projects such as the dualling of the A96 from Aberdeen to Inverness. It also reaffirms the need to improve rail infrastructure between Aberdeen and Inverness and between Aberdeen and the central belt.

Strategic Development Plan and Local Development Plans

- 2.13. The Aberdeen City and Shire Structure Plan was published in August 2009 and presented a significantly different spatial strategy for the region, identifying three strategic growth areas which form the main focus for development. These corridors follow the strategic transport corridors within the region and were identified as providing clear opportunities to encourage people to use public transport. The Structure Plan also forecasts a significant growth in the region's population and therefore requirement for housing and employment land. The Strategic Development Plan, which will replace the Structure Plan, sets out a requirement for 67,000 new houses across the region to 2035.
- 2.14. Development of the new Strategic Development Plan, which will replace the Structure Plan is currently on-going and a Main Issues Report has been developed and consulted upon. It is proposed that the spatial strategy identified in the Structure Plan is not changed significantly in the new Strategic Development Plan, although the timeframe will extend to 2035.
- 2.15. The two Councils have also developed new Local Development Plans which give greater certainty to the likely location of the scale of development identified in the Structure Plan and the policies by which this development will be guided. They include the development of supplementary guidance covering masterplanning, transport and accessibility, public access, Energetica, air quality and a city centre development framework for Aberdeen.
- 2.16. Of particular relevance is the development of non-statutory supplementary guidance on a Strategic Transport Fund. This sets out a mechanism for mitigating the cumulative impact of this scale of development on the strategic transport network through a consistent and transparent methodology using developer contributions. This will be a significant source of income for the delivery of transport infrastructure

required as a result of the cumulative impact of development and is a significant policy shift from previous plans. The STF is discussed in more detail below.

Energetica Corridor

- 2.17. Energetica is an ambitious public-private project, designed to position Aberdeen City and Shire as a global energy hub. It aims to create a concentration of energy technology companies, housing and leisure facilities along a 30-mile corridor from Aberdeen to Peterhead. Transport and connectivity will be key to the success of this corridor.

Local Transport Strategies

- 2.18. Aberdeenshire Council approved a refreshed LTS in January 2012. The revised strategy embraces a simple guiding principle, to encourage individuals and businesses to consider ways to travel less, travel more actively and, where vehicular travel is necessary, travel more effectively. It identifies the need to work closely with communities and collaboratively with partners (including Nestrans) to ensure that local problems are addressed.
- 2.19. Aberdeen City Council's LTS was published in 2008 around the same time as the RTS and has remained unchanged to date.

Air Quality

- 2.20. The North East currently has three Air Quality Management Areas; the City Centre, Anderson Drive, Haudagain roundabout, Auchmill Road; and Wellington Road which have been identified as they are unlikely to meet national objectives and European limits for air quality for nitrogen dioxide and particulates emissions. The City Council published an Air Quality Action Plan in 2011 which sets out the measures that will be taken to improve air quality in Aberdeen. Of particular relevance, the EU has refused a UK application for extension to the timescales of non-compliance with air quality monitoring targets which may mean that financial penalties and imposed, rather than managed actions could result in the future. Poor air quality does nothing to support the economy of the city or town centres and can damage the attractiveness of the region as a whole as well as having significant implications for the health of the population. As a result, air quality is likely to become a more pressing issue in the future.

RTS Action Plans

- 2.21. The RTS, published in 2008, committed Nestrans to producing a number of action plans and sub-strategies, namely:
 - Health and Transport Action Plan
 - Bus Action Plan
 - Rail Action Plan
 - Freight Action Plan
 - Regional parking strategy

- Road Casualty Reduction Strategy (published by the North East Scotland Joint Public Sector Group).
- 2.22. These documents are now all in place and being implemented and have fed into the delivery plan. A review of each of the action plans is either underway or planned as a result of the re-refresh of the RTS.

Infrastructure

- 2.23. A large number of infrastructure schemes have been delivered since the RTS was published in 2008 and these are summarised below:

Rail

- Laurencekirk Station opened May 2009 and new car park constructed
- Aberdeen station improvements
- Enhanced rail timetable between Aberdeen – Inverurie and additional carriages
- Minor accessibility improvements at NE Stations
- Car Park extended at Stonehaven

Sea

- Aberdeen Harbour Board – New rail freight terminals and Point Law peninsula improvements completed. Torry Quay redevelopment and deepening and widening of navigation channel and near approaches to the port works underway.
- Peterhead Port Authority - New 650ft quay at the Smith Embankment and a new 328ft breakwater at the Albert Quay opened in October 2010.
- Fraserburgh Harbour - Grant of £7.57M awarded from the European Fisheries Fund to deepen part of the harbour.

Air

- £10 million 124m runway extension at Aberdeen Airport opened Oct 2011
- main runway re-surfaced with energy efficient LED lighting
- improvements to taxi-ing areas
- new international arrival hall walkway
- streetscape at terminal frontage
- new multi-storey car park with 500 short stay spaces and dedicated cycle/motorcycle storage facilities
- bus/taxi lane on Argyll Road
- Access and egress improved through traffic control system upgrade and reallocation of lanes on Dyce Drive approach to roundabout on A96.

Strategic Road Improvements

Capacity

- Wellington Road dualling between Charleston Interchange and Souterhead roundabout
- College Street dualling
- Market Street corridor improvements implemented in support of Union Street pedestrianisation proposals

- A90 grade separated junction at Findon
- Wapping Street gyratory alignment improvement
- Segregated left turn lane constructed from King George VI Bridge to West Tullos Road
- Electronic Variable Message Signs installed within Aberdeen City Centre
- A944/B9119 roundabout signalisation (junction of Skene Rd/Lang Stracht)

Safety

- A947 Route Action
- A944 Mossat to Westhill Safety barriers
- Anti skid, signs and lines on A92, A944, A981, B997, A93, A97, A950
- A920 Riverside Rd/South Road, Ellon Traffic signals
- High St/Keithhall junction, Inverurie Traffic signals
- Interactive signs on A980 Raemoir and Riverside Dr, Aberdeen
- Puffin, toucan and zebra crossings at various locations
- Guild Street pedestrian safety – footway widening measures
- King Street lighting improvements

Strategic maintenance

- A92 Bervie Bridge
- Queen Elizabeth Bridge refurbishment
- Resurfacing on A92, A93, A944, A947, A952, A97, A98, A956 Wellington Rd and A956 Ellon Rd

Bus

- Establishment of a Bus Punctuality Improvement Partnership Agreement
- New bus stations at Peterhead and in Aberdeen
- Bus Quality Corridor Improvements on main radial routes – A947, A96, A93, A944, A90 (S) and A90 (N)
- Introduction of new Demand Responsive Transport services
- Ellon Park & Ride upgrade (phase 1)
- New bus lane southbound on King Street from E North St to Castle St/Shiprow
- Extension of bus lane on Holburn Street on approach to Bridge of Dee
- Airlink service between Dyce Railway Station and Airport launched Dec 2008 and supported until commercially viable. Bus stops and shelters installed and timetables published.
- Bus lane decriminalisation in Aberdeen City
- Night time transport zone created in Aberdeen City Centre
- ARI bus interchange improvements implemented and Foresterhill Road bus priority scheme agreed
- Direct Jet service launched Aug 2010 from bus/rail station/City Centre to Aberdeen Airport
- DDA compliant standardised bus timetable information being provided throughout region
- Bus Route Development Grant improvements on Stonehaven, Westhill and Banchory to Aberdeen services and No 5 service within Aberdeen City
- Online real time bus information service for First Aberdeen buses

- On-bus audio announcements on some routes
- Introduction of hybrid buses on Stagecoach service 59.

Freight

- Rail freight gauge enhancements, central belt to Aberdeen and Elgin
- Rail freight facilities opened at Raiths and Craiginches
- Freight maps produced for Aberdeen and Aberdeenshire areas
- Signal alterations on Wellington Road to aid southbound HGV progression

Walking and Cycling

- Westhill – Kingswells – Aberdeen Cycle Route
- Various core paths improvements
- Kingswells – Bucksburn path upgrade
- Peterhead Cycle Demonstration Town – various sections of cycleway, promotions and events
- Fraserburgh Cycle Network
- Banff and MacDuff Cycle Network
- Riverside Drive cycle route, Aberdeen
- West Cults Bridge on Deeside Way
- National Cycle Network Route 1 Donside Path upgrade from Seaton Park through Donside Paper Mills site
- A96 Inverurie – Kintore – Blackburn – Aberdeen Cycleway
- Kingswells Roundabout Toucan Crossing
- Inch Footpath
- Greenbrae cycle project

Travel Behaviour

- Getabout Partnership formed and brand launched April 2008
- Getabout website and associated social media accounts established
- Walkit website
- Local Rail Guides and Timetables published
- Getabout Cycle Roadshow
- Sustainable Travel Grant Scheme
- Free on-line travel plan builder and associated monitoring
- Liftshare Scheme
- Park & Ride festive campaigns and leaflets
- Various promotional events and Challenges e.g. Bike Week, Walk to Work, In Town Without My Car
- Travel Planning support to various businesses and organisations throughout the North East
- City Car Club and Mearns Rural Car Club

2.24. The Nestrans five year review, as published in the April 2012 Board papers, provides a more detailed list of achievements within this period however it is also worth mention a number of schemes which, although are yet to be delivered, have been progressed significantly and are approaching the delivery stage:

- AWPR is through the public local inquiry stage
- Balmedie – Tippetty is through the public local inquiry stage

- 3rd Don Crossing has planning permission and public local inquiry concluded
- A96 park and choose site has planning permission and land acquired
- A90(S) park and ride is being developed
- Aberdeen to Inverness rail line is now at the GRIP 3 stage
- Kintore station considered as part of above report
- Dualling of the A96 is included in the Scottish Government's Infrastructure Investment Plan
- A preferred option for Haudagain roundabout improvements has been tested and agreed
- Improvements to Inveramsay Bridge are committed.

Funding

- 2.25. Since 2008 there has been a significant shift in the economic climate and in the availability of funding. Councils have seen reductions in their grant allocation and key partners such as Sustrans and other organisations have also seen funding cuts in recent years. As a result, the public sector bodies have to deliver their priorities within a more constrained budget. In recent years, budget constraints have seen a significant reduction in the provision of supported bus services and reductions in funds available for investment in cycling and walking infrastructure. On top of this, the severe winters experienced in recent years has resulted in issues such as road maintenance rising much higher up the priority list.
- 2.26. Despite reducing budgets, a significant amount of private investment has been secured to deliver transport schemes and whilst the region's economy was not immune to the consequences of the recession, it has been one of the most resilient parts of both Scotland and the UK and is identified as an area to watch in terms of moving the country towards growth.
- 2.27. Looking to the future, the recent approval of the Strategic Transport Fund provides a potentially significant source of income for the delivery of strategic transport improvements to mitigate the impacts of development to 2035.

RTS monitoring and trends

- 2.28. Since publication of the RTS in 2008 an annual monitoring report has been produced to identify changes in trends and progress towards achieving the objectives. Some of the key findings from the most recent monitoring report (April 2012) are detailed below.

