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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 14 January 2013

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

The Members of the **ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE** are requested to meet in Committee Room 2 - Town House on **TUESDAY, 22 JANUARY 2013 at 2.00 pm.**

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES

BUSINESS

1 REQUESTS FOR DEPUTATION

There are none at present.

2 DETERMINATION OF EXEMPT ITEMS OF BUSINESS

2.1 Members are Requested to Resolve that any Exempt Business on this Agenda be Considered with the Press and Public Excluded.

3 MINUTE

3.1 Minute of Previous Meeting of 6 November 2012 (Pages 1 - 24)

3.2 Minute of Special Meeting of 6 December 2012 (Pages 25 - 28)

4 MOTIONS

4.1 Notice of Motion by Councillor Malone - Referred from Council on 19 December 2012 (Pages 29 - 32)

“In view of the recent decision to reduce the speed limit from the Kingswells roundabout to Blacktop from 60mph to 40mph, that officers be instructed to report on the implications of this for the neighbouring rural roads network including Countesswells Road, Kirk Brae and Baillieswells Road, and on the need to ensure consistency of speed limits in the area, instruct the Director of Corporate Governance and Head of Finance to identify an appropriate budget from which to fund any works which officers may propose.”

4.2 Notice of Motion by Councillor Greig - Referred from Council on 19 December 2012 (Pages 33 - 36)

“That the Council recognises and appreciated the key role that micro, small and medium sized local businesses, including shops and single traders in Aberdeen, as economic generators which play a major part in determining and enhancing the quality of life across the city.

That this Council undertakes a broad-ranging review to identify specific ways that the Council and its partners can work together to support and foster micro, small and medium sized business activity.

To this end, that the Council carries out a consultation exercise to enable micro, small and medium sized business people to have their say in identifying specific suggestions and proposals; and that a report is produced with recommendations for action.”

4.3 Motion by Councillor Jennifer Stewart - Removing/Ending On Street Sunday Parking Charges (Pages 37 - 42)

4.4 Motion by Councillor Jennifer Stewart - Future Meetings of the Development Management Sub-Committee (Pages 43 - 46)

4.5 Joint Motion by Councillors Yuill, Delaney and Malone - Regulatory Regime for Local Bus Services (Pages 47 - 60)

4.6 Motion by Councillor Yuill - Restrictions that Would Prevent Heavy or Large Goods Vehicles from Using Broomhill Road as a Through Route. (Pages 61 - 68)

5 FINANCE

5.1 Capital Monitoring - Enterprise, Planning & Infrastructure Projects (Pages 69 - 74)

5.2 2012/13 Revenue Budget Monitoring (Pages 75 - 84)

6 ENTERPRISE

6.1 Twinning & International Partnerships (Pages 85 - 100)

6.2 Sponsorship of Business Awards (Pages 101 - 106)

6.3 Community Festive Fund - 2011 and 2012 (Pages 107 - 122)

6.4 International Trade Plan 2013-2014 (Pages 123 - 132)

6.5 Aberdeen Digital Connectivity Update Report (Pages 133 - 190)

7 PLANNING AND SUSTAINABLE DEVELOPMENT

7.1 Aberdeen Local Development Plan - Development Plan Scheme (Pages 191 - 214)

7.2 Aberdeen Local Development Plan Policy on Affordable Housing Requirements for New Development (Pages 215 - 220)

7.3 Adoption of Supplementary Guidance in Support of the Aberdeen Local Development Plan (Pages 221 - 330)

7.4 Strategic and Local Transportation Projects Update Report (Pages 331 - 350)

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 351 - 374)

OTHER INFRASTRUCTURE, ROADS AND PARKING ISSUES

- 8.2 Informal Consultation for Traffic Calming in the Neighbouring Streets around the Oakbank Residential Development - Mid Stocket Road (Pages 375 - 384)
- 8.3 The Bush, Peterculter - Proposed Road Closure (Pages 385 - 394)
- 8.4 Forresterhill and Garthdee - Proposed Revisions to On-Street Parking Charges (Pages 395 - 408)
- 8.5 Restrictions that Would Prevent Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes. (Pages 409 - 414)
- 8.6 Proposed Garthdee Controlled Parking Zone Extension (Pages 415 - 426)

9 COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST

- 9.1 Committee Business Statement (Pages 427 - 454)
- 9.2 Motions List (Pages 455 - 466)

10 ITEMS WHICH THE COMMITTEE MAY WISH TO CONSIDER IN PRIVATE

- 10.1 Airyhall and Craigiebuckler Bus Services (Pages 467 - 472)
- 10.2 Aberdeen Renewable Energy Group Update Report (Pages 473 - 478)

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ABERDEEN, 6 November 2012. Minute of Meeting of the ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Crockett, Convener; Councillor Milne, Vice-Convener; and Councillors Allan, Boulton, Cameron (as substitute for Councillor Corall), Cormie, Delaney, Finlayson, Jaffrey, Laing (as substitute for Councillor Grant), MacGregor, McCaig, Jean Morrison MBE, Thomson, Young (as substitute for the Vice-Convener from article 31) and Yuill.

Also in attendance: Councillor Malone (for article 9), Councillor Stewart (for article 11) and Councillor Townson (for article 10).

The agenda and reports associated with this minute can be found at:-
<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MIId=2523&Ver=4>

ORDER OF AGENDA

1. The Convener proposed that item 2.1 (Request for Deputation) and item 9.1 (West Huxterstone, Kingswells Masterplan) be considered earlier on the agenda.

The Committee resolved:-
to concur with the proposal.

REQUEST FOR DEPUTATIONS

2. The Committee had before it two requests for deputation, one from Mrs Barrie Buchan on behalf of Kingswells Community Council; and the other from John Findlay on behalf of Ryden, both relating to item 9.1 (West Huxterstone, Kingswells Masterplan) on the agenda.

The Committee heard from the Head of Planning and Sustainable Development who advised that there were a number of stages to be completed in the masterplanning process, including public consultation and third party scrutiny. In the case in question, both developer and objector had requested a deputation, meaning that the justification from both parties could be heard. Otherwise, the Committee could potentially be asked to hear only one argument, and this could be perceived as prejudicial to the planning process. The Head of Planning and Sustainable Development advised the Committee to decline the deputation requests, and to instruct officers to devise an appropriate protocol for the purposes of hearing future representations on masterplans.

The Committee resolved:-

- (i) to hear the deputations; and
- (ii) to instruct officers to develop a protocol for hearing representations as part of the masterplanning process, and to report back.

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RECEPTION OF DEPUTATIONS

3. In terms of Standing Order 10(1), and as agreed at the beginning of the meeting (article 2 refers), the Committee received a deputation from Mrs Barrie Buchan and Dr Tom Straiton on behalf of Kingswells Community Council and Mr John Findlay on behalf of Ryden in relation to the recommendations contained within the West Huxterstone, Kingswells Masterplan report (article 5 refers).

Mrs Buchan advised that initially, she had not been against the development, however she raised concerns in relation to the number of houses which were proposed to be built which would impact on the primary school pupil roll. Mrs Buchan referred to the current set up of the school buildings which included the use of portacabins. She also sought clarification on the number of houses that could be built as part of the development, which could rise from 138 to 146. She indicated that Kingswells Community Council strongly objects to the building of houses on the old Lang Stracht facing the valley. She urged the Committee not to approve the recommendations for the masterplan today, and to defer the start date of the development until 2016.

Members were invited to ask questions of Mrs Buchan and Dr Straiton and then thanked them for their contribution.

Mr Findlay provided background information in relation to the site masterplan and outlined the development framework. He indicated that at the commencement of the framework there was capacity within the primary school for additional pupils. He intimated that extensive consultation had been undertaken which included two events and meetings with Kingswells Community Council, following which 25 written representations were received. Mr Findlay indicated that many of the issues were addressed in appendix one of the masterplan. He advised that only a short section of the old Lang Stracht would be upgraded and that the frontage development was a key requirement which had been respected. He concluded by indicating that there were a number of ongoing issues which would be negotiated to accommodate any shortfall in educational provision and these would be addressed through the detailed planning process.

Members were invited to ask questions of Mr Findlay and then thanked him for his contribution.

ABERDEEN MASTERPLANNING PROCESS - EPI/12/231

4. With reference to article 24 of the minute of the previous meeting of 11 September 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which updated members on the principles and clarified administrative aspects of the Aberdeen Masterplanning Process, adopted as Supplementary Guidance to the Aberdeen Local Development Plan.

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The Committee received a presentation by Sandy Beattie, Team Leader, Enterprise Planning and Infrastructure Service in relation to the Aberdeen Masterplanning Process.

The report recommended:-

that the Committee –

- (a) retain the adopted Aberdeen Masterplanning Process; and
- (b) note the administrative changes to the community engagement in the process namely:-
 - (i) Action Note to be circulated immediately following public meetings;
 - (ii) Community councils to be given advance copy of draft masterplans a minimum 14 days prior to the relevant Committee meeting; and
 - (iii) Written response from statutory consultees, including community councils, to be appended to Committee reports following public consultation.

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

that the recommendations as contained within the report be approved.

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

that the Committee -

- (i) consult with all relevant statutory consultees on finalised masterplans prior to them being considered by Committee and incorporate their comments into the Committee report;
- (ii) agree recommendation (b); and
- (iii) retain the provisions of the adopted Aberdeen Masterplanning Process in all other respects.

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

The Committee resolved:-

- (i) to adopt the motion; and
- (ii) to note that the presentation could be delivered to all political groups if requested.

WEST HUXTERSTONE, KINGSWELLS MASTERPLAN - EPI/12/222

5. With reference to article 24 of the minute of the previous meeting of 11 September 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined 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). The report also outlined the results of the public consultation.

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The report recommended:-

that the Committee adopt the West Huxterstone, Kingswells Masterplan as Supplementary Guidance subject to endorsement by the Scottish Government.

The Convener indicated his intention to move approval of the recommendation.

Councillor Delaney indicated that it was his intention to move an amendment in the following terms:-

that the recommendation be approved, subject to the following revisions:-

- (a) two exits will be made onto Fairley Road and none onto the old Lang Stracht;
- (b) X-Type (West One) houses are not acceptable for the affordable housing provision on this site; and
- (c) development of this site be postponed until satisfactory capacity has been identified to provide for the schooling of children from this development.

The Committee heard from the Head of Planning and Sustainable Development on the terms of the amendment, specifically that if agreed by the Committee this would in all likelihood prejudice the planning application process, the stage at which this level of detail would actually be determined.

On this basis and in terms of Standing Order 18, the Convener ruled that the above amendment would be incompetent and invited Councillor Delaney to adjust its terms based on the advice given by officers.

Councillor Delaney then indicated his intention to move the following as an amendment:-

that the recommendation be approved, subject to the following revisions:-

- (a) allow for the possibility of two exists to be made onto Fairley Road as a possible alternative to exiting onto the old Lang Stracht;
- (b) instruct officers to look at a range of options for affordable housing rather than restrict this to any one type; and
- (c) phase the site development in conjunction with advice from the Education, Culture and Sport Service.

The Committee resolved:-

to approve the recommendation, subject to the following revisions:-

- (i) allow for the possibility of two exists to be made onto Fairley Road as a possible alternative to exiting onto the old Lang Stracht;
- (ii) instruct officers to look at a range of options for affordable housing rather than restrict this to any one type; and
- (iii) phase the site development in conjunction with advice from the Education, Culture and Sport Service.

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DETERMINATION OF EXEMPT ITEMS OF BUSINESS

6. 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 39, 40 and 41 so as to avoid disclosure of exempt information of the class described in paragraphs 6 and 8 (article 39), 1 and 6 (article 40) and 8 (article 41) of Schedule 7(A) to the Act.

MINUTE OF PREVIOUS MEETING OF 11 SEPTEMBER 2012

7. The Committee had before it the minute of its previous meeting of 11 September, 2012.

The Convener, seconded by the Vice-Convener moved as a procedural motion:-

that the minute be amended at article 24 resolution (i) to read:-

“to delay consideration of the report until the next meeting of the Committee during which time officers to consult on the masterplan”, thus deleting the words “with Kingswells Community Council”.

On a division, there voted:- for the procedural motion – (6) the Convener, the Vice Convener and Councillors Allan, Boulton, Jean Morrison MBE and Thomson; against the procedural motion – (5) Councillors Cormie, Delaney, Finlayson, Jaffrey and Yuill; declined to vote – (4) Councillors Cameron, Laing, MacGregor and McCaig.

The Committee resolved:-

- (i) to adopt the procedural motion; and
- (ii) to otherwise approve the minute.

NORTH EAST SCOTLAND FISHERIES DEVELOPMENT PARTNERSHIP - APPOINTMENT OF MEMBERS

8. The Committee had before it a request to appoint five members to the North East Scotland Fisheries Development Partnership and an agenda providing details of the next meeting of the Partnership.

The Committee resolved:-

- (i) to agree the allocation as three administration and two opposition members (including Councillor Corall); and
- (ii) that remaining nominations for the Partnership be submitted to the Head of Democratic Services.

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NOTICE OF MOTION BY COUNCILLOR MALONE - PEDESTRIAN CROSSING AT ENTRANCE TO INTERNATIONAL SCHOOL OF ABERDEEN

9. In terms of Standing Order 21, the Committee had before it the following motion by Councillor Malone which had been referred from Council at its meeting on 13 June, 2012:-

" 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"

Councillor Malone was in attendance and formally moved her motion and explained the rationale behind her request.

The Committee resolved:-

- (i) to note that a pedestrian crossing island would be installed; and
- (ii) agree that the motion be discharged and removed from the motions list.

NOTICE OF MOTION BY COUNCILLOR TOWNSON - YOUTH EMPLOYMENT STRATEGY

10. In terms of Standing Order 21, the Committee had before it the following motion by Councillor Townson which had been referred from Council at its meeting on 13 June, 2012:-

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

Councillor Townson was in attendance and formally moved his motion and explained the rationale behind his request.

The Committee resolved:-

- (i) that officers submit a report to the Committee to include (1) the extension of 'job sharing' to school leavers in respect of appropriate positions and that such 'job sharing' should be for the first year only and at the end of said year one person be offered full time employment and the other be released onto the job market with the advantage of training, experience and development of a work history and a work ethic; (2) the consideration of opportunities for increasing employment of young people and to research the feasibility and financial implications of Aberdeen City Council taking the lead amongst its partners in applying a 'job sharing' principle to suitable job vacancies in respect of school leavers for the first year of such posts, thereby reducing unemployment within the 16-19 year old age group and affording them training and development of a work history; and
- (ii) that the above report also include consideration of the apprenticeship scheme in the city.

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NOTICE OF MOTION BY COUNCILLOR JENNIFER STEWART - DEVELOPMENT MANAGEMENT SUB-COMMITTEE SCHEDULED MEETINGS IN JULY

11. In terms of Standing Order 21, the Committee had before it the following motion by Councillor Jennifer Stewart which had been referred from Council at its meeting on 10 October, 2012:-

“That this Council considers the possibility of scheduling future meetings of the Development Management Sub-Committee so as to avoid meetings being held in July, with a suggestion that meetings be held in late June and early August instead to assist with meeting performance indicators for dealing with planning applications”

Councillor Jennifer Stewart was in attendance and formally moved her motion and explained the rationale behind her request.

The Committee resolved:-

that officers be instructed to submit a report to the next meeting of the Committee on this matter.

MOTION BY COUNCILLOR YUILL - THE GLENS AND DEESIDE WAY (PICTISH WAY) - EP/12/232

12. With reference to article 14 of the minute of meeting of 31 January 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure relating to a motion submitted by Councillor Yuill which proposed the creation of a new long distance path route between Aberdeen and Perthshire.

The report recommended:-

that the Committee –

- (a) note the content of the report; and
- (b) support the principle of the long distance route but take no further action until all authorities along the route are engaged in the project.

The Committee resolved:-

to approve the recommendations contained within the report.

DELIVERING TRANSFORMATIONAL CHANGE IN ASSET MANAGEMENT AND OPERATIONS - EPI/12/243

13. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided indicative details of the approach being taken within the Asset Management and Operations Service to enable the service to deliver the level of efficiencies identified within the Council's Business Plan.

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A supplementary report on Delivering Transformational Change in Asset Management and Operations Services dated October 2012 was appended to the report and contained in the exempt section of the agenda (article 39 of this minute refers).

The report recommended:-

that the Committee –

- (a) note the findings from the soft market testing and soundings undertaken by the services to date;
- (b) agree that the capability exists within the in-house workforce to achieve similar levels of efficiencies through transformational changes and appropriate investment in services;
- (c) note the range of change options identified within the report; and
- (d) instruct officers to report back in six months to update the Committee on progress.

The Committee resolved:-

to approve the recommendations contained within the report.

CAPITAL MONITORING - ENTERPRISE, PLANNING & INFRASTRUCTURE PROJECTS - EPI/12/211

14. The Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the Head of Finance, which provided an update on the capital spend to date for the Enterprise, Planning and Infrastructure projects included within the Non-Housing Capital Programme.

The report recommended:-

that the Committee note the current position.

The Committee resolved:-

to approve the recommendation.

2012/13 REVENUE BUDGET MONITORING - EPI/12/201

15. The Committee had before it a joint report by the Director of Enterprise, Planning and Infrastructure and the Head of Finance, which highlighted the current year revenue budget performance to date along with forecast outturns for the services which related to the Committee and advised on any areas of risk and management action.

The report recommended:-

that the Committee –

- (a) note this report on the performance to date and the forecast outturn and the information on risks and management action that is contained therein;
- (b) approve the virement proposals detailed within Appendix A;

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- (c) instruct that officers continue to review budget performance and report on Service strategies as required to ensure a balanced budget; and
- (d) instructs officers to report, in due course, on the actual outturn compared to budget following completion of the 2012/13 financial statements.

The Committee resolved:-

- (i) to approve the recommendations; and
- (ii) to thank the Director and his staff for managing the budget effectively.

VISIT ABERDEEN - EPI/12/236

16. With reference to article 21 of the minute of meeting of 11 September 2012, the Committee had before it for consideration a report by the Director of Enterprise, Planning and Infrastructure which provided details of the current position regarding the establishment of Visit Aberdeen, an Aberdeen Destination Marketing Organisation for the city, and detailed the funding requirements to build on past investment to further drive the promotion of Aberdeen as a destination for business and leisure tourism.