Table 2: Summary of key indicators and progress from the monitoring report

Areas where good progress has been made
Rail patronage continues to grow, with significantly greater growth than the Scottish average.
The number of road casualties has reduced.
The number of people cycling has increased.
The growth in road traffic over a 10 year period is reducing and an overall

reduction in annual vehicle traffic has been seen in the last two years.
Significant improvements in the number of children walking or cycling to school has been achieved and the proportion of children being driven to school is also starting to decline.
Areas where progress is not as good as was hoped
The proportion of people travelling to work by modes other than car driver has been maintained across the North East since 2005-06, although there have been slight increases in Aberdeen City. However, when looking at individual modes, it can be seen that increases in walking have been mirrored by decreases in bus use. There are also differences between the two local authority areas with levels of walking and car passenger declining in Aberdeenshire but increasing in Aberdeen City and rail use increasing by Aberdeenshire residents and declining in Aberdeen City.
Patronage at Ellon Park and Ride has seen a steady increase since it was opened in 2001 and an expansion to this facility is now being implemented. Patronage at Kingswells and Bridge of Don has generally been in decline for the last 6 years, however increases have been recorded in 2010 and 2011 and it is hoped that this is the start of an upward trend in park and ride use.
The number of passengers through Aberdeen Airport has been in decline in recent years however this was predominantly due to the economic downturn and they have returned to growth in 2011.
Areas where the trend is going in the wrong direction
Congestion on trunk roads has increased significantly between 2005 and 2010, particularly on the A90, although it should be recognised that there have been significant fluctuations year on year and the target that was set to reduce congestion was based on the assumption that the AWPR would be in place.
The proportion of goods moved by rail increased significantly between 2005 and 2006, however there has been little growth since. Road is still the main mode of transport for goods, accounting for 82%.
The volume of goods through Aberdeen harbour and Peterhead harbours decreased to 2009 and into 2010 for Aberdeen Harbour. Peterhead saw a significant increase in 2010 and Aberdeen has seen a return to growth in 2011. Overall however, the volume of goods has decreased.
Bus journey times are increasing. When compared to the equivalent journey time by car, the gap is widening.
Although there have been increases in the cost of car parking in recent years, the cost of bus travel has also increased and remains significantly more expensive when comparing 2 hours parking in a Council multi-storey to a peak day bus ticket.
Bus vehicle kilometres have decreased year on year between 2005/06 and 2007/08. Although this data is no longer presented in this way it is believed that this decline has continued.
Data collected through the Bus Quality Partnership indicates that bus patronage declined across the North East between 2008/09 and 2010/11, although figures for 2011/12 indicate this decline may have levelled off. This trend is reflected across

other areas of Scotland where patronage has declined during the years of recession.

- 2.29. The 2012 RTS monitoring report shows that, of 45 indicators for which indicative targets have been identified, using the most up to date data available, 20 are currently on target, 16 show some success and only 5 are moving in the wrong direction. In some cases, the interim targets for 2011 have already been met. The full monitoring report is available on the Nestrans website via this link: <http://www.nestrans.org.uk/rts-monitoring-report.html>

Consultation Questions:

1. Does the above fairly reflect the changes in policy, funding and trends since the publication of the RTS in 2008?
2. Are there any other issues affecting the extension of the RTS that should be considered?

3. What trends are forecast to 2035?

Population growth & housing requirement

- 3.1. The most recent population estimates for Aberdeen City and Shire show a population of around 468,000 in 2011, a growth of 25,000 since 2006. Population forecasts estimate that the population of working age will increase by around 25% in Aberdeen City and 15% in Aberdeenshire between 2010 and 2035. During this same period, the population of pensionable age is also forecast to rise by 25% in the City and by 50% in Aberdeenshire. The number of people aged 75 and over is anticipated to see even greater increases of +69% in Aberdeen City and +130% in Aberdeenshire between 2010 and 2035.¹
- 3.2. The Structure Plan and emerging Strategic Development Plan (SDP) aim to significantly increase the region's population to 480,000 by 2030 and 500,000 by 2035. In order to accommodate this level of growth, the main issues report for the SDP sets out a proposed housing allowance of over 67,000 homes between 2011 and 2035.
- 3.3. The planned growth in population and households will have a significant impact on the transport network as the number and pattern of trips increases and changes. In addition to the predicted increase in population, challenges will come from the changing composition of the population in years to come. If, as predicted, the proportion of people who are of working age (16 to 65) falls in comparison to the proportion of people of pensionable age, this will have a significant effect on the economy of the area and the way in which services are provided for an increasingly elderly population. Changes in other factors such as car ownership and the location of development will also have significant impacts on the pattern of trips and the transport network.

¹ Source: National Records for Scotland: Population Projections for Scottish Areas (2011 – based)

- 3.4. As set out in the Structure Plan and the SDP main issues report, the vast majority of development will take place in the strategic growth corridors (Aberdeen City, Aberdeen to Huntly, Aberdeen to Laurencekirk and Aberdeen to Peterhead) and the two Local Development Plans set out the location of development in more detail.

Cumulative transport impact

- 3.5. In order to fully understand the impact of this planned level of growth on the transport network, Nestrans and the Strategic Development Planning Authority (SDPA) commissioned MVA Consultancy to undertake an appraisal of the two Local Development Plans to consider the planned changes in land use and the cumulative transport impacts associated with the scale and distribution of development proposals.
- 3.6. The following headline transport indicators resulting from this study demonstrate the anticipated impact of the construction of all planned housing and employment uses to 2023 compared to 2010 traffic and travel conditions:
- +20% rise in daily car trips;
 - +10% rise in daily public transport trips;
 - +30% rise in annual vehicle kilometres;
 - +15% rise in annual carbon emissions (tail pipe); and
 - Small decrease in region-wide time lost due to congestion per kilometre travelled.
- 3.7. These figures take account of anticipated changes in the proportion of the working and non-working age population and changing trends in car ownership, vehicle fuels and technology as well as the completion of the following transport infrastructure schemes which it is assumed will be delivered by 2023:
- Improved Edinburgh-Aberdeen, Aberdeen-Inverurie & Aberdeen-Inverness services;
 - Laurencekirk rail station & rail service changes;
 - Grade separation on the A90 at Findon;
 - A956 dual carriageway upgrade;
 - Union Street pedestrianisation and traffic management schemes;
 - An A96 to Aberdeen Airport link road;
 - A90 Balmedie-Tipperty dualling;
 - AWPR;
 - Park and Ride sites at Chaplebrae, Parkhill & Schoolhill and associated bus services;
 - Haudagain roundabout improvements; and
 - The 3rd Don crossing.

- 3.8. The study also identifies how the development plan is predicted to impact on the operation of key areas of the road and public transport network including the A90 south, A956, Bridge of Dee, A944, Lang Stracht, Haudagain, 3rd Don Crossing, Bridge of Don, A96 and A947. The results show that at many locations, congestion levels are anticipated to be in excess of present day conditions, including sections of the A90 South corridor, A96 corridor and A944 corridors.

The Strategic Transport Fund

- 3.9. The cumulative transport appraisal enabled, for the first time, a strategic overview of the impact of the proposals outlined in the structure plan and LDPs to be taken. The analysis identified the ‘hot spots’ on the strategic transport network where congestion is likely to increase significantly as a result of new development and the likely scale of intervention required to mitigate this impact. A high level package of interventions was identified and tested, over and above already committed transport schemes, including the AWPR, Haudagain roundabout, park and ride sites and Union Street pedestrianisation.

Table 1: Strategic transport cumulative impact requirements

Public transport
New station at Kintore
Bus priority measures
Bus frequency improvements
Additional bus services linking new development sites to city centre and other key employment destinations
Road network (over and above local road infrastructure requirements)
North Aberdeen
Parkway, Persley Bridge & Parkhill junction and capacity improvements
A96 corridor
Capacity improvements & upgrade AWPR Kingswells North junction
A944 corridor
Upgrade to A944 junctions and safety / limited capacity improvements on access to A93
A956 / A90 corridor
Junction capacity improvements
River Dee link

- 3.10. In order to address the cumulative impacts of development, Supplementary Guidance to the structure plan has been developed and adopted to deliver these identified projects through a strategic transport fund. The purpose of this guidance is to provide a mechanism for securing contributions from development to fund the delivery of this strategic infrastructure. In doing so, this guidance will help deliver the development potential identified in the structure plan and ensure support for sustainable economic growth priorities in Aberdeen City and Shire. The projects include road and public transport interventions in a variety of locations where the cumulative impact of new housing and employment is likely to cause increased congestion. By sharing the financial burden widely across the region, no one development will be liable for the cost of a specific project or delayed by its implementation. Under this new approach, developers will continue to make appropriate payments to mitigate their localised impacts such as local roads

improvements, education, affordable housing, community waste, and other services required to facilitate their development, as is currently the case.

- 3.11. These intervention areas have not previously been identified in the RTS but will be key to enabling the scale of development identified in the Structure Plan and the growth and success of the region as a whole. As with all other potential interventions of this scale, a full appraisal and assessment, detailed engineering design and environmental assessment of each location will be required in order to progress these interventions and identify the most appropriate solution. Incorporating these into the RTS will also require a high level appraisal against objectives, assessment of the alternatives and assessment under the SEA.
- 3.12. The supplementary guidance “delivering identified projects through a strategic transport fund” provides the details of this mechanism and can be viewed at <http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=963&sID=38>

The cost of fuel

- 3.13. The Department of Energy and Climate Change provide a range of projections on the cost of fossil fuels and present a number of different scenarios for the future. This is an area of significant uncertainty with many external influencing factors that are difficult to predict. It is however an issue that has the potential to significantly influence travel patterns, accessibility, the economy and the delivery of the RTS as a whole. The RTS needs to be aware of these potential changes and monitor likely future trends in order to be able to respond appropriate in the delivery of its actions.

Summary

- 3.14. The Structure Plan, Local Development Plans and emerging Strategic Development Plan set out a step-change in the scale of development proposed for the region. The impacts of this development on the transport network will be significant. The impacts on road traffic growth, congestion and emissions will present a significant challenge to achieving the Government’s central purpose of sustainable economic growth and without significant moves towards the adoption of cleaner fuels and alternative modes, a real challenge to achieving national climate change, air quality and cycling targets.
- 3.15. Advances in technology and trends towards increases in remote and smart working will go some way to altering travel patterns and reducing the need to travel, however it is not thought that this will be sufficient on its own to reduce congestion and emissions as the need to access work and services will remain.
- 3.16. The trend towards increasing levels of obesity and resulting poor health is also anticipated to continue. Tackling this rise, particularly in children, is monitored as a national indicator and in the Single Outcome Agreements of the two Councils. The RTS has a significant role to play in tackling this through the Health & Transport Action Plan and the promotion of active travel modes.
- 3.17. The re-refresh of the RTS needs to consider whether the objectives and actions, as set out in the current RTS, remain valid and fit-for-purpose in light of the trends identified

above, how they can be achieved and whether the RTS needs to do more, over and above the committed and proposed schemes listed above, in terms of reducing the anticipated increases in daily car trips and vehicle kilometres predicted through the cumulative impact study.

Consultation Question

3. Are there any other trends that will influence the delivery of the RTS that need to be considered?

4. Where do we want to be in 2030/35?

4.1. Our vision for transport in the north east, as set out in the current RTS is “*a transport system for the north east of Scotland which enables a more economically competitive, sustainable and socially inclusive society.*” This is a long term vision and one that is still relevant today and to 2035. It is therefore proposed to re-affirm and maintain this vision.

4.2. The objectives of the RTS were set following thorough consideration of the issues and, following STAG methodology, were developed to be SMART. The objectives of the RTS are long term and it will take many years for them to be achieved. They have however been reviewed in light of the progress made to date towards achieving them and the trends forecast to 2035 to ensure that they remain valid and fit for purpose. The objectives as set out in 2008 are detailed below:

Strategic Objective 1: Economy - To enhance and exploit the North East’s competitive economic advantages, and reduce the impacts of peripherality

- a) To make the movement of goods and people within the north east and to / from the area more efficient and reliable.
- b) To improve the range and quality of transport to / from the north east to key business destinations.
- c) To improve connectivity within the north east, particularly between residential and employment areas.

Strategic Objective 2: Accessibility, Safety and Social Inclusion - To enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited.

- a) To enhance travel opportunities and achieve sustained cost and quality advantages for public transport relative to the car.
- b) To reduce the number and severity of traffic related accidents and improve personal safety and security for all users of transport.
- c) To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of north east residents.

Strategic objective 3: Environment - To conserve and enhance the north east’s natural and built environment and heritage and reduce the effects of transport on climate and air quality.

- a) To reduce the proportion of journeys made by cars and especially by single occupant cars.
- b) To reduce the environmental impacts of transport, in line with national targets.
- c) To reduce growth in vehicle kilometres travelled.