The business plan submitted by Visit Aberdeen was appended to the report and contained in the exempt section of the agenda (article 40 refers).

The report recommended:-

that the Committee –

- (a) note the current position with regard to the establishment of Visit Aberdeen and the production of their business plan;
- (b) acknowledge the support needed from Aberdeen City Council to enable Visit Aberdeen to undertake the activities, and deliver the outputs, set out in their business plan;
- (c) agree the allocation of £200,000 towards Visit Aberdeen's destination marketing activities from 6 November, 2012 to 31 March, 2013;
- (d) agree the allocation of £520,000 towards future destination marketing activities from 1 April, 2013 to 31 March, 2014, then annually for a further four years subject to the council's normal budgetary process; and
- (e) agree that Visit Aberdeen provides Aberdeen City Council with an annual Service Level Agreement and an updated Business Plan detailing their planned activities, plus regular progress reports, to enable the agreed monies to be released on a quarterly basis.

The Committee resolved:-

to approve the recommendations.

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ABERDEEN DIGITAL CONNECTIVITY UPDATE REPORT - EPI/12/208

17. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update in relation to the UK and Scottish Government activities and an outline of this Council's activities to date.

The report recommended:-

that the Committee -

- (a) notes the details within the report;
- (b) endorses the bid to the Department of Culture Media and Sport's second round of Urban Broadband Funding;
- (c) instructs that officers, that should the bid be successful, undertake the processes required to implement the plan within this bid, taking into account any changes that are required by the funder; and
- (d) instructs officers to procure the necessary additional technical advice at an estimated £330,000, in order to prepare for the procurement of private sector development partners to implement the city wireless and open access broadband projects within this plan.

The Committee resolved:-

to approve the recommendation.

TWINNING AND INTERNATIONAL PARTNERSHIP APPLICATIONS - EPI/12/197

18. With reference to article 15 of the minute of its previous meeting of 11 September, 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of applications for financial assistance from the International Twinning Budget 2012/13.

The report recommended:-

that the Committee approve the following applications –

- (a) £1,790 towards the participation of two entertainers from Stavanger, Clermont-Ferrand and Regensburg in Aberdeen City's Christmas Light Switch-on Parade, 24 to 26 November, 2012;
- (b) £3,410 maximum contribution towards the participation of traditional Norwegian singers from Stavanger to enhance the Christmas Tree Light Switch-on Ceremony, Aberdeen, 29 November, to 01 December, 2012;
- (c) £2,400 contribution towards the visit of three Aberdeen City Council officers to the Festival du Court Metrage, Clermont-Ferrand, 01 to 08 February, 2013;
- (d) £3,960 towards the participation of an Aberdeen delegation in the Social Initiative Market in Regensburg, 04 to 11 December, 2012; and
- (e) £6,800 contribution towards the inclusion of two musical elements from Regensburg and Stavanger twin cities in the Aberdeen Jazz Festival 2013, 15 to 17 March, 2013.

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The Committee resolved:-

- (i) to approve the recommendations; and
- (ii) to note that the Committee would receive an annual report on these activities in due course.

SUPPORT FOR LOCAL EMPLOYABILITY TRAINING PROVIDERS - EPI/12/239

19. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which highlighted the needs and potential benefits of supporting local employability training providers.

The report recommended:-

that the Committee –

- (a) agree that officers within Employability, Skills and Community Enterprise further investigate and consult on the optimum means of supporting local employability training providers; and
- (b) agree that officers submit a further report to Committee once further investigation and consultation has been completed.

The Committee resolved:-

to approve the recommendations

LOIRSTON DEVELOPMENT FRAMEWORK - EPI/12/200

20. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the Loirston Development Framework, prepared as a strategy for the future development of land identified in the Aberdeen Local Development Plan as Opportunity Sites OP77, OP80 and OP78.

The report recommended:-

that the Committee –

- (a) approve the Loirston Development Framework as interim planning advice; and
- (b) agree for officers to implement the process to ratify the Development Framework as Supplementary Guidance. This will include a four week public consultation with results reported to Committee prior to submission to Scottish Government.

The Committee resolved:-

to approve the recommendations contained within the report

MAIDENCRAIG MASTERPLAN - EPI/12/198

21. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the Maidencraig Masterplan, prepared as a guide for the future development of land identified as Opportunity Sites OP43 Maidencraig South

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East and OP44 Maidencraig North East in the adopted Aberdeen Local Development Plan.

The report recommended:-

that the Committee –

- (a) approve the Maidencraig Masterplan as interim planning advice; and
- (b) agree for officers to implement the process to ratify the Masterplan as Supplementary Guidance. This will include a four week public consultation with results reported to Committee prior to submission to Scottish Government.

The Committee resolved:-

- (i) to commend the meaningful public engagement which has taken place as an example of good practice to which others should aspire;
- (ii) that a potential site for a new primary school be identified;
- (iii) that officers look at alternatives to re-opening Core Path 93 in the interests of residential amenity for the residents of Lewis Court;
- (iv) that a desire to achieve connectivity with existing residential areas must not be done at the expense of compromising privacy, security and safety; and
- (v) to otherwise welcome the proposals and approve the recommendations

ADOPTION OF MASTERPLANS, PLANNING BRIEFS AND DEVELOPMENT FRAMEWORK AS SUPPLEMENTARY GUIDANCE IN SUPPORT OF THE ABERDEEN LOCAL DEVELOPMENT PLAN - EPI/12/203

22. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which presented twelve draft supplementary guidance documents for adoption alongside the Local Development Plan, and outlined the results of a six week consultation period on these, including a summary of the representations received on each document. An appendix detailed officer responses to these representations and any resulting action.

The supplementary guidance documents, which had been made available to members separately, were:-

- (1) Bon Accord Baths Planning Brief;
- (2) Cove Charette Report and Masterplan;
- (3) Dyce Drive Planning Brief;
- (4) Foresterhill Development Framework;
- (5) Fire Station Site, North Anderson Drive Planning Brief;
- (6) Greenferns Development Framework and Masterplan;
- (7) Kingswells Development Framework;
- (8) Murcar Development Framework;
- (9) Pinewood Hazledene Planning Brief;
- (10) Aberdeen Harbour Development Framework;
- (11) Kingswells Development Framework and Phase One Masterplan (OP40); and
- (12) Kingswells Prime Four Business Park (Phase Two and Three)

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The report recommended:-

that the Committee –

- (a) note the representations received on the draft supplementary guidance documents;
- (b) approve officer responses to representations received on the draft supplementary guidance documents;
- (c) agree, where appropriate, for officers to send the requested supplementary guidance documents to be ratified by the Scottish Government; and
- (d) agree, where appropriate, that the requested supplementary guidance documents remain as Local Planning Advice and do not get sent to the Scottish Government for ratification.

The Committee resolved:-

to approve the recommendations contained within the report.

ADOPTION OF DRAFT SUPPLEMENTARY GUIDANCE TO LOCAL DEVELOPMENT PLAN - EPI/12/204

23. With reference to article 23 of the minute of meeting of 31 May 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure presenting four draft supplementary guidance documents for adoption alongside the Local Development Plan, which had recently been subject to public consultation. The four guidance documents were as follows:-

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

The report recommended:-

that the Committee –

- (a) note the representations received on the draft supplementary guidance documents concerned with the consultation undertaken;
- (b) approve officer responses to representations received on the draft supplementary guidance documents; and
- (c) approve the revised draft Infrastructure and Developer Contributions Manual Supplementary Guidance, Children's Nurseries and Sports Facilities Supplementary Guidance, Gypsy and Traveller Sites Draft supplementary guidance and draft supplementary guidance document – Bats and Development to allow officers to submit the documents to Scottish Ministers for ratification as supplementary guidance to the Aberdeen Local Development Plan.

The Committee resolved:-

to approve the recommendations.

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SUPPLEMENTARY GUIDANCE: WIND TURBINE DEVELOPMENT IN ABERDEEN CITY - EPI/12/217

24. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval to consult on supplementary guidance to provide further detail on applications for Wind Turbines. The supplementary guidance was appended to the report.

The report recommended:-

that the Committee –

- (a) approve the draft Wind Turbines supplementary guidance document for a six week public consultation; and
- (b) agree that following completion of the relevant consultation, any comments received and subsequent amendments to the draft guidance be presented to a future meeting of this Committee.

The Committee resolved:-

to approve the recommendations.

TECHNICAL ADVICE NOTE: THE REPAIR AND REPLACEMENT OF WINDOWS AND DOORS - EPI/12/189

25. With reference to article 16 of the minute of meeting of 15 November 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval for a revised draft of Technical Advice on the Repair and Replacement of Windows and Doors to be issued for a six week period of public consultation. The revised draft was appended to the report.

The report recommended:-

that the Committee –

- (a) approve the Repair and Replacement of Windows and Doors Technical Advice Note document for a six week public consultation; and
- (b) agree that following completion of the public consultation, any comments received and subsequent amendments to the draft advice be presented to a future meeting of this Committee.

The Committee resolved:-

to approve the recommendations.

ABERDEEN CITY AND SHIRE STRATEGIC DEVELOPMENT PLAN - EPI/12/234

26. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information relating to the draft proposed Strategic Development Plan prior to its consideration by the Strategic Development Planning Authority (SDPA) on 9 November 2012. The report indicated that after consideration

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and agreement by the SDPA, the proposed plan would be referred to both Aberdeen City Council and Aberdeenshire Council for ratification, following which there would be a period for representations prior to submission to Scottish Ministers.

The report recommended:-

that the Committee –

- (a) note the contents of the draft Proposed Strategic Development Plan (appended to the report);
- (b) note the contents of the draft minute of the SDPA on 21 September 2012 (appended to the report); and
- (c) agree to attach the minute of this Committee to the report to Council following approval of the draft proposed plan by the SDPA.

The Committee resolved:-

to approve the recommendations.

MUSIC PROJECT UPDATE - EPI/12/219

27. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the MUSIC (Mitigation in Urban Areas: Solutions for Innovative Cities) Project.

The report recommended:-

that the Committee –

- (a) note the positive progress of the MUSIC project to date;
- (b) approve the attendance of a Councillor to represent the Council at the MUSIC Partnership meeting and Midterm Conference in Ghent, 19-21 November 2012;
- (c) approve the selected Councillor to continue to participate as a 'Frontrunner' for the duration of the project to April 2014; and
- (d) instruct officers to report back to this Committee with progress on the MUSIC Project twice annually, following the reporting schedule set by the European Union Fund.

The Committee resolved:-

- (i) to approve the recommendations; and
- (ii) to agree that the Convener, whom failing, would attend the MUSIC Partnership meeting in Ghent.

VARIOUS SMALL SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS (NEW WORKS) - EPI/12/230

28. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure relating to various small scale traffic management measures identified by officers, residents, local members, emergency services, etc and verified as necessary through surveys by officers. The report also outlined proposals associated with new

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developments as part of the development management process. Finally, the report included 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.

The report related to proposals at the following locations in the city:-

- Proposals to be funded from Cycling, Walking and Safer Streets budget -
Braeside Place;
Garvock Wynd;
Girdleness Road;
Maberley Street/George Street;
Maryville Place;
Union Street/Crown Street Junction;
Westburn Road;
- Proposals to be funded by the Developer -
Earlspark Avenue;
Mugiemoss, Davidson Mills;
Wellington Road;
- Proposals to be funded from the Disabled Parking Revenue budget -
Various On-Street Parking (28 spaces); and
Various Off-Street Parking (12 spaces).

The report recommended:-

that the Committee –

- (a) approve the proposals in principle;
- (b) instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in the report. If no significant objections were received, then progress with the public advertisement and report the results to a future meeting of this Committee; and
- (c) 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.

The Committee resolved:-

to approve the recommendations contained within the report.

TRAFFIC ORDERS AT THE MIDDLE STATE OF THE PROCEDURE - JUSTICE MILL LANE - TRAFFIC MANAGEMENT PROPOSALS - INITIAL STATUTORY CONSULTATION - EPI/12/221

29. With reference to article 36 of the minute of meeting of 13 September 2011, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the results of the initial statutory consultation on the

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proposed traffic management scheme on Justice Mill Lane and the request to include a cycling provision.

The report recommended:-

that the Committee acknowledge the responses received as a result of the statutory consultation and instruct the appropriate officials to progress to public advertisement and report the results to a future Committee.

The Committee resolved:-

- (i) to approve the recommendations contained within the report; and
- (ii) that officers be instructed to look at a possible exemption from the right hand ban for cyclists and report back to the Committee.

TRAFFIC ORDERS AT THE FINAL STAGE OF THE STATUTORY PROCESS - CG/12/112

30. The Committee had before it a report by the Director of Corporate Governance which advised of the outcome of the final statutory stage of the following two traffic orders and presented objections which had been received where relevant in each case:-

- (i) The Aberdeen City Council (A96/ Old Meldrum Road/ Mugiemooss Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 2012; and
- (ii) The Aberdeen City Council (North Grampian Circle, South Grampian Circle, Aberdeen) (One-Way) Order 2012.

The report recommended:-

that the Committee –

- (a) approve The Aberdeen City Council (A96/ Old Meldrum Road/ Mugiemooss Road, Aberdeen) (Redetermination of Means of Exercise of Public Right of Passage) Order 2012 and agree that this order be made as originally envisaged; and
- (b) approve The Aberdeen City Council (North Grampian Circle, South Grampian Circle, Aberdeen) (One-Way) Order 2012, and agree that this order be made as originally envisaged.

The Committee resolved:-

to approve recommendation (a) of the report outlined above.

ABERDEEN WESTERN PERIPHERAL ROUTE - ADVANCE WORKS & SERVICES - EPI/12/242

31. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided details of the outcome of the appeal process and which sought approval to procure the works and services required in advance of the main

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works construction of the Aberdeen Western Peripheral Route (AWPR) including approval of the estimated expenditure relating to advance works and services.

An appendix listing the works and services to be procured was contained in the exempt section of the agenda (article 41 refers).

The report recommended:-
that the Committee –

- (a) note the disposal of the appeal against the decision of Scottish Ministers to approve the AWPR scheme by the United Kingdom Supreme Court;
- (b) note the conclusion of the statutory approvals process for AWPR by Scottish Ministers in accordance with the Roads (Scotland) Act 1984; and
- (c) in accordance with Contracts and Procurement Standing Order 1(3), approve the procurement of the advance works and services detailed within the exempt information (appendix A to the report), deemed necessary to expedite the commencement of construction of the AWPR, and also approve the estimated expenditure for each contract (with a +10% allowance to account for variation in tender estimates).

The Convener proposed that recommendation (c) be determined at a later stage of the agenda when the exempt appendix was under consideration. The Committee agreed with this proposal.

The Convener, seconded by Councillor Young, moved:-
that recommendations (a) and (b) contained within the report be approved.

Councillor Yuill, seconded by Councillor McCaig, moved as an amendment:-
that in addition the Committee –

- (1) welcome the end of the uncertainty and delays caused to the commencement of work on the Aberdeen Western Peripheral Route;
- (2) condemn those associated with the succession of appeals against the decision of Scottish Ministers to approve the Aberdeen Western Peripheral Route scheme; and
- (3) deplore the multi million pound increase in the cost of the Aberdeen Western Peripheral Route resulting directly from the delays caused by the series of unsuccessful appeals.

On a division, there voted:- for the motion (8) – the Convener; and Councillors Allan, Boulton, Finlayson, Laing, Jean Morrison MBE, Thomson and Young; for the amendment (7) – Councillors Cameron, Cormie, Delaney, Jaffrey, MacGregor, McCaig and Yuill.

The Committee resolved:-
to adopt the motion.

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STRATEGIC AND LOCAL TRANSPORTATION PROJECTS - EPI/12/188

32. With reference to article 35 of the minute of the previous meeting of 11 September 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised members of the progress to date of various strategic and local transportation projects within Aberdeen City and the wider area which flow from the development of the Regional Transport Strategy produced by Nestrans, and the Council's own Local Transport Strategy (LTS).

The report recommended:-

that the Committee –

- (a) note the contents of the report; and
- (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) instruct officers to initiate a refresh of the LTS and to report back to this Committee with a suggested programme of activity including public and stakeholder engagement.

The Committee resolved:-

- (i) to approve the recommendations; and
- (ii) to instruct that officers issue to Committee members a synopsis of the paper (referred to at item 6 (iii) of the minute), which was considered by Nestrans at its meeting on 20 June 2012.

PERMIT MISUSE POLICY - EPI/12/224

33. With reference to article 33 of the minute of the previous meeting of 11 September 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised on the development of 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.

The report recommended:-

that the Committee -

- (a) note the levels and type of Blue Badge misuse and instructs officers to deal with such misuse by adopting the policy detailed at appendix A to the report; and
- (b) instruct officers to undertake an additional three month monitoring period for residential parking permits and to report back to this Committee in January 2013 regarding the progress of the monitoring period.

The Committee resolved:-

to approve the recommendations.

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GARTHDEE CONTROLLED PARKING AREA - PERMIT CHANGES - EPI/12/233

34. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information in relation to the current legal agreement with Robert Gordon University to meet the administration and enforcement costs for the controlled parking area within Garthdee expired on the 30 September 2012 and recommended that consideration be given to the introduction of charges for residents permits.

The report recommended:-

that the Committee –

- (a) approve the introduction of residential parking permit charges for the existing Garthdee controlled parking area in line with existing peripheral parking areas; and
- (b) instruct officers to amend the Garthdee Controlled Parking Traffic Regulation Order through the legislative process to include the agreed permit charges.

The Convener, seconded by Councillor Boulton, moved:-

that the recommendations contained within the report be approved.

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

that the Committee –

- (1) take no action on the recommendations in the report;
- (2) continue to provide resident parking permits free of charge to those living in the Garthdee controlled parking area; and
- (3) meet the costs associated with this from contingencies and refer this to the Finance and Resources Committee for approval.

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

The Committee resolved:-

to adopt the motion.

CITY WIDE FLOODING ISSUES - EPI/12/240

35. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on recent city wide flooding incidents and outlined the ongoing work necessary to assess and manage the risk of flooding.

The report recommended:-

that the Committee –

- (a) note the extent of the flooding problem as experienced on 25 August 2012;
- (b) note the progress made to investigate and alleviate the causes of flooding; and

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- (c) approve that a briefing session is arranged to update elected members on the national and local strategy to risk manage and alleviate flooding.

The Committee resolved:-

- (i) to approve the recommendations contained within the report;
- (ii) that officers be instructed to report back to the Committee with an update on progress in due course, which should include consideration of installing a weather station within the city centre; and
- (iii) to congratulate officers on the work undertaken in the Denburn/Jacks Brae area.

MARKET STREET/ GUILD STREET JUNCTION - RATIONALISATION OF TURNING MOVEMENTS TO IMPROVE CAPACITY - EPI/12/227

36. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided details of a proposal to improve the capacity and operational efficiency of the traffic signal controlled junction of Market Street and Guild Street through the rationalisation of turning movements.

The report recommended:-

that the Committee –

- (a) instruct the appropriate officers to introduce a temporary ban on the movement of vehicles westbound from Virginia Street into Guild Street over the period 19 November, 2012 until 28 January, 2013; and
- (b) instruct the appropriate officers to commence the necessary legal procedures for the introduction of a permanent ban on the movement of vehicles westbound from Virginia Street into Guild Street.

The Committee resolved:-

- (i) to approve the recommendations contained within the report; and
- (ii) that officers be authorised to remove the temporary ban if problems arise and to report back to the next meeting of the Committee on the impact of the temporary ban after undertaking consultation with relevant stakeholders.

COMMITTEE BUSINESS STATEMENT

37. 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 7 (Greenbrae Cycle Project), item 9 (Technical Advice Note: The Repair and Replacement of Windows and Doors) and item 10 (Supplementary Guidance: Wind Turbine Development in Aberdeen City) from the statement; and
- (ii) to otherwise note the updates contained within the list.

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MOTIONS LIST

38. 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) that a report be submitted to the next meeting in relation to item 6 (Motion by Councillor Yuill – Snow Clearing); and
- (ii) that in relation to item 10 (Motion by Councillor Delaney – Kingswells Park and Ride), that officers be instructed to seek a meeting with the Transport Minister as a matter of priority.

In accordance with the decision recorded under article 6 of this minute, the following items of business were considered with the press and public excluded.

SUPPLEMENTARY REPORT - DELIVERING TRANSFORMATIONAL CHANGE IN ASSET MANAGEMENT & OPERATIONS SERVICES

39. The Committee had before it a supplementary report by the Director of Enterprise, Planning and Infrastructure relating to item 6.1 on the agenda (article 13 of this minute refers).

The Committee resolved:-

to note the supplementary report.

APPENDIX - VISIT ABERDEEN DRAFT BUSINESS PLAN - STAGE TWO EXECUTIVE SUMMARY

40. The Committee had before it a draft business plan submitted by Visit Aberdeen relating to item 8.1 on the agenda (article 16 of this minute refers).

The Committee resolved:-

to note the draft business plan.

APPENDIX - ABERDEEN WESTERN PERIPHERAL ROUTE - ADVANCE WORKS & SERVICES - EPI/12/242

41. In accordance with the decision taken earlier in the meeting (article 31 of this minute refers), the Committee had before it (1) recommendation (c) from the report by the Director of Enterprise, Planning and Infrastructure relating to Aberdeen Western

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Peripheral Route (AWPR) – Advance Works and Services; and (2) the annexe containing estimated expenditure for works and services from each contract.

The report recommended:-

that the Committee –

- (c) per Standing Order 1(3), members approve the procurement of the advance works and services detailed within the exempt information (Annexe A to this report), deemed necessary to expedite the commencement of construction of the AWPR, and also approve the estimated expenditure for each contract (with a +10% allowance to account for variation in tender estimates).

Councillor McCaig, seconded by Councillor Yuill, moved:-
to approve the recommendation (c) contained with the report.

Councillor Boulton, seconded by Councillor Finlayson, moved as an amendment:-
that a report be submitted to this Committee prior to any demolition works of major buildings associated with the AWPR.

Following advice received from the Head of Planning and Sustainable Development, the Convener ruled in terms of Standing Order 18 that the amendment was not competent as the buildings referred to would not necessarily fall within the Council's ownership. On this basis, the amendment fell from consideration.

The Committee resolved:-

to approve recommendation (c) contained within the report.

- **COUNCILLOR CROCKETT, Convener.**

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ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN, 6 December 2012. Minute of Special Meeting of the ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Crockett, Convener; Councillor Milne, Vice-Convener; and Councillors Boulton, Corall, Cormie, Delaney, Finlayson, Forsyth (as substitute for Councillor Jean Morrison MBE), Grant, Jaffrey, Laing (as substitute for Councillor Allan), MacGregor, Thomson, Townson (as substitute for Councillor McCaig) and Yuill.

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

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2758&Ver=4>

CALLING OF SPECIAL MEETING

1. In terms of Standing Order 31(4) the following four members of the Committee had called for a special meeting of the Committee to meet this day to discuss the motion set out in article 2 to this minute:- Councillors Corral, Jaffrey, MacGregor and McCaig.

THIRD DON CROSSING

2. With reference to article 1 of this minute, the Convener invited the members who had requisitioned the special meeting to put forward their proposal.

Councillor Corral moved, seconded by Councillor Yuill:-

Following the end of the legal challenge against the Aberdeen Western Peripheral Route (AWPR), the Enterprise, Planning and Infrastructure Committee agrees to renew the commitment to “lock in” the benefits of the AWPR by progressing with the third Don crossing on the route previously agreed by Council, and the dualling of the Berryden corridor as quickly as possible”

Councillor Thomson moved as an amendment, seconded by Councillor Forsyth:-

Council recognises its commitment to the existing policy for the third don crossing and recognises that the Council needs to bring forward a balanced budget for 2013/2014 and agrees the third Don crossing will be part of that process. Council further notes the complete failure of the SNP Administration to include the Berryden corridor in their capital budget plan for 2011/12 and further notes the complete hypocrisy of the SNP who when in Administration with the Liberal Democrats between May 2007 and May 2012 failed to build the third Don crossing, failed to proceed with the Berryden corridor and failed the people of Aberdeen.

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On a division, there voted:-

For the motion (7) – Councillors Corral, Cormie, Delaney, Jaffrey, MacGregor, Townson and Yuill. For the amendment (8) – the Convener; the Vice-Convener; and Councillors Boulton, Finlayson, Forsyth, Grant, Laing and Thomson.

The Committee resolved:-

to adopt the amendment.

In terms of Standing Order 36(3) Councillor Yuill intimated that he wished the matter dealt with in the preceding article to be referred to Council for final decision. He was supported by Councillors Corall, Cormie, Delaney, Jaffrey and Townson in this respect.

MATTER OF URGENCY

The Convener intimated that he had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973 that the following emergency notice of motion be considered as a matter of urgency in order that the Committee could consider the information at the earliest opportunity.

EMERGENCY NOTICE OF MOTION – COUNCILLOR THOMSON – BROADBAND SPEEDS AND 4G WI-FI COVERAGE

3. The Committee had before it the following emergency Notice of Motion by Councillor Thomson:-

The Enterprise, Planning and Infrastructure Committee welcomes the United Kingdom Government's decision to award Aberdeen a share of the £50million Super Connected Cities funding which will hugely improve broadband speeds and 4G Wi-Fi coverage across the city.

Committee fully recognises that this decision shows the UK Government's recognition of Aberdeen as the UK's economic powerhouse and as a global energy hub. Committee also recognises that the provision of superfast broadband will boost business confidence in the North East, secure jobs, secure investment and ensure new business growth.

Committee further notes that the UK Government's decision is further evidence of how Aberdeen benefits from being part of a strong United Kingdom.

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Committee instructs officers to bring forward a report to the next meeting of the Enterprise, Planning and Infrastructure Committee noting the benefits to Aberdeen having superfast broadband.

The Committee then discussed the motion and were advised by the Director of Enterprise, Planning and Infrastructure that further details on the exact amount Aberdeen city would receive from the fund and how the funding would be spent in the city would be detailed in the report instructed within the terms of the emergency Notice of Motion.

The Committee resolved:-

to approve the terms of the emergency Notice of Motion.

- **BARNEY CROCKETT, Convener**.

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ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Planning & Infrastructure
DATE:	22nd January 2013
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	Notice of Motion by Councillor Malone – Review of Rural Speed limits Countesswells, Baillieswells and Blacktop area
REPORT NUMBER:	EPI/13/ 004

1. PURPOSE OF REPORT

To provide the Committee with background information and details relating to the local rural road network within the Countesswells, Baillieswells area and matters related to a speed limit assessment.

2. FINANCIAL IMPLICATIONS

Should a reduced speed limit be approved funding for any future scheme will require to be identified.

3. OTHER IMPLICATIONS

None at this time, however should a reduced speed limit be approved at a future date it may not be supported by Grampian Police and receive limited enforcement.

4. BACKGROUND/MAIN ISSUES

- 4.1 At its meeting of the 19th December 2012 the Council referred the following Notice of Motion by Councillor Malone to this committee for consideration. The Notice of Motion states that

“ In view of the recent decision to reduce the speed limit from the Kingswells roundabout to Blacktop from 60mph to 40mph, that officers be instructed to report on the implications of this for the neighbouring rural road network including Countesswells Road, Kirk Brae and Baillieswells Road, and on the need to ensure consistency of speed limits in the area instruct the Director of Corporate Governance and Head of Finance to identify an appropriate budget from which to fund any works which officers may propose.”

- 4.2 The purpose of this report is to provide the committee with background information on matters relative to the nature of the local road network, the issues related to the application and assessment of speed limits and the possible implications of the implementation of a reduced speed limit.
- 4.3 The local road network area indicated within the notice of motion is rural in nature with the road widths typically varying from 4.5m to 6m bounded by narrow verges.
- 4.4 The general road alignment is typically rural, varying considerably throughout with a winding alignment that includes a number of sharp bends. The natural environment includes sections of open country side bounded by rubble walls and densely forested areas. The environment and varying road alignment restrict speeds over much of this network area.
- 4.5 The existing speed limit on the rural roads is the national speed limit of 60mph. Whilst this is the maximum legal speed limit, the natural environment and constrained road alignment will to a very significant degree govern the speed at which vehicles travel.
- 4.6 The local road network is accessed daily in the peak periods by significant volumes of commuter traffic travelling to the city centre and the wider industrial areas of Dyce, Westhill and Altens. It is expected that these volumes of commuter traffic, particularly those using the north / south routes such as Kirk Brae and Baillieswells will be significantly reduced when the Western Peripheral Route is completed.
- 4.7 A review of the speed limits that would be applicable within the local road network will require the collection of traffic data relating to existing vehicular speeds, traffic volumes and accident records. To inform a comprehensive study it will be necessary for surveys to be carried out on each of the road links to capture traffic speeds and volumes over a typical working day.
- 4.8 Within the assessment process it is necessary to consider the accident record in detail as whilst it may be assumed that a speed limit reduction will address the road safety issues it may not be the principle cause of incidents or the appropriate self enforcing solution.
- 4.9 There are implications should a reduced speed limit over the section of rural road under consideration be implemented and relate primarily to funding of the scheme and the funding of future schemes should a precedent be set. A future assessment would identify the detailed costs for the implementation of a reduced speed limit.
- 4.10 The committee will be aware that at its meeting of the 11th September 2012 that approval, against officer recommendations, was given for the

promotion of the traffic regulation order for the reduction of the speed limit on the section of C121 from its junction with the Blacktop Road , Countesswells to the A944 roundabout junction at Kingswells.

- 4.11 The initial consultation process with statutory bodies has been commenced and will be reported to the March meeting of this committee. However it has been indicated that the proposed reduction to the speed limit will be strongly resisted and that a formal objection is to be lodged by the Police service.

5. IMPACT

This report meets with the local Community Plan objectives to continually improve road safety.

6. BACKGROUND PAPERS

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7. REPORT AUTHOR DETAILS

Andrew Smith
Traffic Engineering Manager
andrews@aberdeencity.gov.uk
(01224) 538056

Consultees comments

Councillor Marie Boulton – *has been consulted 10/01/13*

Councillor Aileen Malone – *has been consulted 10/01/13*

Councillor M Tauqeer Malik – *has been consulted 10/01/13*

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 have no 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

BACKGROUND REPORT

<u>Name of Committee:</u>	Enterprise, Planning and Infrastructure
<u>Date of Meeting:</u>	22 January 2013
<u>Title of Report:</u>	Support for Small and Medium Enterprises (SMEs)
<u>Lead Officer:</u>	Gordon McIntosh, Corporate Director
<u>Author of Report:</u>	Elaine Robertson, Business Growth Manager

Summary of Purpose of Report

The report provides background information in response to Councillor Martin Greig's Notice of Motion:

"That the Council recognises and appreciated the key role that micro, small and medium sized local businesses, including shops and single traders in Aberdeen, as economic generators which play a major part in determining and enhancing the quality of life across the city.

That this Council undertakes a broad-ranging review to identify specific ways that the Council and its partners can work together to support and foster micro, small and medium sized business activity.

To this end, that the Council carries out a consultation exercise to enable micro, small and medium sized business people to have their say in identifying specific suggestions and proposals; and that report is produced with recommendations for action."

Aberdeen City Council is an active member of Aberdeen City and Shire Economic Future (ACSEF), the public-private economic development partnership for the North East of Scotland.

"Building on Success", the Economic Action Plan for Aberdeen City and Shire for 2013-2018,

<http://www.acsef.co.uk/uploads/reports/30/The%20Economic%20Action%20Plan%20for%20Aberdeen%20City%20and%20Shire%202013-18%20-%20Final.pdf>

drives the economic development strategy for the region. The Council's activities to support economic growth link not only to this document, but also to Smarter Aberdeen, the policy statement of the City Council's political administration, and to the Council's corporate and directorate business plans.

Direct support for start-ups and growth is delivered by the national Business Gateway service, funded by central Government. Aberdeenshire Council manages this contract for the City and Shire areas on behalf of Aberdeen City Council.

The Business Gateway service particularly targets pre-start-ups, sole traders and micro businesses, as well as community enterprises and small-medium sized businesses that are looking to grow.

Support is offered in the form of a very wide range of online and face to face training, advice and guidance and workshops on finance, marketing, employing people, business planning etc.

Successful partnership working is particularly important in the field of economic development and business support, to ensure there is no duplication of service, and likewise to minimise any gaps in provision.

The Council's Economic and Business Development team works with other organisations and trade associations, such as the Federation of Small Businesses, Scottish Business in the Community, Enterprise North East Trust, Aberdeen and Grampian Chamber of Commerce, to support small and medium sized businesses.

The Centre for Cities Outlook 2012 reported that "...some cities such as London, Aberdeen and Milton Keynes are well placed to support the creation of the jobs and growth that will address the UK's unemployment challenge. This is because of their high numbers of business start-ups, high percentage of knowledge workers and more innovative economies."

The same report also highlighted that "**Aberdeen is the only city in the UK that had more businesses start than close in 2010.**"

Some examples of the way in which businesses are being or have been supported by the Economic and Business Development team include

- Retail Rocks in Torry (focused on micro businesses)
- Business Improvement District
- Community Business Competition
- Positive Procurement Programme
- Sponsorship of two business awards
- Advice on commercial land and property
- Biennial International Trade Survey
- Chairing North East Scotland Trade Group; Construction Forum etc
- Hosting regular inward business delegations
- Supporting local companies' presence at trade exhibitions and conferences
- Catalyst to establish the Unconventional Gas Aberdeen conference
- Provision of export market intelligence

- Major initiative to support improved digital connectivity
- Successful bids for European funding, especially in the areas of low carbon economy, including green transport and the built and natural environment
- Support (funding and seconded staff) for the Aberdeen Renewable Energy Group and Aberdeen City and Shire Economic Future
- Participation in ACSEF Skills Group, Aberdeen Works etc

The Economic and Business Development service is in regular contact with local businesses, both directly including face-to-face, and indirectly via trade associations. This regular contact enables the team to tailor its services according to business need.

It must be emphasised that, in order to achieve maximum value for money, the team targets its limited staffing and budget resources towards areas where they can have most impact. This tends to be focused primarily, but not exclusively, on small businesses involved in the energy industry, and frequently involves joint working with partner organisations.

The recent re-establishment of the North East Scotland Trade Group, which brings all relevant organisations around the table to share information, and coordinate strategy and activity, is a good example of how the Council's contact with business and trade organisations works well in practice.

Work is currently ongoing to enhance the support to small businesses, by:

- identifying SME business development needs
- determining whether these needs are being met or whether there are any service gaps that Business Gateway, Scottish Enterprise or ACC's Business Growth Team could effectively fill, given likely available resources
- assessing how the Council, and existing partner organisations, might best respond to any service gaps and/or enhance the support to small businesses.

The team will continue to liaise closely with partner organisations to share findings from respective surveys to avoid over-surveying companies.

The Economic and Business Development Business Plan to be brought forward to Committee in Spring 2013 will include proposed programmes and initiatives to continue to improve the impact of the support provided to businesses in the City.

For more information, please contact Elaine Robertson, Business Growth Manager, at elrobertson@aberdeencity.gov.uk

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Notice of Motion by Councillor Jennifer Stewart that the “Council instructs officers to report on the feasibility and implications of removing / ending on street Sunday parking charges”
REPORT NUMBER:	E PI / 12 / 307

1. PURPOSE OF REPORT

This report provides information relating to the on street parking charges in the city centre, specifically relating to Sundays. This report is prepared in response to the Notice of Motion raised by Councillor Jennifer Stewart that the “Council instructs officers to report on the feasibility and implications of removing / ending on street Sunday parking charges”.

2. RECOMMENDATION(S)

It is recommended that the committee agree that no further action should be taken with regard to the removal of the on-street Sunday car parking charges.

3. FINANCIAL IMPLICATIONS

An annual loss of revenue to the Council of approximately £63,500 (based on the last years revenue figures from August 2011 to July 2012) would result from removing Sunday on street parking charges. Potentially there would be additional loss of revenue from the off street car parks as drivers would favour the free on street spaces.

4. OTHER IMPLICATIONS

A significant loss of on street parking availability for shoppers within the city centre is likely, along with a reduction in turnover of parking, reducing the number of people able to access the city centre at this busy weekend period and subsequently a loss of income to the businesses.