Strategic Objective 4: Spatial Planning - To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east.

- a) To improve connectivity to and within Aberdeen City and Aberdeenshire towns, especially by public transport, walking and cycling.
- b) To encourage integration of transport and spatial planning and improve connections between transport modes and services.
- c) To enhance public transport opportunities and reduce barriers to use across the north east, especially in rural areas.

- 4.3. The objectives above, set in 2008, are long-term objectives that will take many years to decisively influence, although the annual monitoring report shows that good progress is being made towards many of them. It is not however considered that any of them have been met and indeed many will become increasingly more challenging to achieve given the level of development proposed, in particular objective 3c. It is not however felt that the direction of the RTS has changed and the review of the issues and trends to 2035 do not reveal any new issues that are not covered by the existing objectives. A further consideration is that the objectives and policies of a wide range of other regional and local policies, including the Structure Plan, Local Transport Strategies, ACSEF Economic Manifesto and SOAs are already aligned with the objectives of the RTS and we wish to see this alignment continue.
- 4.4. Discussion at an officer workshop in February 2012 identified a number of areas that may warrant further emphasis in the RTS, such as climate change requirements, recognition of new technologies and the importance of strategic walking and cycling links. It is however felt that these issues are covered by the current objectives and should therefore be dealt with in a revised delivery plan.
- 4.5. One small change is proposed to objective 2b, to refer to reducing the number and severity of traffic related casualties, rather than the number of accidents. This more accurately reflects ultimately, what we are trying to reduce and fits with the Scottish Governments Framework for Road Safety and the Local Authorities Joint Road Safety Plan.
- 4.6. Taking all the above points into consideration, it is not proposed to change the RTS objectives at this stage (beyond the minor wording change under objective 2b) but rather to review how they are best delivered.

Consultation Questions:

- 4. Do you agree that the objectives remain valid and fit for purpose?
- 5. Do you agree with the proposed wording change of objective 2b?
- 6. The objectives currently all carry an equal weighting. Is this still appropriate?

5. The preferred strategy package

- 5.1. The RTS sets out a number of policies and proposals for action under three sub-strategy headings:
 - External connections;
 - Internal connections; and
 - Strategic policy framework.
- 5.2. It is this list of policies and actions that we propose to re-fresh and add to in order to extend the strategy to 2035. In addition to the actions contained within the RTS a number of more detailed action plans have been developed since 2008 and are being delivered, namely:
 - Bus Action Plan
 - Rail Action Plan
 - Health & Transport Action Plan
 - Freight Action Plan
- 5.3. The following pages provide a list of the existing RTS actions, a short textual update and proposed amendments, including where new actions are proposed, which are highlighted in pink. The action plans listed above will also be reviewed and update following the review of the RTS and this is referenced under the appropriate actions below.
- 5.4. Your comments and feedback are requested on these proposed amendments.

Proposed updates and amendments to the strategy

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
EC1 Rail links and services	i) Reducing journey times to Edinburgh and Glasgow, and further south	The journey times of one or two journeys have been reduced however on the whole they remain the same. The Scottish Government’s Infrastructure Investment Plan and STPR commit to reducing journey times between Aberdeen and the central belt by 20 minutes. Network Rail have submitted a draft GRIP3 report to Transport Scotland which investigates a preferred option for Aberdeen to Inverness line improvements.	This remains a relevant action. No change proposed.
	ii) Improved train capacity, comfort and reliability.	Additional services (and additional carriages) have been introduced to address the most severe overcrowding problems, as highlighted by Nestrans through surveys and significantly increasing patronage figures. Overcrowding issues do however remain on a number of services, particularly at peak times. Nestrans capital budget has also been used to fund Access for All improvements at stations across the North East.	This remains a relevant action. No change proposed.
	iii) Support for High Speed Rail connections to London, which benefit the north east.	The UK Government has committed to the delivery of High Speed Rail and has confirmed the route of the line from London to the West Midlands and Leeds. There are clear benefits of HSR to Edinburgh and Glasgow however realistically it will not extend north beyond the central belt due to distance and population density. It is therefore essential to ensure that the North East benefits from HSR in other ways and Nestrans is making the case that this be through securing our existing access to London airports, including Heathrow, based on the assumption that HSR to the central belt will reduce the pressure on London airports from reduced demand from the central belt.	This remains a relevant action. No change proposed.

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
		The Scottish Government has published 'Fast Track Scotland – Making the Case for High Speed Rail Connections in Scotland'.	
EC2 Strategic roads	i) Overcoming constraints on the network that have a direct impact on travel to / from the north east, such as the A90 through Dundee	A number of junctions on the A90 between Perth and Aberdeen have been grade separated, including junctions at Findon and Portlethen, to facilitate development and improve safety. There are however still a number of constraints on this route, including the stretch of road through Dundee. The STPR identified the need for a Dundee Northern Relief Road. The dualling of the A96 to Inverness is also identified in the Scottish Government's Infrastructure Investment Plan.	This remains a relevant action however it is proposed to amend it to include reference to the A96. 'Overcoming constraints on the network that have a direct impact on travel to / from the north east, such as the A90 through Dundee and dualling the A96 to Inverness.'
EC3 Inter-regional bus and coach travel	i) Support further development of inter-regional bus and coach travel between the north east and other Scottish towns and cities and further afield.	There has been an increase in the number of inter-regional coach trips and the launch of the Citylink Gold service to Glasgow has seen an increase in service and quality on this route.	This remains a relevant action. No change proposed.
	ii) Explore possible links to park and ride sites.	Planning permission has been granted for the park and ride site on the A96 and the application for the A90(S) site has been submitted. Bus operators have been consulted in the design process for the new park and ride sites and discussions are ongoing on how best to serve them.	This remains a relevant action. No change proposed.
EC4 Connections by sea	i) Closer joint working through the North East Ports Forum.	This forum no longer exists and its role has been subsumed into the North East Freight Forum which meets on a regular basis. The launch of the Freight Forum has seen significant improvements in joint working in this sector and a Freight Action Plan has been produced and is being implemented.	Propose amending action to: Closer joint working through the North East Freight Forum.
	ii) Improved access and facilities at ports and interchange with	The first phase of the Torry Quay redevelopment has been completed with upstream quays replaced by 300m of	This remains a relevant action. No change proposed.

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
	passenger ferries.	deepwater berthing and creation of additional room in the River Dee. Deepening and resurfacing of Commercial Quay East has been completed. Point Law peninsula further developed with additional bulk facilities and a single point of access created.	
	iii) Development of new freight and passenger facilities.	<p>The Port authority at Peterhead has completed £33.5M plans for new 650ft quay at the Smith Embankment and a new 328ft breakwater at the Albert Quay. It was opened on time and within budget in October 2010.</p> <p>A grant of £7.57M has been announced from the European Fisheries Fund to deepen part of Fraserburgh Harbour to give access to more boats and improve local facilities.</p> <p>Significant improvement in access between Aberdeen Harbour and the bus and rail stations has been achieved through the development of the new bus station and Union Square. There is however still scope for improvements to access and facilities at both Aberdeen and other harbours.</p>	<p>It is proposed that this action is amended to reflect recent improvements, but recognise that there are still opportunities to further improve both freight and passenger facilities at the region's ports.</p> <p>'Continue to enhance freight and passenger facilities at north east ports'</p>
	iv) <i>New action</i>	A new contract for Northern Isles ferry services will operate from July 2012. Daily services from Aberdeen to Lerwick (with connections via Kirkwall).	<p>Proposed new action</p> <p>It is proposed that a new action is added to:</p> <p>Continue dialogue with the Scottish Government and Northern isles ferry service operator to ensure continuing services from Aberdeen'</p>
EC5 Connections by air	i) Support expansion of direct destinations from Aberdeen and frequency of popular services.	The number of destinations served from Aberdeen has risen from 46 in 2007 to 50 in 2012. September 2012 also saw the launch of a new route to London City. Although new routes have been added in recent years, this remains a relevant action and is key to the economic success of the region.	This remains a relevant action. No change proposed.

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
	ii) Support runway extension to facilitate wider range of destinations and more efficient, modern aircraft.	The runway extension at Aberdeen Airport was completed in September 2011 and added 124m to the runway. Consultation on the Airport Masterplan is currently underway and it is anticipated that additional runway extensions may be required in the period from 2020 to 2040. Planning approval already exists for a further 176m extension.	This remains a relevant action.
	iii) Ensure protection of slots for Aberdeen services at key hubs such as London Heathrow.	This is being actively pursued through a number of channels, including Nestrans response to the recent aviation consultation issue as well as our input into the case for High Speed Rail (see above). Nestrans, along with Hitrans, has also commissioned an evidence note to determine the importance of access to London from the North of Scotland.	This remains a relevant action. No change proposed.

Internal connections	Adopted RTS Action	Update	Proposed amendments
IC1 Rail connections	i) Increased frequency of services between Inverurie-Aberdeen-Stonehaven through Aberdeen Crossrail and improved services to Inverness.	A new station was opened at Laurencekirk in 2009. The term 'Crossrail' is no longer used, with the preferred strategy to push for the delivery of the elements of Crossrail incrementally rather than as one large package. Discussions have been ongoing with Transport Scotland regarding enhanced Aberdeen-Inverness Sunday services. An additional service now stops at Stonehaven and Laurencekirk on a Saturday morning and at Laurencekirk at 2105 Mon-Sat. It is the intention to explore opportunities to extend trains on the Inverness-Aberdeen line through to Montrose to improve local services, however awaiting publication of the GRIP3 report for Aberdeen-Inverness improvements before investigating this opportunity.	This action remains relevant although it is proposed that it is amended to: 'Seek to secure an increased frequency of services between Inverurie-Aberdeen-Stonehaven and improved services to Inverness' The elements of Crossrail are still being delivered but are being taken forward incrementally as individual projects rather than branded as one package of improvements. This proposed change would