5. BACKGROUND / MAIN ISSUES

5.1 Background

5.1.1 At the meeting of the Enterprise, Planning and Infrastructure Committee on Tuesday 11 September 2012 Cllr Jennifer Stewart moved her Notice of Motion in relation to the removal of on street parking charges in the city centre on Sundays. This Notice of Motion was referred to the Enterprise, Planning and Infrastructure Committee from the Council meeting of Wednesday 22 August 2012. The Committee resolved to instruct officers to prepare a report in respect of the motion.

5.1.2 Councillor Stewart raised concerns for people attending places of worship and in particular St Mary's R.C. Cathedral where a Sunday mass is held in Polish at 3.00pm

5.2 Sunday On Street Parking Charges

5.2.1 The operation of parking charges on a Sunday are restricted from 1.00pm to 5.00pm. This differs from the midweek and Saturday time periods and was predominantly set in order to allow those attending the majority of city centre churches to do so by car without incurring parking charges.

5.3 Rationale for On Street Parking Charges

5.3.1 On street parking charges within the city centre are applied predominantly to provide turnover of parking. This in turn brings new shoppers into the retail premises of the city centre on a continual basis over the course of the day, as parking spaces are vacated and subsequently reoccupied.

5.3.2 Without parking charges, on street parking spaces would likely be occupied for the duration of the day by those vehicles entering them first, with little or no turnover. Those vehicles occupying the spaces early in the morning are most likely to be those belonging to city centre residents or workers / employees of retail establishments.

5.3.3 The effect of this would be that visitors to the city centre throughout the day, primarily shoppers, would be unable to access on street parking. There would be very limited turnover of spaces which would constrain the effective supply of available parking within the city centre.

5.4 Sunday On Street Parking Revenue

5.4.1 The impact of the removal of on street parking charges would result in reduced revenue income to the Council. It is likely that drivers would have a preference for the free on street spaces as opposed to the charged off street spaces, therefore filling the free spaces first. This will

reduce the number of drivers parking within the off street car parks, thus reducing revenue in these facilities.

5.4.2 Income associated with car parking form part of the Council's 5 year Business Plan.

5.4.3 Sunday parking charges apply for a shorter duration of the day than those on the other days of the week, and therefore contribute less to the total revenues. Sunday on street parking in the city centre zones contributed the following revenue in the year 2011 / 2012 – (August to July.)

Zone	Amount (approximate)
A	£9,500
B	£13,000
C	£6,000
E	£11,500
F	£8,500
G	£15,000
Total	£63,500

The removal of Sunday on street parking charges would result in a loss of revenue to the Council of approximately £63,500.

5.5 Implications of the Removal of Sunday Parking Charges

5.5.1 The removal of on street parking charges on a Sunday would result in on street parking spaces being occupied for the full duration of the day with little or no turnover.

5.5.2 Spaces would be occupied by city centre workers from first thing in the morning for the duration of the day. This will prevent shoppers and residents from being able to access parking within the city centre as easily as at present and will prevent new shoppers arriving continually throughout the day. This in turn would impact on residents parking opportunities and subsequently there will be a reduced supply of shoppers in the city centre.

5.5.3 The provision of free parking all day in the city centre will encourage the use of private vehicles by city centre workers, acting against both local and national transport policy.

5.5.4 There is a risk that residents within the city centre and those visiting on a Saturday night will park their vehicles overnight with no incentive to move them on Sunday morning, further reducing the turnover of parking on street for shoppers.

5.5.5 An additional consequence of parking spaces being occupied both overnight and by workers from early in the morning is how this will impact on those wishing to attend church services within the city centre and actually have an adverse effect to that desired by the motion.

5.5.6 Officers have identified a total of 24 places of worship within the City centre core zones which may currently be affected by the Sunday parking charges. Of these only 3 have been found to conduct afternoon services / masses.

5.5.7 There will be a loss of revenue to the Council of approximately £63,500.

5.6 Summary of Findings

5.6.1 Should on street parking charges be removed on a Sunday, there will likely be a reduction in available parking spaces for visitors to the city centre and residents due to the reduction in the turnover of on street parking as unlimited free parking results in vehicles being left for long periods. With the competing demands for space it is important to have a means of ensuring that spaces become available throughout the day and this provides access for the various demands, residents/visitors/worshippers/shoppers etc.

5.6.2 There will be a loss of revenue to the Council of £63,500

6. IMPACT

Parking charges form part of the Councils Business Plan. The current Local Transport Strategy highlights a preference for use of sustainable transport and identifies targets to reduce the number and proportion of trips by single use car.

7. BACKGROUND PAPERS

Minutes of Enterprise, Planning and Infrastructure Committee meeting, Tuesday 11 September 2012.

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=2522&T=1>

Minutes of Council meeting, Wednesday 22 August 2012

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=2527&T=1>

8. REPORT AUTHOR DETAILS

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Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett - email sent 12/12/12

Vice Convener: Councillor Ramsay Milne - email sent 12/12/12

Local Members

All Councillors consulted

email sent 12/12/12

Councillor Jean Morrison *has been consulted and has no comments*

Councillor Alan Donnelly *has been consulted and although he would have liked to lift the Sunday charges he sees it as to much a financial loss in these difficult times*

Council Officers

Barry Jenkins, Head of Finance, – *has been consulted and has no comments to make in relation to finance.*

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted

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

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted

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

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – *has been consulted and is in agreement with the recommendations*

Mike Cheyne, Roads Manager has been consulted

Neil Carnegie, Community Safety Manager has been consulted

Dave Young, Account Manager, Service, Design and Development has been consulted

Kathryn McFarlane, Service Co-ordinator

Mark Masson, Committee Services

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January, 2013
DIRECTORS	Stewart Carruth and Gordon McIntosh
TITLE OF REPORT	Notice of Motion from Councillor Jennifer Stewart – “That this Council considers the possibility of scheduling future meetings of the Development Management Sub Committee so as to avoid meetings being held in July, with a suggestion that meetings be held in late June and early August instead to assist with meeting performance indicators for dealing with planning applications”.
REPORT NUMBER:	CG/13/007

1. PURPOSE OF REPORT

This report is in response to Councillor Jennifer Stewart’s motion to this Committee on 6 November, 2012 about the scheduling of meetings of the Development Management Sub Committee.

2. RECOMMENDATION(S)

It is recommended that the Committee agree to continue the practice of holding meetings of the Development Management Sub Committee in July in order to demonstrate sustained improvement in planning performance in terms of time taken to determine planning applications as required by the Scottish Government.

3. FINANCIAL IMPLICATIONS

The Government is currently considering a review of the planning application fee structure. Current proposals include an increase in fees but with a penalty clause included whereby planning authorities which fail to demonstrate improved performance will revert to the previous fee regime. It is therefore important that the Council continues to determine applications as quickly as possible. If the Council fails to demonstrate sustained improved performance it will be financially burdened by the amount of planning fees being reduced as a result. . It will also jeopardise potential future fee increases being considered by the Government which would ensure full cost recovery of the Development Management service.

4. OTHER IMPLICATIONS

None

5. BACKGROUND/MAIN ISSUES

- 5.1 At its meeting of 6 November, 2012, this Committee agreed to receive a report at its next meeting on the following terms of a notice of motion by Councillor Jennifer Stewart which had been referred from the Council on 10 October, 2012 to this Committee:-

“That this Council considers the possibility of scheduling future meetings of the Development Management Sub Committee so as to avoid meetings being held in July, with a suggestion that meetings be held in late June and early August instead to assist with meeting performance indicators for dealing with planning applications”.

- 5.2 In terms of the Standing Orders of the Council (Standing Order 31(1)), the ordinary meetings of committees and sub-committees shall be held in accordance with a timetable drawn up and approved by the Council. Standing Order 40(2) explains that, although the period 1 July to 15 August in each year is classed as the “recess”, nothing in Standing Order 40 shall prevent the Licensing or the Planning Committee (or equivalent) meeting when necessary to deal with matters within their respective remits.
- 5.3 At its meeting of 16 May, 2012, the Council agreed the timetable for its meetings and meetings of its Committees and Sub Committees from July, 2012 to June, 2013. Detailed within the agreement was that a meeting of the Development Management Sub Committee would be held in the month of July 2012 as per the practice adopted by the Council for the last 5 years. This was unanimously agreed by the Council.
- 5.4 The reason for scheduling meetings of the Sub Committee in July stems from both the Government’s performance indicators relating to the speed at which planning applications are determined and Government’s current proposals for increasing planning fees whereby councils will revert to a reduced fee if there is no significant sustained improvement in performance (which includes the speed at which planning applications are determined by the Council).

- 5.5 Any decision to alter the scheduling of meetings of the Sub Committee (in order not to have a meeting in the month of July) would have to be balanced against the possibility that this would adversely affect the Council's performance indicators and future fee income. It is also important to determine planning applications expeditiously to facilitate economic development in the City and deliver the aspirations of the Structure Plan and Local Development Plan
- 5.6 The details of the motion suggest that meetings could be held in late June and early August. Another reason why the Sub Committee meets in July is to spread the number of meetings and the workload of the Sub Committee out evenly across the months of the year. The July 2012 meeting of the Sub Committee considered 21 applications, all of which would have been further delayed had the meeting not taken place until August.
- 5.7 In terms of the membership of the Sub Committee substitutes are permissible and should be used when required to cover for the possibility of members not being able to attend meetings of the Sub Committee.

6. IMPACT

Aberdeen - the Smarter City states "We will improve access to affordable housing in both the social rented and private sectors, by supporting first-time buyers, regenerating areas within the city and by working with developers to maximize the effective use of developer contributions."

7. BACKGROUND PAPERS

Scottish Government Consultation Paper "The Town and Country Planning (Fees for Applications) (Scotland) Regulations 2012"

Aberdeen City Council's Standing Orders

8. REPORT AUTHOR DETAILS

Martin Allan, Committee Manager, mallan@aberdeencity.gov.uk 01224 523057 and Margaret Bochel, Head of Planning and Sustainable Development mbochel@aberdeencity.gov.uk 01224 523133.

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 nd January 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Regulatory Regime for Local Bus Services
REPORT NUMBER:	EPI/12/281

1. PURPOSE OF REPORT

This purpose of this report is to advise members on the current regulatory regime for Local Bus Services in the UK and Scotland and to update on any proposed changes to this. The report also advises on the terms of motion for changes to this regulatory regime.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- (a) Requests the Convener of Enterprise, Planning and Infrastructure to write to the Scottish Government welcoming the commencement of discussions and consultation on legislative changes to local bus services and requests continued involvement to identify improvements to legislation that will help to improve competition, grow patronage, make improvements in service quality and encourage modal shift.

3. FINANCIAL IMPLICATIONS

None

4. OTHER IMPLICATIONS

None

5. BACKGROUND/MAIN ISSUES

5.1 MOTION RAISED

- 5.1.1 A Motion was put forward at the Enterprise, Planning and Infrastructure Committee on 11th September 2012 by Councillors Yuill, Delaney and Malone requesting *“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".

5.1.2 The Committee requested that officers submit a report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.

5.2 CURRENT REGIME

5.2.1 The Local Bus Service market is governed by the Transport Act 1985 and the Transport (Scotland) Act 2001.

5.2.2 The local bus service network in Aberdeen is primarily operated on a fully commercial basis by First Aberdeen and Stagecoach Bluebird. Under the conditions of the Transport Act 1985 and the Transport (Scotland) Act 2001 operators have the freedom to set their own routes, timetables and fares. Local Transport Authorities have a duty under sections 63-64 of the Transport Act 1985 to secure the provision of public transport in its area that it deems is required.

5.2.3 Bus services in the UK were deregulated in 1986, as part of the Transport Act 1985. This created a competitive market in bus services and moved away from Local Authority operated bus services. Following the introduction of a deregulated market there is provision for two types of bus service, either commercial or subsidised. A bus operator can operate whatever commercial services they want provided that they give 56 days notice of an introduction of a service, withdrawal of a service or notification of amendments to a service to the Traffic Commissioner. The operator is also obliged to consult with the Local Transport Authority 14 days prior to registering a service or amending a service with the Traffic Commissioner.

5.2.4 Commercial services are operated without any subsidy (except for the provision of concessionary fares, through the National Concession Scheme and the mileage-based subsidy which offsets most fuel duty, known as a Bus Service Operators Grant; both of which are funded by the Scottish Government).

5.2.5 There is also no requirement for an operator to cross-subsidise services under deregulation. This is where the profits from a better paying route is used to pay for unprofitable routes.

5.2.6 If there are gaps in the commercial bus network, local authorities are able to plan and procure bus services. These are services which the local authority deems to be socially necessary, but are not commercially viable. The fares, routes and timetables on these services are set and funded by the local authority.

- 5.2.7 There is no direct provision for Local Authorities to dictate as to bus routes, timetables or fares as these are for commercial operators to decide. As noted above, if Local Authorities feel there are gaps in the network they can supplement the network by subsidising bus services.
- 5.2.8 Legislation also provides for 'Quality Partnerships'. This is where a local transport authority, or two or more such authorities acting jointly, may make a Quality Partnership scheme covering the whole or any part of their area, or combined area, if they are satisfied that the scheme will either:
- improve the quality of local services and facilities provided in the area to which the proposed scheme relates in such a way as to bring material benefits to persons using those services and facilities; or
 - reduce or limit traffic congestion, noise or air pollution.
- 5.2.9 These can be enforced by legislation and parties required to take part. A statutory Quality Partnership (sQP) is a quality measure whereby local transport authorities can put in place schemes to improve the quality and reliability of bus services, encourage patronage growth and improve the environment by reducing levels of congestion and pollution. Through a sQP authorities can specify the quality of buses (e.g. age, Euro class, low floor, etc) and minimum frequencies (including in the evenings, early mornings and Sundays). As part of the partnership, authorities will improve the infrastructure (including bus stops and bus priority measures such as "greenways" and priority junctions).
- 5.2.10 However in most authorities Quality Partnerships are entered into voluntarily, as is the case in our region. An initial voluntary agreement was set up in 1998 between Aberdeen City Council, Aberdeenshire Council, First Aberdeen and Stagecoach Bluebird. In 2007 Nestrans joined the agreement and a revised partnership agreement was issued in 2010. Currently all partners work together to deliver the targets set in the agreement. A copy of which can be viewed at http://www.aberdeencity.gov.uk/web/files/PublicTransport/bus_quality_partnership.pdf
- 5.2.11 As part of the Transport (Scotland) Act 2001 legislation allowed for 'Quality Contracts'. This is where a local transport authority, or two or more such authorities acting jointly, may make a Quality Contract scheme covering their area, or combined area, if they are satisfied that:
- making the proposed scheme is necessary for the purpose of implementing their relevant general policies in the area to which the joint scheme relates; and
 - the proposed scheme will implement those policies in a way which is economic, efficient and effective.

5.2.12 A Quality Contract is a franchise type arrangement and gives a transport authority more control than can be achieved through a statutory Quality Partnership. Under a Quality Contract authorities are able to determine what local services should be provided and specify routes, the standard and quality of services and fares. Local transport authorities can introduce a Quality Contract for a particular area if they can demonstrate that such a contract is necessary in order to implement their local transport policies.

5.2.13 The introduction of a Quality Contract is very complex. The authority would have to be able to demonstrate that the services provided by the commercial bus operators were not meeting the requirements of the local transport strategy. In addition, as the authority would tender for services there would be a requirement for a substantial budget to cover the costs of implementation. Any authority would likely face legal action from the commercial operators and a robust case would be required. The take up of Quality Contracts in the UK has been virtually non-existent.

5.3 COMPETITION COMMISSION REPORT

5.3.1 The Competition Commission undertook an investigation into local bus service markets and published a report into the local bus industry in December 2011 setting out comprehensive measures which it believes will ensure that passengers benefit from greater competition.

5.3.2 In its final report, the Competition Commission confirmed that in many areas bus operators face little or no competition, leading to passengers facing less frequent services and, in some cases, higher fares than where there is some form of rivalry.

5.3.3 The Competition Commission found that despite there being about 1,245 bus companies in England, Scotland and Wales carrying 2.9 billion passengers a year, the five largest operators (Arriva, FirstGroup, Go-Ahead, National Express and Stagecoach) carried 70 per cent of those passengers. The Competition Commission also found that head-to-head competition between operators is uncommon and that on average the largest operator in an urban area runs 69 per cent of local bus services.

5.3.4 The Competition Commission identified a number of factors that restrict entry and expansion into local areas by rivals and otherwise stifle competition.

5.3.5 The Competition Commission set out a number of remedies which it believes will open up competition. The remedies included the following:

- Increasing the number of effective multi-operator ticketing schemes, by giving Local Transport Authorities additional powers to introduce

and reform schemes on terms that make them effective and attractive to passengers. Recommendations were also put forward for changes to the Ticketing Block Exemption to assist this process.

- Introducing restrictions on bus operators making changes to service frequency to discourage 'over-bussing' and other short-term actions to destabilise competitors and recommending that Traffic Commissioners introduce and enforce a Code of Conduct to prevent unacceptable behaviour. It was also recommended that Traffic Commissioners be given powers to introduce temporary restrictions on service changes when municipal operators are subject to a sales process to preserve future opportunities for competition.
- Ensuring that new entrants and competing operators can get access to bus stations managed by other operators on fair, reasonable and non-discriminatory terms.
- Recommending that the Department for Transport (DfT) update its best practice guidance for Local Transport Authorities on tendering for supported services and that the Scottish and Welsh Governments develop suitably tailored guidance to enable Local Transport Authorities to maximise the value for money obtained through the tendering process and to be given power to obtain information about services being deregistered with the right to disclose information in such detail as they consider appropriate, having regard to its nature, to potential bidders for subsequent tenders.
- Recommending that the Office of Fair Trading (OFT) applies a high priority to identifying bus mergers between competing operators, takes a cautious approach in exercising its discretion not to refer small mergers and updates its competition guidance for the industry. It is also expected, following publication of this report, that local bus operators will review their competition compliance training, making use of the guidance available to them, and impress upon their employees that real competition compliance is an important part of the culture of their organisation.
- Recommending that Local Transport Authorities consider the potential for tailoring partnerships between Local Transport Authorities and operators as a means of increasing competition within their local areas. The OFT to establish a regular forum with Local Transport Authorities and other stakeholders to ensure that such partnerships are subject to effective competition scrutiny.
- Recommending that the DfT, as part of its review of the Bus Service Operators Grant in England, looks at ways to incentivise operators to participate in the above measures. This recommendation may also be of interest to the Scottish and Welsh Governments should they decide to undertake a similar review.

5.3.6 The Competition Commission has subsequently taken formal steps to introduce an Order ensuring equal access to bus stations and

requested that the DfT, Scottish and Welsh Governments and the OFT take forward its other recommendations.

- 5.3.7 It is envisaged that following these recommendations improvements in competition will start to be realised and improvements can be achieved for passengers.
- 5.3.8 In February 2012 the Council wrote to both the Department for Transport and the Scottish Government noting that Aberdeen City Council believed that an increase in competition in the bus market and the opportunity for other operators to successfully operate in an area, such as Aberdeen, where there is a clear dominance by one operator, would only serve to improve the local bus services in the City. The letter also noted that the Council supported the recommendations and remedies set out by the Competition Commission in its Local Bus Services Market Investigation and urged the Scottish Government to take note of these findings and encourage their implementation fully into legislation without delay.
- 5.3.9 In Aberdeen in recent years competition has increased with Stagecoach Bluebird operating increased frequency services and new services in the City which do directly compete with services provided by First Aberdeen, thus affording passengers a choice who to travel with.
- 5.3.10 The Council also since the report approved a Fares and Ticketing Strategy. As part of the strategy there was a commitment between Nestrans, Aberdeen City Council, Aberdeenshire Council, First Aberdeen and Stagecoach Bluebird to work on implementation of integrated ticketing. This would allow passengers to commute on different operators services with one ticket or smartcard. This will continue to be progressed through a partnership approach.

5.4 BUS POLICY PAPER

- 5.4.1 Following the Competition Commission report Strathclyde Passenger Transport (SPT) put together a paper on improvements for the regulation of bus services.
- 5.4.2 The Scottish Government is also currently looking at areas of bus legislation with the aim of identifying improvements to legislation that will help to grow patronage, make improvements in service quality and encourage modal shift. These proposals largely follow those put forward by SPT, but have not been formally determined to date.
- 5.4.3 Aberdeen City Council, Aberdeenshire Council and Nestrans have put together a joint response to these proposals.
- 5.4.4 The main points of the proposals are as follows:

1. To allow Public Transport Authorities (PTAs) – like SPT – to secure (or provide) bus services where there is clearly a need, even if it may be in conflict with the perceived commercial view of the operator.
2. The payment of Bus Services Operators Grant (BSOG) for new or varied registered mileage should only be made where that registration has been confirmed as not operating to the detriment of overall provision in that area.
3. Public Transport Authorities should be given powers to require compulsory participation in ticketing schemes that they may introduce in their areas.
4. The modifications to provisions on Statutory Quality Partnerships introduced in England and Wales in the Local Transport Act 2008 should also be introduced in Scotland.
5. The minimum period a service should operate as registered should be increased to 180 days. In addition, regulations should be made in accordance with S.46 of the Transport (Scotland) Act 2001 restricting dates on which local services may be varied in local areas.
6. Consideration should be given to compliance inspectors vehicle inspection engineers employed by PTAs who would be trained and certified to Vehicle and Operators Services Agency (VOSA) standards, being given relevant powers equivalent to VOSA officers.
7. The Traffic Commissioner should consider not accepting local service registrations submitted by Community Transport groups (S.22 permit holders) unless the registration is supported by the PTA and the group is registered on the Community Transport database. Additionally, a date should be set for the revocation of all existing Community Bus permits which may then be re-issued subject to application and compliance with minimum standards.
8. Where a bus operator enjoys an effective monopoly and may be seeking subsidy from the PTA, the PTA should be given access to service cost and revenue figures to satisfy themselves that the operator is not seeking excessive subsidy costs or acting in an anti-competitive manner.
9. Electronic Bus Service Registration (EBSR) to become the mandatory format for submitting bus registration particulars by 2014, and those submissions are not accepted without the PTA acknowledging receipt of such information as prescribed in regulations.

5.4.5 A copy of the joint response to these proposals can be found attached at Appendix 1.

5.4.5 It is expected that these recommendations will be put out for wider consultation soon. Some of these may bring about improvements to competition and the general operation of bus services.

5.5 COMPETENCY OF MOTION

5.5.1 In terms of the Motion which has been put forward there are a number of options open to Local Authorities to improve bus services in their region as can be noted from above. Quality Partnerships are often the easiest to implement and in the North East we have a fully functioning voluntary agreement.

5.5.2 Quality Contracts could be introduced in order that the transport network fully reflects the needs of the community and region. However, as aforementioned, these can be difficult to implement and would not be advisable given the current financial climate. It is also arguable that the requirement and policies under our transport strategy are on the whole well met through existing partnership working arrangements.

5.5.3 The Motion requesting that operators are required to provide a 'public service obligation' of basic service level is not in the spirit of current legislation, which allows for an open market. If an operator is not providing what is deemed to be an adequate service in an area there is nothing to stop another operator running a service, or indeed a local transport authority supporting a bus service to improve the provision.

5.5.4 The imposition of the public service obligation would be against free competition and may deter competition in areas, as if an operator is obliged to provide a certain level of service this would likely deter another operator from deciding to run a competing service. This would effectively result in a regulated market.

5.5.5 There would also be a requirement for greater Local Authority involvement to ensure that operators were providing a basic level of service. It would also have to pre determined what a basic level of bus service is.

5.5.6 It is recommended that following the Competition Commission report and ongoing discussions regarding changes to legislation regulating bus services that the Council instead writes to the Government encouraging legislative changes which will help to increase competition, grow patronage, make improvements in service quality and encourage modal shift rather than requesting the Scottish Government to introduce a 'public service obligation'.

6. IMPACT

- 6.1 A key aim of the Community Plan is to ensure that all citizens have access to a range of transport options that reflect differing needs of age, gender, disability and income. The Single Outcome Agreement items 1,2,10, 12 and 14 also set out a priority of delivering local and regional transport strategy objectives that improve the public transport network.
- 6.2 The Smarter City document sets out that we will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.
- 6.3 The Planning and Sustainable Development Service Plan sets out that we will have an effective and efficient Public Transport Unit. It is a priority of the Council's Five Year Business Plan that Aberdeen has a fully integrated transport network.
- 6.4 This report may be of interest to the public as the citizens of Aberdeen have a vested interest in the public transport network and accessibility to services.

7. BACKGROUND PAPERS

- Transport Act 1985
- Transport (Scotland) Act 2001
- SPT Committee Report, Proposals to seek variations to the existing provisions to improve the co-ordination and delivery of bus services, March 2012
- Bus Policy Paper (ATCO) June 2012

8. REPORT AUTHOR DETAILS

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SPT Policy Proposals on the regulation of buses – North East Response

10. To allow Public Transport Authorities (PTAs) – like SPT – to secure (or provide) bus services where there is clearly a need, even if it may be in conflict with the perceived commercial view of the operator

North East response: This proposal could be helpful as situations do arise where supported services could be operated to the benefit of the travelling public but would, under the current legislation, be deemed anti-competitive. Clear parameters would have to be set as to what is deemed appropriate and these would need to be consistent across the whole country. Care would have to be taken so as not to undermine commercial services and full consideration would also need to be given to how this proposal fits within competition legislation and State Aid rules.

The implications of this proposal on the PTAs needs to also be fully considered, particularly the financial implications of providing such bus services and the consequences of raising the expectation that transport authorities will ‘step in’ under such circumstances. In the current climate subsidy of bus services is under significant pressure and in Aberdeen City there are currently no subsidised bus services. Having said that, the opportunity to secure services where there is a need and a full assessment of the implications has been carried out would be positive.

11. The payment of Bus Services Operators Grant (BSOG) for new or varied registered mileage should only be made where that registration has been confirmed as not operating to the detriment of overall provision in that area.

North East response: We question how this would work in practice and whether it could encourage higher bus fares and/or reduction in services. This proposal would give a high level of responsibility to the PTA who would be open to challenge from bus operators. Decisions would have to be justified and consistent and very specific guidance / regulations would need to be produced.

12. Public Transport Authorities should be given powers to require compulsory participation in ticketing schemes that they may introduce in their areas.

North East response: LTAs have powers under the Transport (Scotland) Act 2001 to introduce statutory schemes mandating operator participation. However, revised legislation providing for the easier introduction of effective schemes would be welcomed. The Competition Commission's recommendations to the Scottish Government to give LTA powers to determine multi-operator integrated ticketing schemes in more detail are a step in the right direction however, as proposed, do not vest any absolute control of ticket price with a transport authority. PTAs and bus operators should always try to reach agreement and implementation in a voluntary and mutually agreeable manner in the first instance. Powers to require compulsory participation may not achieve the benefits outlined by SPT if there is no significant influence/control over the price of the ticket. In such instances the operators would ultimately still have power over matters which can result in the success or failure of the scheme, primarily ticket price.

13. The modifications to provisions on Statutory Quality Partnerships introduced in England and Wales in the Local Transport Act 2008 should also be introduced in Scotland.

North East response: Any amendment to the legislation which would permit quicker and easier implementation of a sQP would be potentially helpful. Under Scottish legislation minimum frequencies along with other service standards can be specified but not maximum frequencies, the timing of services and fare levels. The ability to prescribe timings in a sQP would, we feel, bring benefits. The current financial climate within local authorities may however restrict implementation of such schemes in the near future.

In the North East a good voluntary partnership has developed and works well. At this point in time, this is the most appropriate mechanism, however one size does not fit all and we agree that there are benefits of having the appropriate legislation in place to enforce this when it doesn't work. Care should however be taken that this is not seen as a threat that could undermine the success of existing voluntary partnerships.

14. The minimum period a service should operate as registered should be increased to 180 days. In addition, regulations should be made in accordance with S.46 of the Transport (Scotland) Act 2001 restricting dates on which local services may be varied in local areas.

North East response: This would be welcomed as any longer registration period and fixed dates for registration changes would bring greater stability to the network and ease of information provision. It would certainly give the passengers consistency and more confidence in the service and would have time and costs benefits for the local authorities too. However, as an operator of supported services, local authorities can benefit, just as a commercial operators do, from changing services at relatively short notice to respond to unforeseen local circumstances. To achieve the anticipated benefits it would be essential that short notice registration changes are minimised and strict control maintained over their acceptance. Service changes outwith fixed dates (e.g. a reduction in service to coincide with University vacations) should be retained however these service changes should be, whenever possible, pre-determined when submitting the relevant registration.

15. Consideration should be given to compliance inspectors vehicle inspection engineers employed by PTAs who would be trained and certified to VOSA standards, being given relevant powers equivalent to VOSA officers.

North East response: PTA vehicle inspection engineers, where employed, can preclude the use of un-roadworthy vehicles from services procured by the authority, Regarding commercial bus services, we feel that as VOSA is already empowered as the regulatory body to undertake such inspections it is unnecessary for the transport authority to incur additional costs to address issues of vehicle quality. If an operator has unsuitable maintenance / vehicle standards, VOSA checks should identify this and if they are considerable then they will be called to public enquiry.

16. The Traffic Commissioner should consider not accepting local service registrations submitted by Community Transport groups (S.22 permit holders) unless the registration is supported by the PTA and the group is registered on the Community Transport database. Additionally, a date should be set for the revocation of all existing Community Bus permits which may then be re-issued subject to application and compliance with minimum standards.

North East response: Whilst fully acknowledging the importance of safety across the Community Transport sector, we are not clear how the proposed actions will address the difficulties identified by SPT. VOSA and the Traffic Commissioner should retain full responsibility for the issue of Section 22 permits and registration of local bus services under this means. The long awaited code of practice on issuing of related Section 19 permits following the review of designated issuing bodies would be welcomed.

17. Where a bus operator enjoys an effective monopoly and may be seeking subsidy from the PTA, the PTA should be given access to service cost and revenue figures to satisfy themselves that the operator is not seeking excessive subsidy costs or acting in an anti-competitive manner.

North East response: This proposal seems reasonable however it is not clear from the SPT proposal how the provision of such confidential financial information will necessarily aid an authority in procuring supported services or be otherwise used to the benefit of the travelling public.

18. Electronic Bus Service Registration (EBSR) to become the mandatory format for submitting bus registration particulars by 2014, and that such submissions are not accepted without the PTA acknowledging receipt of such information as prescribed in regulations.

North East response: EBSR is undoubtedly the way forward, although 2014 would be an extremely challenging timescale for some operators. We have some concerns over the impact on smaller operators who may find it difficult to implement this. These are the organisations we wish to see registering services. Local authorities might have to operate EBSR 'back-offices' or be faced with the demise of smaller operators as market entry could be precluded. In an area of little competition such as ours this is a major consideration. It should also be noted that our experience to date is that EBSR has not on all occasions led to an improvement in data quality. The proposal that EBSR submissions should not be accepted without appropriate acknowledgement from the transport authority is therefore essential. In addition to the SPT proposals, it should also be mandatory that operators provide transport authorities with one EBSR file per service, where the service is registered to operate under domestic rules by means of 'split registrations'.

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ABERDEEN CITY COUNCIL

COMMITTEE :	Environment, Planning and Infrastructure
DATE:	22nd January 2013
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	Follow up report - restrictions that would prevent heavy or large goods vehicles from using Broomhill Road as a through route.
REPORT NUMBER:	EPI/12/285

1. PURPOSE OF REPORT

To provide the Committee, as requested, with a follow-up report from the May 2012 EP&I Committee with the updated survey data for Broomhill Road.

2. RECOMMENDATION(S)

It is recommended that Committee:

1. note the contents of this report and agree that the results of this most recent surveys on Broomhill Road confirm that the:
 - proportion of HGVs travelling along Broomhill Road is not excessive
 - speeds are appropriate for the layout and nature of the road
 - daytime parking does not generally obstruct the passage of vehicles on this major route into the City.
2. agree that no further action be taken and that officers continue to monitor the traffic flows on Broomhill Road in line with normal traffic management operations.

3. FINANCIAL IMPLICATIONS

There are no financial implications relating to the recommendation.

4. OTHER IMPLICATIONS

There are no other implications with this recommendation.

5. BACKGROUND/MAIN ISSUES

- 5.1 At the meeting of this Committee on 13th September 2011 a motion from Councillor Yuill was raised:

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

- 5.2 This committee instructed officers to report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee and this report was presented to committee on 31st January 2012 with the findings.
- 5.3 As a result of this report committee instructed a further report detailing the various options and their respective merits and drawbacks, to be reported back to a future meeting. This second report was presented to Committee in May 2012.
- 5.4 The Committee approved that no further action was to be taken with regard to an HGV restriction but that further surveys be carried out on completion of the Puffin crossing at the primary school, and the results reported back to a future Committee
- 5.5 The types of surveys requested, and subsequently carried out, are as follows:
 - Vehicle classification survey
 - Vehicle speed survey (handheld)
 - On-street parking survey (am and pm)
- 5.6 The results from the above surveys are detailed as follows:
 - Vehicle classification survey
From the summarised results below it can be seen that, in the morning peak, just over 5% of the total number of vehicles using Broomhill Road are HGVs and in the evening peak it falls to 3%. These percentages are of a similar magnitude to the earlier classification surveys carried out and well within the acceptable limit (11%) for local distributor roads such as Broomhill Road.

Vehicle classification survey (summary)			
	Non-HGV	HGV	%HGV
Morning Peak			
8-9	749	32	4.3
9-10	411	25	6.1
Total	1160	57	Av=5.2
Evening Peak			
4-5	760	27	3.6
5-6	776	18	2.3
Total	1536	45	Av=3

(The full results can be viewed in **Appendix A**)

- Speed survey results: from the speed survey the 85th percentile speeds have been calculated in both directions. (The 85th percentile speed is the speed at which 85% of the traffic is travelling at or below in free-flow conditions.)

These surveys were carried out close to Broomhill Primary School and outwith the peak flow times. These speeds are likely to be the highest speeds recorded during the day.

The 85th percentile speed for traffic travelling eastwards is **30mph** in the morning and **27mph** in the afternoon. Westwards the 85th percentile speeds were **33mph** in the morning and **30mph** in the afternoon. The corresponding mean speeds are eastwards 27mph and 24mph and westwards 30mph and 27mph.

Although just at the higher end of the speed limit, these speeds are acceptable for a local distributor road and not at a level at which Grampian Police would instigate enforcement.

Speeds during the peak flows would be anticipated to be less given the increased flows and traffic conflicts.

Morning survey	Eastbound		Westbound	
	mph	kph	mph	kph
85th percentile speed	30.2	48.5	33.0	53.1
Mean Speed	27.2	43.8	29.8	47.9
Standard deviation	3.1	4.9	3.6	5.8
Maximum speed	35.0	56.3	40.0	64.4
Minimum speed	20.0	32.2	19.0	30.6

Afternoon survey	Eastbound		Westbound	
	mph	kph	mph	kph
85 th percentile	27.2	43.7	30	48.3
Mean Speed	23.8	38.3	26.9	43.3
Standard deviation	3.4	5.4	4.1	6.6
Maximum Speed	36.0	57.9	40.0	64.4
Minimum Speed	17.0	27.4	18.0	29.0

- Parking survey results:

Morning survey

This survey, taken mid-morning, shows no vehicles parking on the south side of Broomhill Road along its full length.

Along the central section, between Balmoral Terrace and Salisbury Terrace the vehicles were parked within bays denoted by physical build-outs leaving a full width carriageway, and therefore did not impact on the traffic flow.

Along the section between Salisbury Terrace and South Anderson Drive there were five vehicles parked on the north side. Although these were not in designated parking bays the road here is wide enough to accommodate this level of parking without major impact on traffic flowing to and from the City.

Along the eastern section there were two vehicles parked illegally on waiting restrictions, and, as this is the narrowest section of Broomhill Road, these vehicles have the potential for impeding the traffic flow on Broomhill Road.

This is an enforcement issue and we have contacted the City Wardens' office to highlight this issue and request additional resources at this location.

Afternoon survey

The afternoon survey was carried out between 3:00pm and 4:00pm, the time at which school pupils were finishing school. This is likely to be the busiest time during the day with regard to parking.