Internal connections	Adopted RTS Action	Update	Proposed amendments
			not therefore change the overall direction of this action.
	ii) Proposed new station at Kintore and further development of the rail system to be set out in the Rail Action Plan.	<p>The Rail Action Plan has now been developed and is being delivered. There have been significant increases in rail patronage at north east stations including 115% increase at Dyce and 171% increase at Inverurie between 2004/05 and 2010/11.</p> <p>Kintore station is being pursued as a priority and is identified as necessary to address the cumulative impacts of new development through the Strategic Transport Fund. The recently announced Scottish Government's New Stations Fund is also a potential source of contributory funding.</p>	This remains a relevant action however now that Kintore station is being progressed, the next priorities for rail development in the region should be identified through the rail action plan. This action plan will be reviewed in the context of the RTS re-fresh.
	<i>iv) New action</i>	Linked to the action above, it is proposed that a separate action be added to investigate the potential for further stations in the context of line upgrades, enabled by through running of trains across Aberdeen.	Proposed new action 'Investigate the potential for further stations in the context of upgrades to the existing rail lines enabled by through running of trains across Aberdeen and assessing future demand for local rail services.
IC2 Road improvements	i) Strategic road capacity improvements – tackle constraints on the A90 Ellon to Peterhead, A96 west of Inverurie, Haudagain junction, Access to Aberdeen from the south, and at other junctions serving Aberdeenshire towns.	<p>A number of improvements have been delivered in this area including Wellington Rd dualling between Charleston Interchange and Souterhead roundabout, College St dualling, Market St corridor improvements, A90 grade separation at Findon, Wapping St gyratory alignment improvement and segregated left turn lane at King George VI Bridge into West Tullos Rd.</p> <p>The Scottish Government have also announced their intention to dual the A96 in the long term as part of their Infrastructure Investment Plan; Balmedie-Tipperty dualling has been approved and a preferred option has been agreed and commitment given to improve the Haudagain junction</p>	<p>Although a number of improvements have been made, a number are still to be delivered. This therefore remains a relevant action.</p> <p>The action should consider and identify which routes/constraints are priorities for resolution whilst keeping open the option to explore the feasibility of</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
		<p>once the AWPR is in place.</p> <p>A preferred option has also been identified for Inveramsay Bridge on the A96 and ground investigation works commenced.</p>	longer term projects.
	<p>ii) Strategic road safety improvements – alignment and junction improvements on A90 South. Overtaking, junction and alignment improvements on A90 north and A96. Route Action on A92, A93, A944, A947.</p>	<p>A number of strategic road safety improvements have been delivered including:</p> <ul style="list-style-type: none"> • A947 route action • A944 Mossat to Westhill safety barriers • anti-skid, signs and lines on A92, A944, A981, B997, A93, A97, A950 • A920 Riverside Rd / South Rd, Ellon traffic signals • Interactive signs on A980 Raemoir and Riverside Drive, Aberdeen; • A new merge lane at the northern Laurencekirk junction; • Puffin, toucan and zebra crossings at various locations • Guild St pedestrian safety – footway widening measures • King Street lighting improvements. 	<p>Significant progress and funding has been dedicated to this area, however strategic road safety improvements will remain a key action.</p> <p>The action should consider and identify which routes/areas are priorities for resolution. Specific reference should be made to key priorities such as Laurencekirk junctions.</p>
	<p>iii) Car share lanes – trialling priority lanes for cars with multiple occupancy.</p>	<p>A study has been undertaken to look at a High Occupancy Vehicle lane on Stonehaven Road on the A90. This study concluded that the introduction of such initiatives will need to wait until the AWPR has been constructed in order to generate significant benefits.</p>	<p>This remains a relevant action.</p> <p>No change proposed.</p>
	<p>iv) Prioritised maintenance for strategic routes, with particular benefits for public transport and sustainable modes.</p>	<p>Significant funding has been put towards strategic maintenance including at A92 Bervie Bridge, Queen Elizabeth Bridge refurbishment and resurfacing on A92, A93, A944, A947, A952, A97, A98, A956 Wellington Rd and A956 Ellon Rd.</p>	<p>This remains a relevant action.</p> <p>No change proposed.</p>
	<p>v) Support Local Authorities in bringing forward LTS projects</p>	<p>The objectives of both Councils' LTSs are in line with the RTS and the Nestrans delivery plan developed and</p>	<p>This remains a relevant action.</p> <p>No change proposed.</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
	that contribute to strategic objectives.	approved in partnership with the two Councils.	
	vi) The above actions build on the AWPR and dualling of A90 Balmedie-Tipperty which are being taken forward by Transport Scotland and are due to be completed in 2012.	Due to legal challenge, the timescales for delivery of the AWPR and associated projects, including Balmedie-Tipperty have been delayed. The AWPR case was heard in the Supreme Court in July 2012.	This remains a relevant action however it is proposed to bring it up-to-date to reflect the current situation: ‘The above actions build on the AWPR and dualling of A90 Balmedie-Tipperty which are being taken forward by Transport Scotland’
	vii) <i>New action</i>	<p>To facilitate the development of the Local Development Plans for Aberdeen City and Aberdeenshire, Nestrans and the SDPA commissioned a study to examine the cumulative impact on the strategic transport network of the scale of development proposals in the Structure Plan. It took into consideration the range of schemes already committed and assessed the additional impact of new development on the transport network.</p> <p>This study identified a number of areas where congestion is predicted to significantly increase and where intervention on the strategic transport network is required. A package of interventions has been identified to mitigate these impacts. These are:</p> <ul style="list-style-type: none"> • Parkway, Persley Bridge & Parkhill junction and capacity improvements; • Capacity improvements & upgrade AWPR Kingswells north junction; • Upgrade A944 junctions and safety / limited capacity improvements on access to A93; • A956/A90 junction capacity improvements; and 	<p><i>Proposed new action</i></p> <p>Strategic road improvements to mitigate the cumulative impact of development:</p> <ul style="list-style-type: none"> • Parkway, Persley Bridge & Parkhill junction and capacity improvements; • Capacity improvements & upgrade AWPR Kingswells north junction; • Upgrade A944 junctions and safety / limited capacity improvements on access to A93; • A956/A90 junction capacity improvements; and • River Dee link <p>These improvements will be funded through the Strategic Transport Fund and in line with</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
		<ul style="list-style-type: none"> • River Dee link. <p>These actions predominantly contribute to the economy objective of the RTS particularly making the movement of people and goods more efficient and reliable and improving connectivity. They also provide opportunities to improve safety for all road users, including pedestrians and cyclists and reduce the impact on air quality by improving the flow of traffic.</p> <p>A number of public transport interventions were also identified as part of the package of mitigation measures and these are dealt with under separate RTS headings below.</p>	<p>the SDPA supplementary planning guidance “Delivering Identified Projects through a Strategic Transport Fund”.</p>
<p>IC3 Bus Improvements</p>	<p>i) Quality bus corridor improvements to services and facilities.</p>	<p>The Quality Partnership between Nestrans, the local authorities and bus operators was re-freshed and signed by all partners in 2010. This sets an updated set of standards and targets which are monitored on an annual basis. A Bus Punctuality Improvement Partnership (BPIP) has also been established and corridor action plans established for Buchan / King Street and A96 corridors.</p> <p>Other bus quality partnership improvements delivered include:</p> <ul style="list-style-type: none"> • Bus Quality Corridor improvements on main radial routes – A947, A96, A93, A944, A90(S) and A90(N); • Airlink service between Dyce railway station and the Airport launched in December 2008 and supported until commercially viable, bus stops and shelters installed along the route and timetables published. • Night time transport zone set up in the city centre; • ARI bus interchange improvements; • Direct Jet service launched Aug 2010 from Aberdeen bus station to the Airport. • Bus Route Development Grant improvements on 	<p>This remains a relevant action. No change proposed.</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
		<p>Stonehaven and Banchory to Aberdeen services and No 5 service within Aberdeen.</p> <ul style="list-style-type: none"> Route infrastructure improvements to support the introduction of hybrid vehicles on Stagecoach service 59. 	
	<p>ii) Develop a Bus Action Plan to improve quality and reliability of services and set out proposals for extending bus priority measures.</p>	<p>A Bus Action Plan has been produced and is currently being delivered. This will be re-freshed in line with the re-fresh of the RTS and a review of the standards and targets. Bus priority measures have been delivered through the city council's Scoot system at signal controlled junctions, a new bus lane on King Street/Castle Street linking to Union Street, extension of the bus lane on Holburn Street on approach to Bridge of Dee and designation of a bus lane on Foresterhill Road through the ARI site have all been delivered. Decriminalisation of bus lane enforcement has also been approved and will be implemented in Aberdeen in 2012.</p>	<p>It is proposed to amend this action to:</p> <p>Review and continue to deliver the Bus Action Plan to improve quality and reliability of services and set out proposals for extending bus priority measures.</p>
	<p>iii) Explore Rapid Transit options through the Bus Action Plan.</p>	<p>This has not been progressed to date and it is questioned whether bus rapid transit is relevant for the North East within the timeframe of the RTS given the scale of capital investment that would be involved. It does however remain an option that could be explored in the longer term, taking account of technological advances if appropriate.</p>	<p>It is proposed that this action is amended to 'Explore the options for rapid transit in the longer term through the Bus Action Plan'.</p>
	<p>iv) Expand Park and Ride provision linked to the development of the AWPR.</p>	<p>Plans for two new park and ride sites on the A90(S) and A96 are being progressed with the site on the A96 already having planning permission and the A90(S) site currently going through the planning process.</p> <p>Park and Ride facilities at Bridge of Don and Kingswells continue to operate, although there is an ongoing review being carried out by Aberdeen City Council as to the permanent location and any opportunity to increase the existing provisions. A park and ride site at Ellon has been established and use of this site continues to grow year on</p>	<p>This remains a relevant action, however it is proposed that it is updated to also identify the potential for mini-hubs and facilitate opportunities to use existing bus services.</p> <p>'Expand Park and Ride provision linked to the development of the AWPR and explore the potential for mini-</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
		year.	hubs that can be served by existing bus provision.'
	v) Improve information provision including expanding real-time information systems across Aberdeen City and Shire.	<p>Both Councils have published and are now delivering bus information strategies. Significant improvements have been made to at-stop timetable information across the region through the Quality Partnership.</p> <p>Progress on real time information has been made with Aberdeenshire currently developing a system and the launch of the real time bus weblink. Technological advances are now seeing the introduction of QR codes and Near Field communications technology.</p> <p>On bus audio announcement equipment is also being installed on the Jet services and Deeside corridor vehicles.</p>	This remains a relevant action. No change proposed.
	vi) New action	<p>Strategic bus priority and bus frequency improvement measures have been identified through the cumulative impact assessment as required to mitigate the cumulative impact of the scale and location of development identified in the Structure Plan.</p> <p>These actions contribute to the range of RTS objectives particularly linking residential and employment areas, accessibility, mode shift and environmental objectives.</p>	<p>Proposed new action:</p> <p>Strategic bus priority and bus frequency improvements as well as additional bus services linking new development sites to the city centre and key employment destinations to mitigate the cumulative impact of development.</p> <p>These improvements would be supported through the Strategic Transport Fund and in line with the SDPA supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund".</p>
IC4 Demand	i) Support extension of 'Dial-a-Bus' and similar services to serve those unable to access	Support has been provided to a number of DRT services including assistance with the purchase of vehicles for services in the City and for the Buchan Dial-a-Bus service in	This remains a relevant action. No change proposed.

Internal connections	Adopted RTS Action	Update	Proposed amendments
Responsive Transport	conventional buses and to link with scheduled bus services.	Aberdeenshire.	
	ii) Support community transport providers and encourage development of services.		This remains a relevant action. No change proposed.
	iii) Seek to ensure that taxis are provided in an efficient and effective way, which meets the needs of customers.	Sections of bus lane that have been introduced are accessible to taxis and private hire vehicles and other road capacity improvements have benefited taxis and private hire. The City Council has reviewed taxi provision in the city centre and established night time taxi ranks.	This remains a relevant action. No change proposed.
IC5 Transport Interchange	i) Maximising interchange potential of Guild Street development and link with Union Street and support enhancement of other interchange points in Aberdeen.	Significant improvements have been made through the bus station and Union Square development and some improvements made to footpaths and crossings linking to Union Street with the bus / rail station and Union Square development. Aberdeen City Council is currently developing a City Centre Transport Masterplan which will deal with issues of interchange and connectivity.	This remains a relevant action however it is proposed to bring it up-to-date to reflect the current situation. Maximise the interchange potential of the bus and rail station developments, the links between Union Square and Union Street and support enhancement of other interchange points in Aberdeen.
	ii) Support further improvements to interchange facilities in Aberdeenshire towns, in particular building on developments at Inverurie, Peterhead and Banchory.	A new bus station has been developed at Peterhead and Aberdeenshire Council has carried out a significant amount of work in identifying and improving interchanges in Aberdeenshire towns. This has included installation of journey planning kiosks and information provision at designated interchange points. There has however been a lack of progress at Inverurie due to land ownership issues, particularly in respect of the railway.	This remains a relevant action. Change proposed to bring the action up-to-date and reflect the current situation.
	iii) Work with operators to develop integrated ticketing	This is being progressed through a ticketing task group. A Fares & Ticketing Strategy was approved by Nestrans and	It is proposed that this action be amended to reflect the

Internal connections	Adopted RTS Action	Update	Proposed amendments
	across services and operators in the north east.	the two Councils in 2012. One of the key actions contained within the strategy is the development of an integrated ticket and longer term aspirations to introduce smart ticketing.	opportunities for smart ticketing, either through smartcards or other emerging technologies: Work with operators to develop integrated and smart ticketing across services and operators in the north east. The details of this action are contained with the Fares & Ticketing strategy.
IC6 Walking and Cycling	i) Support investment in measures to increase safety and security of walking and in particular to facilitate interchange between different modes of transport.	Since the publication of the RTS, Core Path Plans have been adopted in both Aberdeen City and Aberdeenshire and Nestrans has contributed funding towards the development and improvement of a number of these paths. This has included the funding of the West Cults Bridge on the Deeside Way which was opened in 2010.	This remains a relevant action. No change proposed.
	ii) Urban realm improvements to improve the pedestrian environment.	Puffin, toucan and zebra crossings have been created at a number of locations. Improvements have also been made to widen the pedestrian crossing enclosure on Guild St and to widen the pavement on Guild Street to cater for the increased pedestrian traffic accessing Union Square.	This remains a relevant action. Change proposed to emphasise the strategic importance of pedestrianisation in City and town centres. 'Urban realm improvements to improve the pedestrian environment, including the pedestrianisation of Union Street.'
	iii) Support the extension of low speed zones, particularly where it improves the environment for pedestrians and cyclists and increases safety for children.	Residential low-speed zones have been implemented in many parts of Aberdeen and Aberdeenshire, and Aberdeen City Council has introduced one of the most extensive 20mph zones in the country, covering the City Centre. Time restricted 20mph zones have also been created around	This remains a relevant action. Change proposed to update and emphasise continuation.

Internal connections	Adopted RTS Action	Update	Proposed amendments
	<p>iv) Continue development of cycle routes on key routes within Aberdeenshire, into Aberdeen and on routes through the City.</p>	<p>every school in the region.</p> <p>Significant work has been carried out to improve links for cyclists, including:</p> <ul style="list-style-type: none"> • Construction of the Westhill-Kingswells-Aberdeen cycle route; • Kingswells – Bucksburn path upgrade; • Peterhead cycle demonstration town – various sections of cycleway; • Fraserburgh cycle network improvements; • Banff and MacDuff cycle network improvements; • Riverside Drive cycle route, Aberdeen; • West Cults Bridge on the Deeside Way; • NCN1 Donside Path upgrade from Seaton Park through Donside Paper Mills site; • A96 Inverurie-Kintore-Blackburn-Aberdeen cycleway. <p>Many of these schemes also have significant benefits for pedestrians.</p>	<p>This remains a relevant action but it is proposed that it be strengthened on the issue of creating a network of routes and is amended to:</p> <p>Continue development of a connected network of strategic cycle routes on key routes within Aberdeenshire, across the boundary into Aberdeen and on routes through the City.</p>
<p>IC7 Airport Surface Connections</p>	<p>i) Encourage enhanced bus services to Aberdeen Airport to be detailed in the Bus Action Plan and Delivery Plan.</p>	<p>The launch of the Stagecoach Jet 727 service from Aberdeen bus station direct to the airport has achieved a significant improvement in public transport links to the airport. This combined with the service 80 shuttle bus service between Dyce station and the airport and the section of bus lane from the airport to Dyce Drive has significantly enhanced public transport accessibility.</p> <p>Access to the airport should be encouraged by all modes and Nestrans has part funded the installation of a cycle shelter and racks at the airport.</p>	<p>It is proposed that this action be amended to cover enhanced access to the airport by all modes of transport.</p> <p>Change action to ‘work with Aberdeen Airport in developing and monitoring a Surface Access Strategy to ensure high quality links to the airport by all modes.’</p>
	<p>ii) Support a shuttle bus between Dyce station and the airport</p>	<p>The service 80 Dyce shuttle bus was introduced in 2008 and initially subsidised by Nestrans and BAA. It is now operated</p>	<p>Recognising the importance of Dyce as an international</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
	terminal.	by Stagecoach and subsidised by Nestrans in the hope that it can move towards being a commercial service in the near future. Further plans are being developed to improve facilities for buses at Dyce Station.	gateway it is proposed that this action be amended to 'Work with partners to develop links to the airport including the upgrade of Dyce railway station and improved access for public transport.
	iii) In the longer term, explore the potential for Bus Rapid Transit or enhanced rail services to the airport, providing faster, more reliable journey times.	No progress has been made on this action to date. Bus rapid transit may be explored in the longer term however in terms of access to the airport it may be better to widen this action out to high quality transport links in general.	It is proposed that this action is amended to 'support high quality transport links to the airport using innovative and technological advances where appropriate'.
IC8 Port Surface Connections	i) Support measures to improve access to port facilities.	Nestrans and Aberdeenshire Council are partners in a European InterReg project GreCor, looking to ensure good access between ports and their hinterlands.	This remains a relevant action. No change proposed.
	ii) Facilitate improved interchange between Aberdeen ferry terminal and bus and rail stations.	Significant improvements have been made for pedestrians accessing the ferry terminal from the bus and rail stations through the development of Union Square, however this remains a relevant action as Market Street still presents a significant barrier to smooth interchange and improvements to other aspects of interchange such as information provision and ticketing options could be made.	This remains a relevant action. No change proposed.
IC9 Freight	i) Support the development of modern intermodal freight terminals to provide future capacity for rail freight expansion.	A Freight Action Plan has been developed and is being implemented and a Freight Forum established to enable communication between industry and public bodies. A Freight Action Plan 2 is currently being developed. Rail freight gauge enhancements, Elgin to Mossend was completed in 2006 and rail freight facilities have opened at Raiths and Craiginches.	Update action to reflect current position, "retain and develop modern intermodal freight terminals to serve the region."
	ii) Investigate potential for	The Freight Action Plan sets out a number of actions in this	This remains a relevant action.

Internal connections	Adopted RTS Action	Update	Proposed amendments
	measures to provide more reliable journey times for HGVs and identify a trial route for implementation of priority measures.	area and this is currently being reviewed. Freight maps have been produced for Aberdeen City and Aberdeenshire and signal alterations on Wellington Road have aided southbound HGV progression.	No change proposed.
IC10 Powered two-wheelers	i) Support measure to improve safety of motorcycles and other powered two-wheelers and provide appropriate parking facilities.	Local authority and emergency service partners have conducted a high profile motorcycle safety scheme, Operation Zenith aimed at reducing powered two-wheeler casualties.	This remains a relevant action. No change proposed.

The Strategic Policy Framework	Adopted RTS Action	Update	Proposed amendment
TB1 Promoting travel planning and travel awareness	i) Implementation and future development of Nestrans' Travel Planning Strategy	A Travel Plan Strategy was developed in 2009 and significant effort has been focused on developing the Getabout brand and supporting the development of travel plans through the purchase of a Travel Plan Builder software, which is available to organisations across the North East. The RTS makes reference to the Dyce TMO which no longer exists and to the further development of TMOs generally. Rather than pursuing this model given that the Dyce TMO no longer exists, it is suggested that this be reworded to encouraging businesses to work cooperatively for common benefit.	This remains a relevant action although it is recommended that the strategy be updated in line with a re-fresh of the other action plans. This re-fresh should remove the reference to TMOs and insert a statement that Nestrans will facilitate and encourage businesses to work together on area-wide travel plans.
	ii) Continue to provide support through the Sustainable Travel Grants Scheme.	The Sustainable Travel Grant Scheme has provided a fund of £25,000 per year under which organisations and partners can bid for a 50% contribution up to £10,000 for projects that support travel by sustainable modes. Funding has been provided to a range of organisations including Grampian	This remains a relevant action. No change proposed.

		Police, NHS and private sector companies.	
	iii) Encourage increased take-up of car-sharing.	The number of participants in the Nestrans carshare scheme has increased significantly from 899 people in 2008 to 2,415 in 2012, saving over 4million miles in 2012. The launch of the Common Wheels Car Club in Aberdeen City and Laurencekirk in 2012 has also proven successful and aims to reduce the need for car ownership.	This remains a relevant action however it is proposed that it is updated to reflect the CarShare scheme: 'Encourage increased take-up of car-sharing and car club schemes'.
	iv) New action	With the establishment of the Getabout partnership and brand, it is felt appropriate to add in an action relating to the continued development and promotion of this brand through a wide range of events and activities to promote sustainable modes of transport.	Proposed new action: Continue to promote and strengthen the Getabout brand.
TB2 Promoting active travel	i) Encourage more people to walk and cycle more often	A range of bikes have been purchased for use at local events to encourage cycling in schools, communities and organisations. This reduces the cost of bringing commercial roadshows to the region and allows priority use by partners with rental by others. The monitoring report shows increases in the number of children cycling to school, the number of people walking and cycling to work and the number of cyclists on key routes. The Cycling Action Plan for Scotland has set a target of 10% of journeys to be undertaken by bicycle by 2020. This is a significant increase on current levels and consideration should be given to strengthening this action to achieve this target. Cycling and walking are the two key modes for which there is currently no detailed action plan within the RTS. To bring this in line with bus, rail and freight and to emphasise the importance of active travel modes, it is proposed that an active travel action plan be developed in partnership with the two councils and focuses on delivering improvements towards the national target for cycling.	This remains a relevant action however it is proposed that it be amended to: 'Develop an active travel action plan with the aim of encouraging more people to walk and cycle more often'. The active travel action plan should include infrastructure measures in line with the actions contained within IC6 as part of a package of measures to support increases in cycling and walking.
	ii) Work with NHS Grampian and	A Health & Transport Action Plan has been developed and	It is proposed that this action is

	Community Planning Partnerships to promote the benefits of active travel and achieve objectives for a healthier population	<p>an HTAP co-ordinator appointed. The delivery of this action plan is being progressed by a Steering Group with sub-groups for the three delivery themes – Promoting Active Travel, Improving Access to Healthcare and Transport & Public Health.</p> <p>It is proposed that this action is amended to reflect the wider aims of the Health and Transport Action Plan and is focussed more on improving the health of the population rather than active travel alone.</p>	amended to: 'Work with NHS Grampian and Community Planning Partnerships to deliver the Health and Transport Action Plan and achieve objectives for a healthier population.'
TB3 Improving safety	i) Work with Councils, Emergency Services and others to promote road safety as part of a comprehensive approach covering Education, Engineering, Enforcement and Encouragement measures.	The North East Scotland Road Casualty Reduction Strategy was published in 2009 and was developed in partnership by Aberdeenshire Council, Aberdeen City Council, Moray Council, Grampian Fire & Rescue Service, Grampian Police, Transport Scotland and Nestrans.	This remains a relevant action. No change proposed although the formation of new national forces for Police and Fire and Rescue may require a new approach to this area of work.
	ii) Improve security for users of public transport services and interchanges.	<p>Significant improvements have been made to safety and security at the bus / rail interchange in Aberdeen through the development of the bus station and Union Square. Peterhead bus station development has improved security and many buses have onboard security cameras. Seven of the region's eight railway stations have CCTV and customer help points. Passenger safety and security is a key consideration in all interchange improvements.</p> <p>Improvements to taxi rank provision during the day and also at night in the city centre, including taxi marshalls at night have improved security for users.</p>	This remains a relevant action. No change proposed.
IE1 Changing choices through incentives and partnerships	i) Work with operators to identify possible fare incentives to encourage increased bus use, particularly where this enables access to employment or training.	Fares & ticketing is a key element of the Bus Action Plan and a draft fares and ticketing strategy has recently been approved by Nestrans and the two Councils. Nestrans has also lobbied the Scottish Government in relation to changes to the concessionary fares scheme for young people as a result of feedback through community engagement.	This remains a relevant action. No change proposed.
	ii) Through the Local	The quality partnership for public transport continues to be	It is proposed that this action is