The results were broadly similar to the morning survey with parking only on the north side of Broomhill Road between the school and Holburn Road but with an additional six vehicles. All were parked in the formed parking bays and none on the single line restrictions.

There were, however, two vehicles parked opposite the school on the zig-zags associated with the new puffin crossing on the south side of Broomhill Road. These zig-zags prohibit vehicles stopping along the kerbside covered by them and therefore parking on them is also prohibited.

Again this is an enforcement issue but is an offence that can only be dealt with by Grampian Police. Grampian Police have been contacted with the results of this latest survey and a request that this location be given additional attention at the appropriate times.

5.7 In conclusion, the results from the requested surveys confirm that the HGV numbers are acceptable and typical of the layout and nature of this road.

The requested speed and parking surveys show that the majority of drivers adhere to the speed and waiting restrictions currently in place. However, as previously stated, these will continue to be monitored in line with normal traffic management operations.

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 all modes of transport

7. BACKGROUND PAPERS

Minutes of Council meeting 17th August 2011

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=1972&T=1>

Minutes of EP&I Committee meeting of 13th September 2011

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=1908&T=1>

Report and minutes of EP&I meeting of 31st January 2012

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=2283&T=10>

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=2283&T=1>

Report and minutes of EP&I meeting of 31st May 2012

<http://councilcommittees/mgConvert2PDF.aspx?ID=2284&T=10>

<http://councilcommittees/mgConvert2PDF.aspx?ID=2284&T=1>

8. REPORT AUTHOR DETAILS

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

APPENDIX A

BROOMHILL ROAD - PERCENTAGE OF HGVs at peak hours

NON-HGVs					HGVS								%HGVs
CYCLES	VEHICLES	CARS/TAXIS	LGV	2 AXLES (R)	3 AXLES (R)	4 AXLES (R)	3 AXLES (A)	4 AXLES (A)	5 AXLES (A)	6 AXLES (A)	BUSES		
8:00 - 9:00													
0800-0815	3	1	122	9	3	1	0	0	0	0	0	1	
0815-0830	1	1	110	15	1	1	0	0	0	0	0	2	
0830-0845	2	0	102	8	1	1	0	0	0	0	0	3	
0845-0900	3	0	100	4	0	0	0	0	0	0	0	8	
	9	2	434	36	5	3	0	0	0	0	0	14	
0800-0815	1	0	54	2	0	0	0	0	0	0	1	0	
0815-0830	3	0	62	11	2	0	0	0	0	0	0	0	
0830-0845	2	0	70	4	0	0	0	0	0	0	1	3	
0845-0900	1	0	49	9	1	1	0	0	0	0	0	1	
	7	0	235	26	3	1	0	0	0	0	2	4	
Both directions	16	2	669	62	8	4	0	0	0	0	2	18	4%
				749								32	
9:00 - 10:00													
0900-0915	1	0	75	8	3	1	0	0	0	0	0	3	
0915-0930	0	0	46	10	2	0	0	0	0	0	0	2	
0930-0945	0	0	39	9	0	1	0	0	0	0	0	2	
0945-1000	0	0	35	2	0	0	0	0	0	0	0	2	
	1	0	195	29	5	2	0	0	0	0	0	9	
0900-0915	0	0	53	9	0	1	1	0	0	0	0	1	
0915-0930	1	0	46	8	0	0	1	0	0	0	1	1	
0930-0945	0	0	36	6	0	0	0	0	0	0	1	1	
0945-1000	0	0	26	1	0	0	0	0	0	0	0	1	
	1	0	161	24	0	1	2	0	0	0	2	4	
Both directions	2	0	356	53	5	3	2	0	0	0	2	13	
				411								25	6%

4:00 - 5:00														
0400-0415	0	0	53	18	0	0	0	0	0	0	0	0	2	
0415-0430	2	0	45	2	0	0	0	0	0	0	0	1	3	
0430-0445	2	0	73	2	0	0	0	0	0	0	0	1	1	
0445-0500	0	0	85	6	0	0	0	0	0	0	0	1	1	
	4	0	256	28	0	0	0	0	0	0	0	3	7	
0400-0415	0	0	66	16	0	2	0	0	0	0	0	3	2	
0415-0430	0	0	101	10	1	0	0	0	0	0	0	0	2	
0430-0445	0	1	116	5	1	0	0	0	0	0	0	0	3	
0445-0500	2	2	143	10	1	0	0	0	0	0	0	0	2	
	2	3	426	41	3	2	0	0	0	0	0	3	9	
Both directions	6	3	682	69	3	2	0	0	0	0	0	6	16	4%
			760										27	
5:00 - 6:00														
0500-0515	2	0	77	3	1	0	0	0	0	0	0	0	1	
0515-0530	1	1	61	5	0	0	0	0	0	0	0	3	1	
0530-0545	1	0	107	6	0	0	0	0	0	0	0	1	3	
0545-0600	3	0	65	5	0	0	0	0	0	0	0	1	0	
	7	1	310	19	1	0	0	0	0	0	0	5	5	
0500-0515	1	1	138	2	0	0	0	0	0	0	0	0	1	
0515-0530	1	0	144	4	0	0	0	0	0	1	1	1	1	
0530-0545	0	0	88	6	1	0	0	0	0	0	0	0	2	
0545-0600	3	0	48	3	0	0	0	0	0	0	0	0	0	
	5	1	418	15	1	0	0	0	0	1	1	1	4	
Both directions	12	2	728	34	2	0	0	0	0	1	6	9	2%	
			776										18	

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett – has been consulted

Vice Convenor: Councillor Ramsay Milne – has been consulted

Council Officers

Councillor Colin Walker has been consulted

Councillor Gordon Townson has been consulted

Councillor Ian Yuill has been consulted

Barry Jenkins, Head of Finance, Resources – ***has been consulted and has no comments on this report***

Jane MacEachran, City Solicitor, Continuous Improvement - ***has been consulted***

Ciaran Monaghan, Head of Service, Office of Chief Executive - ***has been consulted***

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure - ***has been consulted***

Hugh Murdoch, Head of Service, Shelter and Environment – ***has been consulted***

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – ***has been consulted and has no comments on this report***

Mike Cheyne, Roads Manager - ***has been consulted***

Neil Carnegie, Community Safety Manager - ***has been consulted***

Dave Young, Account Manager, Service, Design and Development - ***has been consulted***

Laura Watson, Service Co-ordinator

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Capital Monitoring – Enterprise, Planning & Infrastructure Projects
REPORT NUMBER:	EPI/12/283

1. PURPOSE OF REPORT

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

2. RECOMMENDATION

The Committee note the current position.

3. FINANCIAL IMPLICATIONS

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

4. OTHER IMPLICATIONS

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

5. BACKGROUND / MAIN ISSUES

As reported at the Finance & Resources Committee in 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 end of December is £8.520 million. Variances in monthly spend compared to predicted spend have been identified in some cases, which has resulted in spend profiles being amended.

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

An update on the capital position will be reported to this Committee on 19 March 2013.

6. IMPACT

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

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

David Marshall
Planning & Monitoring Officer
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☎ 01224 523191

Appendix A: Spend to date

Project Description	Budget Holder	Total Budget 12/13	Budget 13/14	Budget 14/15	Spend to end Dec.
		£'000	£'000	£'000	£'000
Corp Property Condition & Suitability Programme	Neil Esslemont	7,710	7,400	7,400	3,077
Cycling Walking Safer Streets Grant	Doug Ritchie	252	232	341	69
Access From the North	Tom Rogers	430	7,010	6,400	141
Western Peripheral Route	John Wilson	4,100	1,000	600	0
Corporate Office Accommodation	Hugh Murdoch	1,000	0	0	54
NESTRANS - Capital Grant	Joanna Murray	960	882	1,295	480
3R's Furniture, Fittings & Equipment and Other Works	Graeme Craig	50	0	0	17
Planned Renewal & Replacement of Road Infrastructure	Mike Cheyne	3,748	3,768	3,659	2,091
Land Acquisition - Contingency	Stephen Booth	650	0	0	1
Frederick Street Relocations - Crombie Road	Jim Forbes	43	0	0	254
Frederick Street Multi Storey Car Park	Ian Taylor	2,345	0	0	2,305
Hydrogen Buses	Jan Falconer	400	400	400	0
City Broadband	Jan Falconer	1,000	1,000	0	30
Totals		22,688	21,692	20,095	8,520

- At present, the Condition & Suitability Programme is currently profiled to underspend by £1.5 million this financial year. However, the budget holder intends legally committing as close to the full budget as possible this financial year. As part of the three year capital plan, the committed works can be promptly carried out and spent at the beginning of 2013/14. The Design Team will have a full compliment of staff at the beginning of 2013/14, allowing a greater number of projects to be undertaken from day one of the financial year.
- A full spend profile is yet to be completed for the Western Peripheral Route project. This will take some time given the current negotiations with Aberdeenshire Council regarding this significant and large piece of work.
- The Corporate Office Accommodation budget has still not been committed. Discussions are still taking place as to exactly what works will be carried out - cost estimates will be provided soon in order to identify what works are possible with the available budget.
- Works to Frederick Street Multi Storey Park have been completed and the car park opened to the public at the end of December 2012. The project is profiled to be concluded on budget.
- Frederick Street Relocations – Crombie Road has concluded on budget.

- As part of the three year capital plan, the majority of the budgets for the Hydrogen Buses and City Broadband projects will slip to 2013/14. The only spend to date has been on consultants fees on the Broadband project.

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	2012/13 Revenue Budget Monitoring
REPORT NUMBER:	EPI/12/264

1. PURPOSE OF REPORT

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

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- i) note this report on the performance to date and the forecast outturn and the information on risks and management action that is contained herein;
 - ii) instruct that officers continue to review budget performance and report on Service strategies as required to ensure a balanced budget;
 - iii) instruct 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 £1.3M 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 7 (end of October 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 7 is a net underspend of £110K. The forecast outturn for the full year is a net underspend of £1.3M. The reason for this movement is that a number of recharges to the Directorate 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 £1.2M below budget due the ongoing management of vacancies.
- Fee income for the Non-Housing Design Team is forecast to exceed budget by £300K as the Service's workload for the current year is expected to increase in line with the Non-Housing Capital Plan.
- Fleet Management costs are forecast to be £140K below budget with increased short-term hires costs being offset by savings in vehicle lease costs.
- 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 £430K. None of these recharges are new but some were not included in the budget and others were reviewed in 2011/12 and revised charges for 2012/13 are anticipated as a result.

- Advertising income is forecast to be £260K below budget. The service will not achieve the additional income required by PBB option EBD03a.
- All other variances across the Directorate as a whole total £190K above budget.
- 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. This could add up to £100K per week of severe weather and would reduce the Directorate's overall 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

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ABERDEEN CITY COUNCIL
REVENUE MONITORING 2012 / 2013

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	31 October 2012	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
ACCOUNTING PERIOD 7		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS		27,973	16,318	15,578	(740)	26,817	(1,156)	(4.1)%	(425)
PROPERTY COSTS		10,590	7,243	5,655	(1,588)	10,203	(387)	(3.7)%	(108)
ADMINISTRATION COSTS		2,029	588	842	254	2,342	313	15.4%	192
TRANSPORT COSTS		5,177	3,020	2,943	(77)	5,139	(38)	(0.7)%	46
SUPPLIES & SERVICES		17,153	10,006	11,133	1,127	17,586	433	2.5%	128
TRANSFER PAYMENTS		2,608	1,521	1,560	39	2,583	(24)	(0.9)%	46
CAPITAL FINANCING COSTS		11,703	0	0	0	11,703	(0)	(0.0)%	(12)
GROSS EXPENDITURE		77,233	38,696	37,711	(985)	76,374	(859)	(1.1)%	(132)
LESS: INCOME									
GOVERNMENT GRANTS		(2,936)	(1,675)	(1,466)	209	(2,822)	115	(3.9)%	(532)
OTHER GRANTS		(906)	(528)	(433)	94	(805)	100	(11.1)%	(153)
INTEREST		(3,806)	(2,220)	(2,350)	(130)	(3,790)	16	(0.4)%	6
RECHARGES		(8,648)	(5,044)	(3,950)	1,094	(9,098)	(450)	5.2%	1,168
OTHER INCOME		(8,963)	(5,229)	(5,622)	(393)	(9,185)	(221)	2.5%	177
TOTAL INCOME		(25,259)	(14,696)	(13,821)	875	(25,699)	(440)	1.7%	665
NET EXPENDITURE		51,974	24,000	23,890	(110)	50,674	(1,300)	(2.5)%	533

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
(1,156)	(425)

Property Costs

Savings are forecast in energy and repairs costs. Janitorial rents have been budgeted for but no costs are being incurred.

(387)	(108)
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Administration Costs

The postages budget is forecast to be overspent pending reorganisation of the postages budgets corporately. Sponsorship, subscriptions and printing costs are also forecast to exceed budget.

313	192
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Transport Costs

Vehicle leasing costs will be below budget while external hires and repairs are forecast to exceed budget.

(38)	46
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Supplies & Services

School catering food costs are forecast to be higher than budget, in line with current trends. Supplies and services within Roads Services are above budget in line with the level of workload.

433	128
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Transfer payments

The forecast cost of contributions to a number of external bodies has been reduced on the basis of the actual level of payments made in 2011/12

(24)	46
------	----

Capital Financing

No significant variance from budget is forecast at this stage.

(0)	(12)
-----	------

Government Grants

Recoveries for the AWPR project are forecast to be less than budget in line with the level of expenditure incurred.

115	(532)
-----	-------

Other Grants & Contributions

Sponsorship and advertising income is forecast to be below budget.

100	(153)
-----	-------

Interest

No significant variance from budget is forecast at this stage.

16	6
----	---

Recharges

Accommodation recharges to non-General Fund accounts for Marischal College and the other main sites is forecast to be above budget. The Architectural Design team is forecasting income in excess of budget in line with their increased workload associated with the capital plan.

(450)	1,168
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Other Income

Building application fee income is forecast to exceed budget. A review of budgets has identified a number of recoveries that are unlikely to be made and the outturn has been updated to reflect this.

(221)	177
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(1,300)	533
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
HEAD OF ASSET MANAGEMENT AND OPERATIONS

AS AT	31 October 2012	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
		£'000	£'000	£'000	£'000	£'000	%	£'000	
ACCOUNTING PERIOD 7									
STAFF COSTS		19,350	11,287	10,576	(712)	18,515	(835) (4.3)%	(611)	
PROPERTY COSTS		10,274	7,015	5,378	(1,637)	9,879	(395) (3.8)%	(109)	
ADMINISTRATION COSTS		897	370	596	226	1,138	241 26.9%	94	
TRANSPORT COSTS		1,947	1,136	1,010	(126)	1,911	(36) (1.8)%	35	
SUPPLIES & SERVICES		12,851	7,496	8,014	518	13,260	409 3.2%	99	
TRANSFER PAYMENTS		25	15	21	6	21	(4) (16.0)%	(4)	
CAPITAL FINANCING COSTS		11,102	0	0	0	11,102	(0) (0.0)%	(0)	
GROSS EXPENDITURE		56,446	27,320	25,595	(1,725)	55,827	(620) (1.1)%	(497)	
LESS: INCOME									
GOVERNMENT GRANTS		(1,050)	(613)	(653)	(40)	(993)	58 (5.5)%	64	
OTHER GRANTS & CONTRIBUTIONS		(140)	(82)	(66)	16	(88)	52 (37.1)%	(81)	
INTEREST		0	0	0	0	0	0 0.0%	0	
RECHARGES		(8,147)	(4,753)	(3,658)	1,094	(8,749)	(602) 7.4%	723	
OTHER INCOME		(7,340)	(4,281)	(4,412)	(130)	(7,748)	(408) 5.6%	146	
TOTAL INCOME		(16,677)	(9,729)	(8,789)	940	(17,578)	(901) 5.4%	851	
NET EXPENDITURE		39,769	17,592	16,806	(785)	38,249	(1,520) (3.8)%	354	

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been identified and are being managed across the service.

FORECAST VARIANCE	CHANGE
£'000	£'000

(835)	(611)
-------	-------

Property Costs

Energy costs within the main offices are forecast to be £160K below budget. Property repairs for are forecast to be £110K below budget. The budget to cover the cost of rents for janitors homes is no longer required, saving £130K.

(395)	(109)
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Administration Costs

The main item of overspend is forecast to be postages at £180K. It was expected that this budget would have been consolidated across the organisation but work on this is still ongoing.

241	94
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Transport Costs

Underspends are forecast in vehicle leasing costs (£230K). The cost of external hires is forecast to be £100K over budget and the cost of vehicle repairs is forecast to be £90K over budget.

(36)	35
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Supplies and Services

The cost of catering provisions is expected to be £100K above budget in line with current trends in food costs. The cost of fleet spares is forecast to be £50K above budget. The cost of supplies and services across a number of Roads Services functions is forecast to be £250K above budget, based on current levels of activity.

409	99
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Capital Financing Costs

No significant variance from budget is forecast at this stage.

(0)	(0)
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Income

Fee income for Non-Housing Design team is forecast to exceed budget by £360K based on a forecast of increased workload associated with the current year's non-housing capital plan. Recoveries of accommodation costs are forecast to exceed budget by £270K, primarily due to there being no allowance for recoveries for Marischal College being included in the budget. The level of recoveries made by Roads Services is expected to exceed budget by £60K, reflecting an increased workload.

(901)	851
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(1,520)	354
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**ABERDEEN CITY COUNCIL
REVENUE MONITORING 2012 / 2013**

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

AS AT	31 October 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 7									
STAFF COSTS	5,763	3,362	3,494	132	5,540	(224)	(3.9)%	43	
PROPERTY COSTS	307	219	275	56	314	7	2.3%	2	
ADMINISTRATION COSTS	901	83	58	(25)	881	(20)	(2.2)%	90	
TRANSPORT COSTS	3,149	1,837	1,775	(62)	3,146	(3)	(0.1)%	(3)	
SUPPLIES & SERVICES	2,581	1,505	2,194	688	2,573	(8)	(0.3)%	(56)	
TRANSFER PAYMENTS	767	448	420	(28)	745	(22)	(2.9)%	0	
CAPITAL FINANCING COSTS	590	0	0	0	590	(0)	(0.0)%	0	
GROSS EXPENDITURE	14,058	7,455	8,216	761	13,788	(269)	(1.9)%	75	
LESS: INCOME									
GOVERNMENT GRANTS	(1,871)	(1,063)	(895)	168	(1,810)	61	(3.3)%	(417)	
OTHER GRANTS & CONTRIBUTIONS	(270)	(157)	(91)	66	(274)	(4)	1.4%	0	
INTEREST	(3,789)	(2,210)	(2,348)	(137)	(3,788)	1	(0.0)%	1	
RECHARGES	(157)	(92)	(210)	(118)	(140)	17	(11.1)%	189	
OTHER INCOME	(911)	(532)	(724)	(192)	(945)	(34)	3.7%	(6)	
TOTAL INCOME	(6,999)	(4,053)	(4,267)	(214)	(6,957)	42	(0.6)%	(233)	
NET EXPENDITURE	7,059	3,401	3,948	547	6,832	(227)	(3.2)%	(158)	

VIREMENT PROPOSALS

None this cycle.