	Authorities/Bus Operator Forum (LABOF) continue to develop the Quality Partnership for Public Transport and consider introducing Punctuality Improvement Partnerships	monitored and reviewed and was refreshed in 2010. The LABOF partners meet on a four weekly basis to discuss all elements of the agreement and delivery of the bus action plan. A Bus Punctuality Improvement Partnership was also launched in 2010 and action plans developed for the Buchan / King Street and A96 corridors. Monitoring of this continues on an annual basis.	amended to: 'Through the Local Authorities / Bus Operator Forum (LABOF) continue to develop the Quality Partnership for Public Transport and the Bus Punctuality Improvement Partnership to achieve improvements in bus provision and increased levels of bus use.'
	iii) Support measures which encourage uptake of alternative fuels, particularly by public transport providers, to build on the north east's role as an energy hub.	Given the adoption of the Climate Change (Scotland) Act, it is felt that there should be greater emphasis on alternative fuels for private cars as well as public transport.	It is proposed that this action be moved under a new carbon reduction heading (see below).
IE2 Using enforcement	i) Support enforcement of vehicle emissions standards to improve air quality in Aberdeen City Centre and towns across the north east.	Air Quality Management Areas have been established for Aberdeen City Centre and key strategic routes and an Action Plan developed to deliver improvements. Nestrans and ACC are involved in Interreg IV project –CARE North which is looking at creating a Low Emissions Zone (LEZ) in the City Centre. This study has proposed a detailed assessment of a bus or HGV focussed LEZ.	This remains a relevant action. No change proposed.
	ii) Support measures to enforce speed limits to improve road safety and reduce carbon emissions.	The local authorities and Grampian Police have formed a camera partnership, Nescamp to improve road safety through enforcement of speed restrictions.	This remains a relevant action. No change proposed.
	iii) Promote the establishment of a Casualty Reductions Partnership to support NESCAMP's activities and support the trial of average speed cameras.	Although average speed cameras have been used effectively elsewhere in Scotland, they have not yet been used by Nescamp. The Casualty Reduction Strategy considered the benefits of forming a Casualty Reduction Partnership, but this has not been progressed.	Amend action to emphasise the prospect for joint working towards a shared vision of casualty reduction and cooperation among agencies towards achieving a safer transport system. Links to TB3i)

	<i>iv) New action</i>	The Scottish Government have approved the decriminalisation of bus lane enforcement in Aberdeen, Edinburgh and Glasgow. Aberdeen City Council is in the process of implementing this new provision which it is anticipated will be in place by the end of 2012. Enforcement of bus lanes will be a key tool in facilitating the efficient movement of buses and taxis and in making bus travel a more attractive option.	Proposed new action: Support measures to enforce the operation of bus lanes to ensure the efficient movement of buses and taxis.
IE3 Parking	i) Develop a Regional Parking Strategy to ensure a coherent approach to parking controls and standards across the north east.	A Regional Parking Strategy has been developed. The role of the regional strategy is to set the policy framework under which actions can be delivered at a local level to meet the objectives of the parking strategy and those of the LTSs and RTS.	It is proposed that this action be updated to focus on the delivery of the regional parking strategy. Ensure a coherent approach to parking controls and standards across the north east through the delivery of the Regional Parking Strategy.
	ii) Support enforcement of parking restrictions, particularly where these exist to support strategic traffic movements, bus / pedestrian priority and road safety.	Resulting from the decriminalisation of bus lane enforcement the City Council is investing in a network of bus lane enforcement cameras. Meetings have also been held with Grampian Police and the City Wardens team to discuss traffic management in the run up to Christmas to try and increase enforcement of parking restrictions and yellow box junctions as these cause significant problems.	This remains a relevant action. No change proposed.
	iii) Investigate the potential for parking incentives to encourage use of small or multi-occupancy vehicles.	This remains a relevant action and is currently being explored by the City Council as well as incentives for low emissions vehicles.	This remains a relevant action. No change proposed.
CR1 Carbon reduction & Air Quality	i) Support measures which encourage uptake of alternative fuels, particularly by public transport providers, to build on the north east's role as an energy hub.	This action has been moved from the heading 'changing choices through incentives and partnerships' to a new carbon reduction & air quality heading in order to give this topic more emphasis in the re-freshed strategy. The Scottish Government's Green Bus Fund has seen new hybrid vehicles introduced on Stagecoach's service 59 in 2012 and a fund for Community Planning Partnerships has	It is proposed that this action be amended to: 'Support measures which encourage uptake of alternative fuels for public transport, private and public sector vehicles, to build on the north

		<p>seen the introduction of electric vehicles for a joint post service between the public sector agencies.</p> <p>Hyundai have recently loaned Aberdeen Commonwheels car club two of its fuel cell vehicles ahead of the 2012 All Energy Conference and funding from the Scottish Government and Scottish Enterprise and Aberdeen City Council will see the introduction of a fleet of 10 hydrogen buses by 2014.</p>	<p>east's role as an energy hub and work towards the decarbonisation of transport and improvements in air quality.</p>
	<i>ii) New action</i>	<p>Significant advances have and are being made in alternative fuel technologies such as hydrogen fuel, hybrid and fully electric vehicles with the introduction of the first hybrid buses in the North East in July 2012 on Stagecoach service 59 and the use of electric vans on a shared public sector mail run between Inverurie, Aberdeen and Peterhead. The RTS should support the development and trial of alternative fuels in order to increase their uptake.</p>	<p>Proposed new action:</p> <p>Support the development and trial of technological advances, such as hydrogen fuel and electric vehicles that will reduce carbon emissions from the transport network.</p>
	<i>iii) New action</i>	<p>The Climate Change Delivery Plan identifies a number of transport measures that will contribute to the delivery of climate change targets, including demand management measures.</p> <p>The Locking in the Benefits Study looked at the opportunities to maximise the benefits of the AWPR for other modes and identifies a number of pedestrian, cycling and public transport improvements that would capitalise on the benefits achieved through the AWPR.</p>	<p>Proposed new action:</p> <p>Support demand management measures, including the re-allocation of road space to public transport, cyclists and pedestrians in order to lock in the benefits of other schemes and where it can be demonstrated that this will help the efficient movement of traffic.</p>
E1 Engagement	<i>i) New action</i>	<p>Nestrans is now a formal Community Planning partner in Aberdeen City and Aberdeenshire and takes an active role in the Community Planning Partnerships with responsibilities for community engagement.</p> <p>The North East Transport Consultative Forum (NETCF) continues to operate and is used to inform and consult stakeholders on regional transport issues.</p>	<p>Proposed new action:</p> <p>Take an active and inclusive approach to engagement and consultation with communities and stakeholders.</p>

Summary of proposed new or significantly amended actions

External connections	
EC2	Inclusion of proposals to dual the A96, as included in the Scottish Government's Infrastructure Investment Plan
EC4	Continue dialogue with Scottish Government and the Northern Isles ferry operator to ensure continuation of service.
Internal connections	
IC1	Removal of the term Crossrail, although this does not change the meaning or direction of the action as the elements that made up Crossrail will be delivered incrementally as individual projects rather than an overall package.
	Investigate the potential for further stations in the context of upgrades to the existing rail lines enabled by through running of trains across Aberdeen and assessing future demand for local rail services.
IC2	New locations for strategic road capacity and safety improvements, including Laurencekirk junctions
	Road capacity improvements to mitigate the cumulative impact of development through the Strategic Transport Fund including: <ul style="list-style-type: none"> ~ Parkway, Persley Bridge and Parkhill junction and capacity improvements ~ A96 corridor capacity improvements ~ Upgrade AWPR Kingswells north junction ~ A944 junction and capacity improvements ~ A93 limited safety and capacity improvements ~ A956/A90 junction and capacity improvements ~ River Dee link
IC3	Explore the potential for park and ride mini-hubs
	Public transport improvements to mitigate the cumulative impact of development through the Strategic Transport Fund: <ul style="list-style-type: none"> ~ Bus priority improvements ~ Bus frequency improvements including links between development sites and key employment destinations
IC5	Addition of smart ticketing for public transport, alongside existing proposals for multi-operator ticketing.
IC6	Inclusion of a specific reference to pedestrianisation of Union Street as part of an existing action to improve the pedestrian environment.
	Greater emphasis on developing a connected and strategic cycle network.
IC7	A focus on improving surface access to Aberdeen Airport by all modes, rather than just bus.
	Improved access for public transport at Dyce railway station, including a bus turning circle.
	Removal of bus rapid transit in relation to access to the airport. It is proposed that this be changed to high quality transport links in general. Bus Rapid Transit remains in the strategy as a longer term action and may be an option for the airport however it is felt that opportunities for improving access to the airport should not be limited to this.
Strategic Policy Framework	
TB1	Removal of the reference to TMOs.

	Inclusion of car club schemes alongside carsharing initiatives.
	Continue to promote and strengthen the Getabout brand.
TB2	Develop an active travel action plan
	Specific reference to delivery of the Health & Transport Action Plan
IE2	Support measures to enforce the operation of bus lanes to ensure the efficient movement of buses and taxis.
CR1	Encourage the uptake of alternative fuels for public transport, private and public sector vehicles.
	Support the development and trial of technological advances, such as hydrogen fuel and electric vehicles.
	Demand management and other measures associated with Locking in the Benefits
E1	An active and inclusive approach to engagement and consultation with communities and stakeholders.

6. Monitoring and targets

- 6.1. Following adoption of the RTS in 2008 a set of indicators and targets was developed to monitor progress towards achieving the RTS objectives. A monitoring report is produced on an annual basis as referenced in paragraphs 2.28 and 2.29 above.
- 6.2. It is proposed that these indicators and targets be reviewed in the context of the refreshed strategy to ensure they remain appropriate. The targets in particular should be reviewed in the context of the lengthened timeframe of the RTS and consideration given to extending the targets to reflect this longer timeframe. This will also be an opportunity to review the targets already set and assess if they are realistic and / or sufficiently challenging.

Appendix C

Inter City East Coast Franchise

Department for Transport consultation: Draft response

Q1 Do consultees agree that the proposed franchise objectives are an appropriate expression of the priorities that should apply to the new ICEC franchise?

Nestrans would support six of the seven identified objectives, namely:

- ~ Supporting economic growth;
- ~ Improving overall passenger experience;
- ~ Performing reliably and punctually;
- ~ Being cost-effective and efficient;
- ~ Optimising environmental performance; and
- ~ Ensuring the benefits of the Intercity Express Programme trains are realised.

However, there is concern regarding the first objective (“realise the commercial potential of long-distance services...and making an appropriate contribution to the overall financial position of the railways”), which cannot be regarded as addressing a problem or issue and appears to imply that ICEC should be cross-subsidising other, less commercial parts of the network. Whilst recognising the commercial potential of the route, it should not be the first objective of the franchise. It is suggested that this objective be replaced with a more general objective “to ensure value for money for taxpayers and passengers”.

Q2 Are there any other issues that consultees believe the Department should take into account in determining the length of the new ICEC franchise?

A recommended franchise of 10 to 12 years seems to comply with the recommendation that longer franchises will encourage investment whilst avoiding a change of franchise in the years immediately preceding the anticipated opening of the High Speed Line to Yorkshire in 2032/33.

Q3 What are consultees’ views on the principle of the new ICEC franchise becoming a multi-purpose train operator along the route of the East Coast Main Line rather than focussing only on the InterCity services by the current operator?

Table 7.1 provides a list of the 22 services run by four different operators which currently operate on the East Coast Main Line between London Kings Cross and Newcastle. However, the ECML is the line between Kings Cross and Aberdeen via Edinburgh, so services north of Newcastle should also be included in the table.

We do not believe that the ICEC franchise should be let as a multi-purpose operation along the route and would oppose transferring additional services to the ICEC franchise. The ICEC should continue as a long-distance operator focussing on its current key markets of intercity, leisure and business travel and are particularly concerned by the statement that “some current through journey opportunities would be lost”.

Q4 Do consultees have any comments on which services might be considered for inclusion in the new ICEC franchise and how they might be specified?

There is potential for a further, additional early morning departure from Aberdeen-London. Allowing for arrival into London Kings Cross before midday would capture a significant business and leisure market between the north east of Scotland and the capital.

Q5 Are consultees aware of any other rail or non-rail major development schemes that are likely to have a significant impact on the new ICEC franchise?

The Scottish Government has committed to improving journey times between Aberdeen and the Central Belt, aiming to take 20 minutes off existing journey times. The East Coast service must take full advantage of such enhancements and offer services which are faster than comparative car journey times. The current Aberdeen-Edinburgh journey of over 2 ½ hours and overall journey times to London of over 7 hours are inadequate and must be improved upon. A better balance should be struck between timetabled journey times, punctuality and station wait times (as an example, Aberdeen-Stonehaven is timetabled as 17 minutes, yet Stonehaven-Aberdeen is timetabled as 25 minutes, presumably with 8 minutes lee-way to allow for late running. Up to 7 minutes wait time is timetabled between arrival and departure at Edinburgh Waverley, although in practice travellers often experience longer waits than this on the through train from Aberdeen-England).

Q6 Are there any research findings, evidence or other publications that consultees wish to bring to the attention of the Department as part of this refranchising process?

Not applicable.

Q7 Consultees' views are invited on the train service specification, including which aspects should be mandated by the Department and which can be left to commercial discretion: and also on whether or not there should be a change in the specified minimum service level when IEP trains are introduced?

The Intercity Express Programme (IEP) is a UK Government-led programme to upgrade the InterCity fleet, in particular replacing the diesel 125 rolling stock currently used on the East Coast service from 2018. It is imperative that the service specification beyond 2018 provides for effective through running between London and Aberdeen utilising the new rolling stock on the non-electrified part of the route. Excessive delays or changing trains at Edinburgh are not considered to be acceptable options for through travellers.

Q8 Consultees' views are invited on the potential for the franchise to serve locations accessible from the East Coast Main Line which currently have limited or no direct services to London.

The core function of the franchise should be to provide effective services for communities on the East Coast Main Line. Any proposals to provide other services

must not do so at the expense of the existing through services. As stated above, the key role of the East Coast franchise is to provide long distance intercity services and this should not be diminished.

Q9 Are consultees aware of any ways in which improved ticketing, smart ticketing and passenger information might be provided?

Technological advances should be encouraged and supported.

Q10 Do consultees support the use of NPS scores to monitor and improve service quality of the ICEC franchise? Are there any other approaches that might be more effective in securing improvements in customer experience?

The National Passenger Survey (NPS) is an effective way to monitor customer service. Separate targets for passenger satisfaction in relation to trains, information and stations is appropriate to enable action to be taken to make improvements where necessary.

Q11 What are the consultees' priorities for improvements to the stations managed by the ICEC franchisee?

There are no stations managed by the ICEC franchisee within the Nestrans area.

Q12 What do consultees believe are the most important factors in improving safety and security (actual or perceived)?

Passengers have a right both to be safe and to feel safe when travelling on public transport. Although safety records in the UK rail industry are high, the perception of security amongst rail users is not always as good as it could be. Stations should be well lit, covered by CCTV and be staffed as far as possible. On trains, staff should be very visible and adequately trained to deal with any incidents.

Rolling stock should be upgraded to comply with modern safety standards – concerns exist regarding the existing diesel 125 carriages with outdated window and door opening mechanisms.

Q13 Are there any increments or decrements to the DfT's proposed specification that stakeholders would wish to see and would be prepared to fund?

Service enhancements are necessary to facilitate improvements to the East Coast service. A number of commitments have been made and would be expected to be implemented. These would include the DfT's commitment to introduce bi-modal rolling stock through the Intercity Express Programme and the Scottish Government (through the Strategic Transport Projects Review and Infrastructure Investment Programme) to cutting journey times between Aberdeen and the Central Belt by 20 minutes. The ICEC franchise should recognise the potential for such improvements and ensure that they are delivered timeously. It would not be appropriate to expect local authority or Regional Transport Partnership funding to implement such schemes, which should be funded by central government and the railway industry.

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Please note that this statement contains a note of every report which has been instructed for submission to this Committee. All other actions which have been instructed by the Committee are not included, as they are deemed to be operational matters after the point of committee decision.

**ENTERPRISE, PLANNING AND INFRASTRUCTURE
COMMITTEE BUSINESS**

11 September 2012

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
1.	Enterprise, Planning and Infrastructure Committee 26.11.09 article 18	<u>Berryden Corridor – Transport Infrastructure Improvements</u> 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.	Definitive dates for the major transportation projects are difficult to provide as much of the work required to get to the next key stage for reporting will either be several months away or at least more than 12 months - in which case we don't have committee dates, and as always subject to budget and resource availability. Strategic Transport Projects reports which contain updates on all these projects are provided to the Committee by way of a report or bulletin as and when necessary. As per the update of 24 May funding has been secured for this financial year to enable development boundaries to be established.	Margaret Bochel	Indicative Date 2011/2012	No report required this financial year
2.	Enterprise, Planning and Infrastructure Committee 26.11.09 article 19	<u>(1) Access from the North – An Integrated Transport Solution - (2) Access from the North Proposals “Third Don Crossing”</u> The Committee resolved, amongst other things to request a regular report back on progress in these	At its meeting on 18 January, 2011, the Committee resolved:- (a) agree, in principle, the provisional programme for delivery of the ‘Access from the North’ integrated transport proposals;	Margaret Bochel	6.11.12	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		<p>matters, including the development of a Delivery Programme.</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 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</p>			

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3.	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>report.</p> <p>A progress report was considered on 31 May 2012.</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>At its meeting on 13 September, 2011, the Committee noted that a report seeking approval of a guidance policy on delivering community benefits through procurement would be considered by the Corporate Policy and Performance Committee on 22 September, 2011, and that if approved, officers would report to the next meeting of the Enterprise, Planning and Infrastructure Committee with a user friendly guide to the policy specifically for this service.</p> <p>The Corporate Procurement Unit ("CPU") are taking a lead on community benefits and will shortly</p>	Craig Innes	31.05.12	06.11.12

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>be providing officer training on this topic. Category Managers are now aligned to Services and this will allow them to provide a more tailored Service on issues such as community benefits. It is therefore thought that the CPU will be able to cater for the previously identified needs in respect of community benefits. An update report on the Council's use of the community benefit clauses will be submitted in the next 6-9 months to ensure that community benefit needs are being met.</p> <p>It is the intention of the Head of Procurement to submit a report to the next EP&I Committee to advise of recent tender exercises, the outcomes of which will be known at that time, where it has been possible to introduce community benefit clauses.</p>			
4.	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>An appeal by Mr Walton against the judgement of Lord Tyre ([2011] COSH 131) sitting in the Outer House of the Court of Session was heard before Lords Clarke, Bonomy and Philip sitting in the Inner House of the Court of Session between 13th & 16th December 2011.</p>	Margaret Bochel	Date can't be determined until the completion of the statutory procedure and the	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
	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>Their Lordships delivered their judgement on 29th February 2012 dismissing the appeal.</p> <p>Following the issuing of the judgement, the unsuccessful party has a statutory right of appeal within 42 days to the UK Supreme Court in London, which acts as the final court of appeal for all United Kingdom civil cases. Mr Walton on the 12 April 2012 submitted an appeal to the UK Supreme Court. A date for a hearing has yet to be set.</p> <p>At this stage it is difficult to be precise about the impact of the appeal will have on the project timetable, however it is likely that the appeal will delay the project by at least a further 9 to 12 months.</p> <p>Officers from Aberdeen City and Aberdeenshire Councils and Transport Scotland are currently examining the impact of this further delay to the AWPR programme.</p> <p>An appeal by Mr Walton against the judgement of Lord Tyre ([2011] COSH 131) sitting in the Outer House of the Court of Session was heard before Lords Clarke, Bonomy and Philip</p>		commence ment of the formal procurement process	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>sitting in the Inner House of the Court of Session between 13th & 16th December 2011. Their Lordships delivered their judgement on 29th February 2012 dismissing the appeal.</p> <p>A further appeal against that decision was made to the UK Supreme Court and was heard on 9th and 10th July.</p> <p>At this stage it is difficult to be precise about the impact of the appeal will have on the project timetable, however it is likely that the appeal will delay the project by at least a further 9 to 12 months.</p> <p>Officers from Aberdeen City and Aberdeenshire Councils and Transport Scotland are currently examining the impact of this further delay to the AWPR programme.</p>			
5.	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</p>	Gerry Brough	24.05.11	11.09.12

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
			<p>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>The UK Government has announced its intentions with regards the delivery of Local (broadcast) TV and has included Aberdeen as one of the potential areas to be included in any roll out. The Government will make available broadcast space in the spectrum and a potential for some support funding for Local TV channels through the license fee.</p> <p>A review of the findings of the original Community Digital Media Channel research will be undertaken in light of this intervention with a view to assessing whether the case for a broadcast channel is sufficiently improved as a result of this announcement as to make it a preferred option.</p> <p>A report will be submitted to a future committee on the findings of this review and proposals on delivery methods.</p> <p>A report is included on this</p>			

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6.	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 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>agenda.</p>			
	<p>(ii) 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 revenue neutral to the Enterprise, planning and Infrastructure Committee at its meeting on 13 September, 2011;</p>	<p>An update on these are as follows:-</p> <p>(i) 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 at its meeting on 31 January, however it is more likely to be reported on 31 May 2012;</p> <p>(ii) In relation to resolution iii, work regarding the possibility of establishing a city wide emissions-based permit system is ongoing; this will be considered at the Controlled Parking Areas - Working Party on 3 February 2012. Thereafter, the proposal will be developed in conjunction with the review of 2012/2014 parking charges to be</p>	<p>Hugh Murdoch</p> <p>13.09.11</p> <p>Margaret Bochel</p>		13.09.11	Spring 2013

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
7.	Enterprise, Planning and Infrastructure 13.09.11 article 24	<p><u>VisitScotland Funding 2011/2012 And Proposed Aberdeen Destination Marketing Organisation (DMO)</u></p> <p>The Committee resolved, amongst other things, to authorise the submission of a further report to Enterprise, Planning and 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:-</p> <p>(1) producing an appropriate, detailed and financially sustainable 3-5 year Business Plan; and</p> <p>(2) 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.</p>	<p>undertaken in autumn 2012 and reported to Committee in Spring 2013.</p> <p>A report is included on this agenda</p>	Gerry Brough	11.09.12	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
8.	Enterprise, Planning and Infrastructure 13.09.11 article 24	<p><u>South Aberdeen Coastal Regeneration Project (SACRP) – Programme Developments</u></p> <p>The Committee resolved, amongst other things, agree to receive a report back to the Enterprise, Planning and Infrastructure Committee in the April/May 2012 cycle, linking coastal regeneration initiatives into the mainstream development of climate change adaptation strategies and flood risk management.</p>		Gerry Brough	31.05.12	
9.	Enterprise, Planning and Infrastructure 13.09.11 article 33	<p><u>North Dee – Development Update</u></p> <p>The Committee resolved, amongst other things, to agree that relevant officers commence the initial design and related studies for the North Dee Controlled Parking Zone (NDCPZ), and to request officers to report back to the Enterprise, Planning and Infrastructure Committee on its feasibility and the results of the informal consultations, prior to the commencement of the legal process for the required TRO.</p>	A report is included on this agenda.	Hugh Murdoch	6.11.12	
10.	Enterprise, Planning and Infrastructure 13.09.11 article 39	<p><u>Greenbrae Cycle Project</u></p> <p>The Committee resolved, amongst other things, to instruct officers to report back to this Committee on an annual basis on progress/ impact and intermittently as legislative</p>	Progress will be included in the Strategic and Local Transport Projects Update Report.	Margaret Bochel	11.09.12	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		decisions required.				
11.	Enterprise, Planning and Infrastructure 13.09.11 article 41	<p><u>Blue Badge Reform</u></p> <p>The Committee resolved, amongst other things,</p> <p>(i) to instruct officers to review the possible impact on the City Council's Green Badge scheme and to report back to a future meeting of the Committee following consultation with interested parties; and</p> <p>(ii) to instruct officers to review the staffing and resources necessary to support the Blue Badge Scheme following the implementation of reforms in January 2012.</p> <p>The Committee also resolved, 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>	A report is included on this agenda.	Hugh Murdoch	31.01.12	11.09.12
12.	Enterprise, Planning and Infrastructure 13.09.11 article	<p><u>Speed Reduction At Countesswells</u></p> <p>The Committee resolved, amongst</p>	A report is included on this agenda.	Hugh Murdoch	11.09.12	11.09.12