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been identified and are being managed across the service.

FORECAST VARIANCE	CHANGE
£'000	£'000

(224)	43
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Property Costs

No significant variance from budget is forecast at this stage.

7	2
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Administration Costs

Expenditure on courses and conferences is forecast to be below budget.

(20)	90
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Transport Costs

No significant variance from budget is forecast at this stage.

(3)	(3)
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Supplies and Services

No significant variance from budget is forecast at this stage.

(8)	(56)
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Transfer Payments

Contributions to external bodies is forecast to be £20K below budget based on the actual level of contributions made in 2011/12.

(22)	0
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Capital Financing Costs

No significant variance from budget is forecast at this stage.

(0)	0
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Income

There is currently no income forecast against the SURF project whereas a £70K budget has been set for this. Income from planning and building applications is expected to exceed budget by a small amount overall.

42	(233)
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(227)	(158)
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ABERDEEN CITY COUNCIL
REVENUE MONITORING 2012 / 2013

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
ECONOMIC DEVELOPMENT PROJECT DIRECTOR

AS AT	31 October 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 7									
STAFF COSTS		1,987	1,159	1,057	(102)	1,953	(34)	(1.7)%	(19)
PROPERTY COSTS		9	9	2	(6)	10	1	6.4%	(1)
ADMINISTRATION COSTS		190	111	170	59	261	71	37.4%	17
TRANSPORT COSTS		75	44	155	111	76	2	2.4%	15
SUPPLIES & SERVICES		1,648	961	907	(54)	1,689	41	2.5%	90
TRANSFER PAYMENTS		1,815	1,059	1,119	61	1,817	2	0.1%	50
CAPITAL FINANCING COSTS		12	0	0	0	12	(0)	(0.0)%	(11)
GROSS EXPENDITURE		5,736	3,342	3,410	68	5,819	83	1.4%	140
LESS: INCOME									
GOVERNMENT GRANTS		(15)	0	82	82	(19)	(4)	24.4%	(179)
OTHER GRANTS & CONTRIBUTIONS		(440)	(257)	(276)	(20)	(403)	37	(8.4)%	(86)
INTEREST		(17)	(10)	(2)	8	(2)	15	(86.7)%	5
RECHARGES		(149)	(87)	(52)	35	(157)	(7)	4.9%	108
OTHER INCOME		(712)	(416)	(486)	(70)	(492)	221	(31.0)%	37
TOTAL INCOME		(1,334)	(769)	(735)	34	(1,073)	262	(19.6)%	(115)
NET EXPENDITURE		4,401	2,573	2,675	102	4,746	345	7.8%	24

VIREMENT PROPOSALS

None this cycle.

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been identified and are being managed across the service.

FORECAST VARIANCE	CHANGE
£'000	£'000

(34)	(19)
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Property Costs

No significant variance from budget is forecast at this stage.

1	(1)
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Administration Costs

Sponsorship costs within Central Marketing are forecast to be £40K above budget. Subscription costs are forecast to be £30K above budget.

71	17
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Transport Costs

No significant variance from budget is forecast at this stage.

2	15
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Supplies and Services

The cost of design work contracted out is forecast to be £30K above budget.

41	90
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Transfer Payments

No significant variance from budget is forecast at this stage.

2	50
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Capital Financing Costs

No significant variance from budget is forecast at this stage.

(0)	(11)
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Income

Sponsorship income within the Central Marketing service is forecast to be £130K below budget. Recoveries and advertising revenue within the Marketing and Design service are forecast to be £60K below budget. A number of other sources of income are forecast to be under budget by a total of £70K.

262	(115)
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345	24
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
OPERATIONAL SUPPORT MANAGER

AS AT	31 October 2012	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
		£'000	£'000	£'000	£'000	£'000	%	£'000	
ACCOUNTING PERIOD 7									
STAFF COSTS		873	509	452	(58)	810	(64) (7.3)%	163	
PROPERTY COSTS		0	0	0	0	0	0 0.0%	0	
ADMINISTRATION COSTS		40	24	18	(6)	62	21 52.9%	(9)	
TRANSPORT COSTS		6	4	4	0	5	(1) (18.9)%	0	
SUPPLIES & SERVICES		73	43	18	(25)	64	(10) (13.4)%	(4)	
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		993	580	491	(89)	940	(53) (5.4)%	150	
LESS: INCOME									
GOVERNMENT GRANTS		0	0	0	0	0	0 0.0%	0	
OTHER GRANTS & CONTRIBUTIONS		(55)	(32)	0	32	(40)	15 (27.1)%	15	
INTEREST		0	0	0	0	0	0 0.0%	0	
RECHARGES		(194)	(113)	(30)	83	(52)	142 (73.2)%	148	
OTHER INCOME		0	0	0	0	0	0 0.0%	0	
TOTAL INCOME		(249)	(145)	(30)	115	(92)	157 (63.0)%	163	
NET EXPENDITURE		745	434	461	26	848	103 13.9%	313	

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Savings are forecast from the management of vacancies and there is a provision of £30K for redundancy payments which is forecast not to be needed. The movement in the variance since the last report is due to the removal of the budget provision for possible living wage adjustments.

(64) 163

Property Costs

No significant variance from budget is forecast at this stage.

0 0

Administration Costs

Adverse variances are forecast in storage and archiving based on a comparison of actual spend in 2011/12 with the budget provision for 2012/13.

21 (9)

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.

(10) (4)

Income

The budget provided for recoveries of costs from the HRA and Housing Capital budgets totalling £140K that will not now be made following the reorganisation of the Service in 2011/12. These recoveries have been removed from the 2013/14 budget.

157 163

103	313
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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 22nd January 2013

DIRECTOR Gordon McIntosh

TITLE OF REPORT Twinning & International Partnerships

REPORT NUMBER: EPI/12/268

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) £2,246 contribution towards the visit of a group of 15 English pupils and 2 teachers from Von Muller Gymnasium, Regensburg to Aberdeen as part of their social enterprise project to donate money to an Aberdeen charitable organisation who have the same kind of motivations and targets as the Regensburg group, based on the idea of mutual help and understanding, Aberdeen, 8th February to 12th February 2013.
- ii) £4,300 contribution towards the visit of pupils and teachers from Jean Jaures Ecole, Clermont-Ferrand to Manor Park Primary, Aberdeen, 24th June to 28th June 2013.
- iii) £7,000 contribution towards the visit of Aberdeen Girl Guiding to the National Scout Jamboree Event in Stavanger, 6th July to 13th July 2013.
- iv) £3,170 contribution towards the visit of a group of school pupils of Gymnasium 71, Gomel to Kincorth Academy, Aberdeen 4th to 14th October 2013.
- v) £2,500 contribution towards the educational and cultural visit of a group of 21st Aberdeen Scouts (Cults) to Gomel, Belarus, 9th to 16th October 2013.

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 Remaining or at January 2013?	£47,500
i)	Contribution towards the visit of a group of 15 English pupils and 2 teachers from Von Muller Gymnasium, Regensburg to Aberdeen as part of their social enterprise project to donate money to an Aberdeen charitable organisation who have the same kind of motivations and targets as the Regensburg group, based on the idea of mutual help and understanding, Aberdeen, 8 th February to 12 th February 2013.	£2,246
ii)	Contribution towards the visit of pupils and teachers from Jean Jaurés Ecole, Clermont-Ferrand to Manor Park Primary, Aberdeen, 24 th June to 28 th June 2013.	£4,300
iii)	Contribution towards the visit of Aberdeen Girl Guiding to the National Scout Jamboree Event in Stavanger, 6 th July to 13 th July 2013.	£7,000
iv)	Contribution towards the visit of a group of school pupils of Gymnasium 71, Gomel to Kincorth Academy, Aberdeen, 4 th to 14 th October 2013.	£3,170
v)	Contribution towards the educational and cultural visit of a group of 21 st Aberdeen Scouts (Cults) to Gomel, Belarus, 9 th to 16 th October 2013.	£2,500
	TOTAL	£19,216
	Amount remaining in budget if recommendations approved:	£28,284

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 visit of a group of 15 English pupils and 2 teachers from Von Muller Gymnasium, Regensburg to Aberdeen as part of their social enterprise project to donate money to an**

Aberdeen charitable organisation who have the same kind of motivations and targets as the Regensburg group, based on the idea of mutual help and understanding, Aberdeen, 8th February to 12th February 2013.

An English teacher from the Regensburg Secondary School 'Von Muller Gymnasium' contacted Aberdeen City Council regarding a current English class who are undertaking various social enterprise projects to raise money to donate to an Aberdeen charitable organisation. The pupils of Von Muller Gymnasium chose Aberdeen to donate the money raised from their activities as they would like to demonstrate to Aberdeen and the local people what twinning means to them. Regensburg and Aberdeen have been twinned since 1955 and by this project it would take the twinning partnership to another level. The project is also to allow the Regensburg students an insight into the "difficult" sides of their twin town of Aberdeen and raise their awareness of what kind of problems young people of their age have to cope with in Scotland. At the same time this might make the Regensburg group more interested in, and aware of, the social problems of young people of their age in Regensburg. These fund-raising events have taken the form of selling products in Regensburg and online, reading classes to younger pupils during 'International Reading Day' as well as a sponsored work in the Regensburg community. In total, fifteen pupils and two teachers from Von Muller Gymnasium will visit Aberdeen.

The pupils have decided that with the monies raised through the various projects they initiated, it will be donated to an Aberdeen charity of their choosing. The group has not yet decided which organisation will benefit from their charitable donation, but it will be a charity local to Aberdeen and supporting Aberdeen citizens. The group will base who will receive their donation on the following;

- To help a group who are the between the age of twelve to nineteen to allow the exchange to have a sustainable effect, meaning other groups from the Von Muller Gymnasium, with partners in Aberdeen, be allowed to continue in the future.
- To help an Aberdonian group with the same targets and motivations as the Regensburg group, basing the twinning project on the idea of mutual help and understanding.
- To try and help a group which do not receive funding from any official organisations.

Whilst they are in Aberdeen, the Regensburg school group will also undertake voluntary work with the charitable organisation with who they donate their fund-raising proceedings, which will be chosen based on the objectives given as above. The group has also said they will meet with the staff, and undertake voluntary work for the charity 'Guide Dogs for the Blind'. A list of voluntary organisations has been provided to the pupils in order for them to make an informed decision as to which group they will undertake voluntary work and make a donation. An estimated

total of 1000 Euros is expected to have been raised by the time the group comes to Aberdeen.

Additionally, it is the intention of the group to attend school or college classes in Aberdeen, particularly where German is offered. The Regensburg pupils will provide assistance with teaching and allow Aberdeen pupils the opportunity to converse with native German speakers.

Through their volunteer work both in Regensburg and in Aberdeen they will raise awareness of their social enterprise project and aim to establish a group in Aberdeen to start a similar initiative in the city. This would enable project sustainability by deepening the links between the young people of both Regensburg and Aberdeen. The project would further help support global citizenship in the school curriculum as well as developing business and entrepreneurial skills. This project will develop and strengthen the relationship by demonstrating a model of best practice supporting youth development and global citizenship.

A Scottish evening is planned for the Regensburg group during their visit to Aberdeen so they have the opportunity to experience Scottish culture and tradition as well as taste the quality food product the region is known for, leaving them with vibrant memories and positive messages to share with their colleagues and families when they return home.

The application requests a total of £2,246 to contribute towards the cost of accommodation while they are in Aberdeen and some subsistence costs. A full break-down of costs is given below:

Expenditure	
Flights	£5,100
Accommodation	£1,746
Subsistence	£1,700
Total	£8,546
Income	
Contribution by Participants	£1,200
Other Sources of Income	£5,100
Total	£6,300
Expenditure-Income	8,546-6,300
Total Applying For:	£2,246

- ii) **Contribution towards the visit of pupils and teachers from Jean Jaurés Ecole, Clermont-Ferrand to Manor Park Primary, Aberdeen, 24th June to 28th June 2013.**

The newly opened Manor Park Primary School, which is an amalgamation of Smithfield Primary and Middlefield Primary in 2010, has a long-standing link with the Jean Jaurés Ecole in Clermont-Ferrand which has not been active in recent years due to changes in staffing however both sides are eager to re-engage the twinning partnership. The last time a twinning project took place between the two schools occurred in 2010 before the amalgamation when a group from Aberdeen visited the school in Clermont-Ferrand.

The staff and Head Teacher of Manor Park are now eager to re-establish the links with Jean Jaurés by inviting a group of twelve pupils aged between ten to twelve years old from the French school as well as two of their school teachers. Since early 2012, there has been communication between the two schools to establish dates, numbers of people involved and how the programme should be best organised to provide maximum benefits and outputs from the visit. In the lead-up to the visit, pupils of both schools will research and present on the respective schools and the Aberdeen pupils will include photos and a film on Manor Park.

The teachers have created a draft programme for the Clermont-Ferrand visitors which will include the following activities:

- Shared lessons at Manor Park Primary
- Participation in a sports event at Manor Park Primary where parents will be invited to watch followed by a celebration of the visit in the school dining hall
- Showing of Manor Park Primary Film in the main hall as well as work Jean Jaurés pupils have prepared
- Sports Event at Aberdeen Sports Village with the help of Sport Aberdeen which will allow other local Aberdeen City schools to get involved
- A number of sea and shore related activities to appeal to the children from Clermont-Ferrand who live far from the sea.
- Outdoor pursuits with the help of Adventure Aberdeen

One of the events at Aberdeen Sports Village will be a 7-a-side Football Tournament where sixteen other schools are participating. Following the football tournament, there will be a multi-sports event with the help of Sport Aberdeen. For the Football Tournament, Manor Park Primary and Jean Jaurés will create their own joint team to compete against the other schools. The event will allow the French pupils to experience playing as a school team because in France, teams are run privately.

The visit of the children and staff from Jean Jaurés will reinforce and build on the links established on the last twinning visit in 2010 to Clermont-Ferrand. As a result of the proposed visit, it is envisaged that the Aberdeen young people will have an increased interest in learning about French culture and language. For most of the pupils, it will also

be their first contact with French people and French speakers. Manor Park Primary has a diverse range of nationalities within the school and has an increasing number of Eastern European pupils. The visit to Aberdeen will provide the opportunity for the Eastern European children living in Aberdeen to speak to their counterparts from the Jean Jaurés as the pupil profile in both schools is quite similar.

The visit fits appropriately within the aims of the Education Department at Aberdeen City Council, and approval has already been sought for the visit from Education. For the teachers of both schools it will allow the opportunity to broaden their horizons as both the national and international teachers will experience how classes are taught in both countries. It will also allow younger teachers to become involved and take over from the teacher organising the 2013 visit. Additionally, the visit supports the aims of the Curriculum for Excellence, *‘to enhance understanding and enjoyment of other cultures...and gain insights into other ways of thinking and views of the world...to develop skills to use and enjoy in work and leisure throughout life’*.

The project will have a positive impact on the Aberdeen community as it allows other schools to be involved in the twinning link so it is not solely limited to Manor Park Primary. The parents and communities are invited to watch the young people engage in sport and football tournaments. The young people involved both from Manor Park and other city schools will benefit from the exposure to a different culture and language as well as develop their international outlook.

During a French delegation visit to Aberdeen in October 2012 they asked Manor Park Primary to submit a short film on their school and area to be shown at Clermont-Ferrand’s ‘Vidéocollectif’. The teachers of Manor Park Primary have responded positively to this and are keen to showcase the school and Aberdeen internationally. The School is working with the Education Film Officer at Belmont Cinema to create and edit a short film to be premiered in Clermont-Ferrand. By doing so, it will create a favourable impression of the city, its surroundings, its people and its facilities.

The application requests a total of £4,300 to help support the cost of accommodation, transport and food. In the future the staff at Manor Park will seek sponsorship from companies with French links to ensure the sustainability of the twinning link. A full break-down of costs is given below:

Expenditure	
Flights	£5,400
Insurance	£100
Hire of Mini-Bus/Coach	£350
Accommodation	£3,500
Some subsistence in Aberdeen	£100
Cost of Tutors and Equipment	£350

Cost session Aberdeen Sports Village	£60
Cost of Harbour Tour	£140
Total	£10,000
Income	
Contribution by Participants	£5,000
Other sources of Income	£700
Total	£5,700
Expenditure-Income	10,000-5,700
Total Applying For	£4,300

iii) Contribution towards the visit of Aberdeen Girl Guiding to the National Scout Jamboree Event in Stavanger, 6th July to 13th July 2013.

Girl Guide units from across Aberdeen have submitted an application to help for funding to attend the National Scout Jamboree in Stavanger. The wish to establish a twinning link with the Guides and Scouts in Stavanger came about after two guides researched possibilities and came back with the idea of attending the International Camp in Stavanger 2013. The guides carried out independent research and collected details to report back to their seniors demonstrating their enthusiasm to create and maintain links with the Norwegian twin city of Aberdeen. The Executive Committee of Girlguiding Aberdeen approved the trip and has thought it an excellent way of fostering links between the youths of the two cities. In total, 28 Guides aged between 11-16 years and 7 adults have signed up for the trip. The girl guides come from different Girl Guiding units within Aberdeen City ensuring that all guides have had an equal opportunity to attend the scout camp in Stavanger.

The Aberdeen Guides will meet with many of the 15,000 Guides and Scouts attending the camp and it will be an excellent opportunity for the young people to hear different languages, learn about different cultures, to live in a tented village without many modern day appliances and to make to friends from Norway and the rest of Europe.