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
	41	other things, to 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 part of the carriageway had made on accident numbers and severity on the C128C.				
13.	Enterprise, Planning and Infrastructure 15.11.11 article 17	<p><u>Technical Advice Note : The Repair And Replacement Of Windows And Doors</u></p> <p>The Committee resolved, amongst other things, to agree that following completion of the relevant consultation, any comments received and subsequent amendments to the draft advice note be presented to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>	The Scottish Government have recently issued new guidance on the historic environment and on permitted development rights. This means that the document will have to be re-written. A report will be submitted in November 2012.	Margaret Bochel	31.05.12	6.11.12
14.	Enterprise, Planning and Infrastructure 15.11.11 article 18	<p><u>Supplementary Guidance : Wind Turbine Development In Aberdeen City</u></p> <p>The Committee resolved, amongst other things, to 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 Enterprise, Planning and</p>	Officers have had to carry out a Strategic Environmental Assessment on this Supplementary Guidance which is almost complete. However, SNH have indicated that we may also be required to carry out a Habitats Regulation Assessment (basically to see if the guidance would affect the River Dee Special Area of Conservation). We would intend reporting back after we do these and carry out the necessary	Margaret Bochel	31.05.12	6.11.12

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		Infrastructure Committee.	consultation.			
15.	Enterprise, Planning and Infrastructure 31.01.12 article 42	<p><u>Audit Scotland Report On Transport For Health And Social Care – Self Assessment And Action Plan</u></p> <p>The Committee resolved, amongst other things, to request officers to report back to the Committee at its meeting on 31 May, 2012, with a detailed action plan setting out how the Council and partner organisations would tackle the areas for development following self assessment and how the Council would meet the recommendations as set out by the Audit Scotland report.</p>	<p>At this stage there is still one Health Transport Action Plan (HTAP) partner organisation to go through their self assessment. This is expected imminently following which all self assessments will be collated and an action plan will be drawing up as a collective with all HTAP partners. As we are not at this stage yet, officers are not able to provide the requested action plan report to Committee at this cycle.</p> <p>We are not able to report the requested action plan for this cycle. We have still not seen the self-assessment from Scottish Ambulance Service and therefore are still unable to prepare a collective Action Plan with our partner organisations. It is important that there is a joint approach to the action plan therefore we can not do this in isolation.</p>	Margaret Bochel	31.05.12	
16.	Enterprise, Planning and Infrastructure 31.05.12 article	<u>Four Traffic Orders – Outcome Of Main Statutory Advertisement Stage – Newhills Avenue</u>	This scheme is about to go out to a combined Initial Statutory and public advert where the results will be reported to the	Hugh Murdoch	6.11.12	22.01.13

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
6		The Committee resolved to approve the recommendations in the report with the exception of (b)(ii) in relation to Newhills Avenue, where the Committee requested that the proposal for Newhills Avenue be removed from the Aberdeen City Council (City Wide Traffic Management Measures) (No 2), and that officers explore the possibility of providing five, rather than four, car parking spaces at the bend of Newhills Avenue, and re-commence the traffic regulation order process.	January Committee	Jane MacEachran		
17.	Enterprise, Planning and Infrastructure 31.05.12 article	<u>Minute Of Meeting Of The Controlled Parking Areas Working Party Of 5 April, 2012 – Charges at Foresterhill and Garthdee</u> The Committee resolved, amongst other things, in relation to recommendation (d), (Article 6 of the minute of 5 April) to agree to postpone the increase of on-street parking charges in both the Foresterhill and Garthdee Zones until a review of NHS Grampian's new parking scheme had been undertaken and that officers report back to the Committee at this time.		Hugh Murdoch	22.01.13	
18.	Enterprise, Planning and Infrastructure 31.05.12 article 28	<u>Ashley Lane, Cornhill Drive/Ash-Hill Drive, Craigshaw Crescent, Midstocket View, North Deeside Road (Lane At 229/231), Peterculter, North Deeside Road,</u>	These schemes have gone out for initial statutory consultation and no objections were received therefore these will now proceed to public advert and return to a	Hugh Murdoch Jane	6.11.12	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		<p><u>Peterculter, North Deeside Road, Peterculter, Old Skene Road, Kingswells, Oscar Road, Provost Graham Avenue, Royal Court, Queen's Road, Summerhill Road, Virginia Street, Pharmacy/Residential Development At Learig, Kingswood Drive, Kingswells And Wellheads Drive, Dyce</u></p> <p>The Committee resolved to:-</p> <p>(i) approve the proposals, in principle, with the exception that officers promote the proposed 'at any time' waiting restrictions on the west side of North Deeside Road (Lane at 229/331), Peterculter, as well as the east side, and instruct officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required, 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; and</p> <p>(ii) instruct officers to commence the combined statutory consultation for the traffic order</p>	<p>future committee.</p>	MacEachran		

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		<p>for the list of Blue Badge parking spaces and to report back to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>				
19.	Enterprise, Planning and Infrastructure 31.05.12 article 31	<p><u>Strategic And Local Transportation Projects Update Report</u></p> <p>The Committee resolved, amongst other things, to:-</p> <p>(i) instruct the Director of Enterprise, Planning and Infrastructure to bring a further report to the Enterprise, Planning and Infrastructure Committee reporting on any potential conflict between the Development Framework and the preferred option for a permanent site for the Bridge of Don Park and Ride;</p> <p>(ii) agree that in the interim the current site continue as a temporary Park and Ride location; and</p> <p>(iii) request that the Director of Enterprise, Planning and Infrastructure further discuss all possible site opportunities and provide a detailed report back on all options to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>		Margaret Bochel	6.11.12	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update (new updates in bold)</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
20.	Housing and Environment 22.05.12 article 10	<p><u>Housing Car Parking – Permit And Enforcement Consultation Results</u></p> <p>The Housing and Environment Committee agreed, amongst other things, to defer recommendation (d) pending a committee report on parking and a broader report on parking policy which will incorporate the Housing Revenue Account and parking that the Enterprise, Planning and Infrastructure Service is responsible for.</p>		Hugh Murdoch Donald Urquhart	6.11.12	

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Please note that this statement tracks all Notices of Motion submitted by members, until the point of disposal. The motion will remain on the statement until the Committee has agreed to remove it.

ENTERPRISE, PLANNING AND INFRASTRUCTURE

MOTIONS LIST

11 SEPTEMBER 2012

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
1.	<p><u>Motion by Councillor Yuill</u></p> <p>“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.”</p>	27.04.11	<p><u>Enterprise, Planning and Infrastructure 13.09.11</u></p> <p>Amongst, other things, to request officers to participate in the Royal Deeside, Angus and Perthshire Way Steering Group which was already discussing the establishment of the “Pictish Way”, and that officers report back to the next meeting of the Enterprise, Planning and Infrastructure Committee regarding the terms of the motion, and in particular detailing the outstanding aspects required to establish and signpost the proposed “Pictish Way”, as well as the financial cost of achieving this.</p>	<p>At its meeting on 31 January 2012, the Committee resolved to:-</p> <p>(i) instruct officers to monitor developments on the Pictish Way by partners and attend Steering Group meetings (so far held in Forfar) where resources allowed; and</p> <p>(ii) instruct officers to report back to the Enterprise, Planning and Infrastructure Committee after the summer recess on the findings of a report that Angus Council intended to commission into the development of the route.</p> <p>Recommendation (b) of the report EPI/12/030 to the 31st January meeting was that officers report</p>	Head of Planning and Sustainable Development	31.05.12	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 Yuill</u></p> <p>“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</p>	17.08.11	<p><u>Enterprise, Planning and Infrastructure 13.09.11</u></p> <p>To request officers to report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>	<p>back to this Committee on the findings of a feasibility study commissioned by Angus Council. A finalised copy of that study is not yet available however, and a meeting of the Steering Group made up of the various authorities involved, to discuss the findings and agree a way forward, is yet to take place. It is therefore proposed that a report will be presented to the 6th November meeting.</p>	Head of Asset Management and Operations	31.5.12	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>
	and South Anderson Drive.”			introduction of each. At its meeting on 31 May 2012, the Committee resolved to:- (a) agree that, given the strategic importance of Broomhill Road within the road network and the proportionately small percentage of HGVs that were using Broomhill Road as a through route, restricting LGVs/HGVs along Broomhill Road would not be appropriate; (b) agree that no action be taken at this time; and (c) and to request officers to undertake further speed, volume and parking surveys on Broomhill Road following the implementation of the new puffin crossing and report back to the Committee with this information.			
3.	<u>Motion by Councillor Yuill</u>	17.08.11	<u>Enterprise, Planning and Infrastructure 13.09.11</u>	At its meeting on 31 January 2012, the Committee resolved to defer	Head of Asset Management and Operations	31.1.12	Yes

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	<p>“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.”</p>		<p>To request officers to report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>	<p>a decision on the report and request officers to contact BEAR Scotland regarding the possible reconfiguration of the junction from Great Western Road to Anderson Drive, and to report back to a future meeting of the Committee in this regard.</p> <p>At its meeting on 31 May 2012, the Committee resolved to:-</p> <p>(a) agree to take no action at this time given the low volume of large/heavy goods vehicles using these roads and the level of resources that would be required to ensure compliance with the traffic order restricting such vehicles; and</p> <p>(b) request officers to continue to monitor the level of usage of these roads by HGVs on an annual basis and if there should be a significant change reconsider the possibility of introducing a restriction.</p>			
4.	<p>Motion by Councillor Yuill</p>	17.08.11	<p>Enterprise, Planning and Infrastructure 13.09.11</p>	<p>At its meeting on 31 January 2012, the</p>	<p>Head of Asset Management</p>	31.5.12	Yes

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	<p>“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.”</p>		<p>To request officers to report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>	<p>Committee resolved to defer consideration of the report and to request officers to explore alternative solutions to the difficulties experienced by the bollards opposite the entrance to Deeside Lane and report back to a future meeting of the Committee in this regard.</p> <p>At its meeting on 31 May 2012, the Committee resolved to:-</p> <p>(a) note the proposals that officers had considered; and</p> <p>(b) agree that no further action should be taken with regard to the removal of the bollards as this could not be justified due to the costs of the associated works.</p>	and Operations		
5.	<p><u>Motion by former Councillor Farquharson</u></p> <p>“Council is asked to set up a working party to explore the possibility of changing the whole</p>	6.10.11	<p><u>Enterprise, Planning and Infrastructure 15.11.11</u></p> <p>To request officers to submit a report on the terms of the motion to a future meeting of the</p>	<p>At its meeting on 31 January 2012, the Committee resolved to request officers to report back a future meeting of the Enterprise, Planning and Infrastructure Committee</p>	Head of Asset Management and Operations	31.5.12	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>
	<p>structure of traffic speed controls within the city of Aberdeen. Such a study should start from the principle of having all housing sub divisions designated as 20mph traffic zones within arterial or main roads being designated as 30 or 40mph maximum speed zones.</p> <p>The objective is to create standardisation in the interests of road safety and to alleviate confusion in the minds of drivers. This has become necessary due to the vast array of speed bumps, mandatory 20mph roads and advisory 20mph roads. As a result of these changes it is intended to educate the public in terms of safe driving. The working group should comprise Council officers and token Councillor representation, reporting to Council or Committee</p>		<p>Enterprise, Planning and Infrastructure Committee, and to agree that a Working Group should not be established for this purpose.</p>	<p>with further information on:- (a) the blanket city wide 20mph for residential uses implemented by Portsmouth Council; (b) traffic controls implemented by other comparable cities; and (c) the prosecution rates for motorists exceeding the existing 20mph speed limit in the city.</p> <p>A report is included on this agenda.</p>			

<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>
	as necessary."						

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