The Guides are involved in every aspect of planning the trip to ensure their opinions and preferences are taken into account. The trip will also develop their leadership, decision-making and ability to compromise all of which are essential life and work skills.

Prior to travelling to Stavanger all participants shall attend various events for team building, trip organising and outline planning for a future, reciprocal event in Aberdeen in 2014. Some specialist skills are required by the participants including cooking, orienteering, map reading and compass work for the Aberdeen group camp contribution which will be gained through workshops before leaving for Stavanger.

During the event in Stavanger, Girlguiding in Aberdeen have to host activity sessions at the camp and it is envisaged that these activities will have an Aberdeen focus and Scottish influence to highlight and demonstrate to our European and Norwegian counterparts our culture and traditions. There is also a Cultural Market where participants have the opportunity to swap items or have entertainment from their home area. This will provide the ideal opportunity to advertise Aberdeen. The project will particularly help those who may be shy and encourage them to get involved with every aspect of the camp so when they return to Aberdeen they will have much more confidence. The leaders of the Girlguiding units expect the girls to take the lead on inviting groups to Aberdeen in 2014 and the format of future events, developing their project management and research skills.

Anticipated outcomes of their participation at the camp in Stavanger will be increased confidence and development of teamwork, leadership, social and communication skills which will benefit not only the girls but also their schools, Guiding units and their local community. The girls who participate in this project will speak at various events on their experience and are willing to present to interested Councillors and officers to demonstrate the benefits of ACC's support and legacy of participation in this event.

This will be the first time that Girlguiding have ventured into a project with the Stavanger Guide and Scout Association and the participants will build relationships with their Norwegian counterparts which will be continued and strengthened beyond camp. Their visit will attract Stavanger, Norwegian and other European Scouts and Guides to attend a camp in Aberdeen in 2014.

The application requests a total of £7,000 to help cover some of the costs of the camp fee and air flight costs. A break-down of the costs are provided below:

Expenditure	
Airfare	£200
Camp Fee	£220
Group Clothing	£30
Transfer to camp	£20
Equipment Hire	£30
Training in Aberdeen	£20
Insurance	£20
Contingency Fund	£60
Camp Activities	£30
Shipping Costs	£100
Total	£730 x 35 participants
Total	£25,550
Income	

Contribution by Participants	£10,550
Fund-Raising	£3,000
Other sources of income	£5,000
Total	£18,550
Expenditure-Income	25,550-18,550
Total Applying For:	£7,000

iv)Contribution towards the visit of a group of school pupils of Gymnasium 71, Gomel to Kincorth Academy, Aberdeen, 4th to 14th October 2013.

Kincorth Academy and Gymnasium 71 in Gomel are now in their eighth year of their educational and social partnership and Kincorth Academy are very proud of the record that they have of engaging young people from the two cities, through a wide range of activities including the exchange visits. To date the school partnership's main aim has been to engage in active learning and teaching in each other's school. For October 2013, Kincorth Academy has invited a group of seven pupils and two adults from Gymnasium 71 to Aberdeen on a reciprocal visit from June 2012. This will be the first time a pupil's visit from Gomel has taken place since 2008 and their visit will provide the platform for continuing the professional dialogue had with teachers in June 2012 with regard to sharing of resources, supporting English in their curriculum and promoting the benefits of twin city links. Kincorth Academy are continuously '*always aiming for excellence*' and want to become an example of good practice in working with a partner school.

Staff at Kincorth Academy wants to develop and move the project forward by using the expertise of the Expressive Arts faculty at the Academy. By doing so, it will allow both pupils and staff from Gymnasium 71 the opportunity to access native speakers through the visual arts of music and drama whilst continuing to promote lasting friendships, mutual appreciation and understanding between the young people of the two cities. During the visit both Scottish and Belarusian cultures will be explored as stimulus and this will give both sets of students the opportunity to engage and contribute towards the drama and music process in the production of a joint theatre production. Staff of Gymnasium 71 will have the opportunity to observe and participate in this active learning process as well as observe learning and teaching taking place across the school.

During the course of the visit the Gomel pupils will be staying with host families. Staying with local families has always had a positive impact on the host and extended families of the exchange, for example a previous host notes

'We had a wonderful week and learned so much about their culture. There were tears from the children and parents at the airport. The

children still keep in touch with each other and have made a friend for life', Host parent

Kincorth Academy has decided that the Gomel teachers will stay in separate accommodation to allow them sufficient rest time. The staff of Kincorth Academy will find the teachers accommodation in the Kincorth area so they are close to the Gomel pupils and academy.

Kincorth Academy will liaise with the organisation 'Blue Horizon' on the project, who are an organisation dealing with youth issues to fully embed the visit into the local community. As a group will be visiting from Gomel, it will allow the wider school community the chance to meet and experience students from a different country and culture. Kincorth Academy have an excellent partnership with the International School in Aberdeen, who have kindly offered to invite the students from Gymnasium 71 into their school for the day, as well as host a social event to bring the students together.

At the end of the week a joint performance will be given from the students of Gymnasium 71 and Kincorth Academy which will help to raise the profile of the twin city agreement further. Kincorth Academy will continue their partnership after the visit by the following means:

- Blogging
- Exchange of DVD's of expressive arts performances
- Arrange Glow meetings which is the online community for Scottish schools and used nationally by teachers
- Sharing resources
- Sharing scripts
- Planning for future exchanges through a Gomel pupil working group at Kincorth Academy who will take responsibility for leading events and sourcing materials.

The anticipated project outcomes are as follows:

- Strengthen and foster existing relationships between the two schools
- A shared cultural appreciation
- The show will enhance the confidence of all students involved
- Learning in the expressive arts will assist the pupils to recognise and value the variety and vitality of culture globally
- Experience the enjoyment and contribution to other peoples' enjoyment of the expressive arts
- Develop and enhance important transferable skills through the creative arts
- Breakdown cultural barriers

The application requests a total of £3,170 towards the cost of air flights and some subsistence. Pupils and staff will also be undertaking a

number of fund-raising events such as car boot sales, selling hand-baked Belarusian pastries, concerts and school show. Any monies raised through the joint performance will be put towards the Gomel fund to support future projects. A break-down of costs is given below.

Expenditure	
Flights	£3,960
Transport	£120
Subsistence	£120
Accommodation for 2 teachers	£850
Visa Reimburse	£720
School Activities/Costs	£600
Total	£6,370
Income	
Estimated Revenue	£500
Estimated Fund-Raising	£1,700
Other sources of Income	£1,000
Total	£3,200
Expenditure-Income	6,370-3,200
Total Applying For:	<u>£3,170</u>

v) Contribution towards the educational and cultural visit of a group of 21st Aberdeen Scouts (Cults) to Gomel, Belarus, 9th to 16th October 2013.

The 21st Aberdeen Scouts (Cults) are applying for funding to help support their long-standing partnership with schools in Gomel. Nine Scouts and two adults will travel out to Gomel between the 9th and 16th October 2013 in order to continue their working relationship with Gomel schools.

The aim of the Aberdeen Scout project aims to help teach conversational English in schools in Gomel by a small group of Explorer Scout Young Leaders visiting schools in Gomel and working in classrooms with Gomel pupils on English projects under the guidance of the English teaching staff. During the Scout visit in 2012, the Scout Group was invited to sign a Friendship/Partnership agreement with School No.10 and 71 as well as Irininskaya School to promote and develop English language projects with each School. The partnership agreement is to also focus on the development of cultural awareness, exchange knowledge in the sphere of school education and projects aimed at widening horizons about Scotland and Belarus.

The project starts January 2013 by identifying suitable projects in consultation with Gomel schools. The work on each project, including Scots Language; Scouting in Aberdeen, the School Curriculum in Aberdeen and Food and Leisure continues throughout the year

culminating in the visit to Gomel in October to present the projects to the schools. In addition to work in the classroom, the group of Young Leaders will be accompanied by Gomel pupils on practical English/Russian language projects in Gomel.

Consultation is undertaken with the English teaching staff in Gomel in order to identify suitable joint projects for the Young Leaders and Gomel pupils. Once the project headings are agreed, the Young Leaders will meet about monthly, prior to the October visit, to prepare and plan for the projects, including preparation of the multi-media presentations, oral presentations, gathering information and materials to deliver the projects in Gomel. The Scouts will also learn some basic Russian, history of Belarus and Gomel as well as take some of the lead in planning their journey to Gomel.

During the year, the Young Leaders will be collecting books, newspapers, maps and other suitable educational to be donated to the schools. The Young Scout Leaders also have a link with Gomel State Children's Centre and will be visiting the centre to meet with the pupils and donate toys, clothing, stationary and educational games to the Centre.

The anticipated project outcomes of the Scout visit to Gomel are outlined below:

- To promote and develop the twinning link between Aberdeen and Gomel
- To promote the international dimension of The Scout Association's training programme
- To give Gomel pupils an opportunity to meet pupils from Aberdeen
- To give Gomel pupils exposure to hear native English speakers
- Provide an unique experience for young people in Aberdeen and Gomel to learn of different cultures of both countries.

The 21st Aberdeen Scouts (Cults) received funding from the International & Twinning Grant for their visit to October 2012. If funding is approved for their visit in 2013, the group will use this funding to enhance and maintain their ground work in Gomel, especially by the signing of the friendship/partnership agreements with the three schools enabling more pupils in Gomel to meet with the Young Leaders. Through the work of the Scouts and International Partnerships Officer, other schools have requested the Scouts to visit. It is expected that over 200 pupils from various schools to be visited will have the opportunity to engage in conversational English with the Young Leaders during the visit to Gomel. Scouts which have not previously visited will be chosen for the 2013 visit.

The Gomel project will encourage other members to become involved and for new individuals to join the Scouts. The participants from

Aberdeen will give a feedback presentation on the project to organisations connected with Gomel. The Scouts will also give reports to their own schools in Aberdeen, as well as to Aberdeen Third Sector Interface, Aberdeen Council of Voluntary Organisations (ACVO) and be interviewed for broadcast on SHMU local radio.

The application requests a total of £2,500 to help cover some of the costs of the Gomel visit. Most of the balance of funding required will be met by fund-raising and contribution of the participants. A break-down of costs is provided below:

Expenditure	
Air Flights	£4,070
Hire of Mini-Bus	£550
Scout Insurance	£165
Visa Costs	£990
Interpreter	£55
Basic Accommodation	£1,650
Meals	£440
Total	£7,920
Income	
Estimated Fund-Raising	£400
Contribution by Participants	£3,620
Other sources of Income	£1,400
Total	£5,420
Expenditure-Income	7,920-5,420
Total Applying For	£2,500

6. IMPACT

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 and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Sponsorship of Business Awards
REPORT NUMBER:	EPI/12/261

1. PURPOSE OF REPORT

The report seeks approval of proposals by the Economic and Business Development team to sponsor business awards in 2013/2014.

2. RECOMMENDATION(S)

It is recommended that Committee:

1. Approve the proposals by the Economic and Business Development team to sponsor business awards, as detailed in the report and Appendix One, in 2013/2014.
2. Receive an annual report on the impact of this activity.

3. FINANCIAL IMPLICATIONS

The delivery of the proposals is dependent upon the Economic and Business Development budget for 2013/2014, covering staffing costs and operational programmes. This will be determined in February 2013 as part of the Council's corporate budget setting process. A combination of existing budgets within Economic and Business Development will be utilised to fully cover the costs.

4. OTHER IMPLICATIONS

Health and Safety: There are no specific health and safety implications to report.

Risk Management: The risks associated with **not** undertaking this activity are:

- Relationships with key partner organisations in the local business community would be significantly compromised.
- The profile of Aberdeen City Council's support for local businesses would be harmed.

However, these risks must be balanced against the need to operate within an extremely constrained budget.

Staffing: Enterprise and Sector Development comprises two full-time posts – one Senior Officer and one Officer.

5. BACKGROUND/MAIN ISSUES

Within the Economic and Business Development team, the Enterprise and Sector Development section has traditionally sponsored a number of business awards schemes. In the past, requests have been dealt with on an ad hoc basis and the team now wishes to set an agreed approach.

The team has sponsored business awards schemes as part of its general support service to the business community. Other forms of support from Enterprise and Sector Development have included:

- hosting seminars and workshops,
- providing specific business advice,
- reviewing business plans,
- supporting businesses in difficulty,
- providing land and property advice,
- supporting youth enterprise,
- monitoring the Business Gateway service,
- responding to inward investment enquiries,
- managing a loan scheme.

The majority of these activities require staff time and expertise rather than a significant operational budget. However, the sponsorship of business awards is seen as an important component of the City Council's support for the business sector and the Council currently sponsors the following business awards schemes:

- Northern Star Business Awards (Lifetime Achievement Award category)
- Grampian Awards for Business Enterprise (ACC and Aberdeenshire Council jointly sponsor the Alick Buchanan Spirit of Enterprise Award and the Employer of the Year Award)
- Grampian Food Forum Innovation Awards (general sponsorship of awards ceremony, jointly with Aberdeenshire Council, non-category specific)

Sponsorship of business awards schemes is a high profile way for the City Council to show its support for the local business community. It also demonstrates the value the City Council places on working in partnership with key organisations that also support the business community. Finally, it also provides an opportunity for the City Council to showcase the work it does to directly support local businesses.

The **Northern Star Business Awards**, now entering its 10th year, is the flagship event of Aberdeen and Grampian Chamber of Commerce. Awards are presented across 14 different categories to celebrate excellence and entrepreneurship. Over 800 people attended the 2012 gala dinner. In 2012, Aberdeen City Council sponsored the Lifetime Achievement Award Category.

Sponsorship options for 2013 include:

Category Sponsor - £8,500 + VAT
Table Gift Sponsor - £3,000 + VAT
Drinks Reception Sponsor - £3,000 + VAT
Entertainment Sponsor - £3,000 + VAT

The **Grampian Awards for Business Enterprise**, now in its 13th year, aims to encourage entrepreneurship in Grampian through profiling key achievers in the SME business community and establishing business champions. Over 300 people attended the 2012 gala dinner and 60 pieces of PR coverage were generated for the Awards.

Sponsorship option for 2013:

Continue to contribute the same level as previous years - both Aberdeen and Aberdeenshire Council jointly sponsor the Alick Buchanan Spirit of Enterprise Award and the Employer of the Year Award at a cost of £7,500 + VAT (each)

The **Grampian Food Forum Innovation Awards** 2012 event was attended by around 180 representatives of the local food and drink industry. Currently, a £1,000 partnership contribution from Aberdeen City Council allows participation of City-based companies in the Awards and a number of other Grampian Food Forum activities. In addition, a contribution of a further £1,000 (approx, TBC) covers hosting a table for 10 at the event.

Sponsorship options for 2013:

Continue support for the Grampian Food Forum and for the Innovation Awards at a cost of £2,000

Continue to facilitate Aberdeen company participation in Grampian Food Forum activities only at a cost of £1,000

Given the increasing frequency with which the City Council is asked to sponsor various awards events, and the increasingly limited resources available to Economic and Business Development activities in 2013/14 and beyond, it is proposed that Economic and Business Development should:

1. continue to support the two main generic business awards (Northern Star Awards and Grampian Awards for Business) and facilitate the continued

participation of Aberdeen companies in Grampian Food Forum activities (including the Innovation Awards).

2. refrain from sponsoring any other general, or sector specific, award events.

Appendix One contains a set of specific proposals and recommendations.

6. IMPACT

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

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

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

Local Outcome – Anchor the Oil and Gas Industry

Local Outcome – Diversification of the Economy

An Equality and Human Rights Impact Assessment is not required for this report.

7. BACKGROUND PAPERS

None

8. REPORT AUTHOR DETAILS

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Appendix One

Proposed Sponsorship of Business Awards 2013/2014

Name of Awards and Category Sponsored	Organiser	Time, Place, Frequency	Amount
Northern Star Business Awards ACC sponsors the Lifetime Achievement Category	Aberdeen and Grampian Chamber of Commerce	26 Sept 2013 Aberdeen Annually	Option 1 (recommended): Continue sponsorship of an award category at a cost to ACC of £8,500 + VAT Option 2 (not recommended): Discontinue sponsorship
Grampian Awards for Business Enterprise ACC jointly sponsors the Alick Buchanan Spirit of Enterprise Award and the Employer of the Year Award	Enterprise North East Trust	June 2013 Aberdeen or Aberdeenshire Annually	Option 1 (recommended): Continue joint sponsorship with Aberdeenshire Council at a cost to ACC of £7,500 + VAT Option 2 (not recommended): Discontinue sponsorship
Grampian Food Forum Innovation Awards	Grampian Food Forum	March 2013 Aberdeen or Aberdeenshire Annually	Option 1 (recommended): Continue sponsorship at a cost to ACC of approximately £1,000 , to enable Aberdeen companies to participate in the wards and a number of other Grampian Food Forum activities Option 2 (not recommended): Continue sponsorship on the same basis as previous years, at a cost to ACC of approximately £2,000 Option 3 (not recommended): Discontinue all sponsorship
			Total for recommended options: £17,000 + VAT

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning & Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Community Festive Fund – 2011 and 2012
REPORT NUMBER:	EPI/12/270

1. PURPOSE OF REPORT

Following E P & I Committee on 11 September, a recommendation was approved to report back in early 2013 providing information in relation to the Community Festive Fund and in particular the benefits, previous and present uptake figures with geographical spread and what the grants were used for.

2. RECOMMENDATION(S)

1. That members note the content of this report.
2. That members note the variety of groups and organisations throughout the city that have benefitted from the fund.
3. That members approve the recommendation to grant funding to the same group or organisation for a maximum of 3 consecutive years before sitting out a year.

3. FINANCIAL IMPLICATIONS

Monies totaling £29,000 were secured from the E P & I revenue budget (£25,000) and the Common Good Fund (£4,000) to set up the Community Festive Fund to support in financial terms individual community groups and organisations within Aberdeen City who are organising a celebration over the festive period for their local community or are developing an existing event.

The £4,000 from the Common Good Fund is specifically targeted at those communities who organise a Hogmanay event on the night of 31 December into 1 January.

These monies were secured for financial years 2011/2012 and 2012/2013. The same level of funding has been requested for financial year 2013/2014.

The only other financial implication for the management of the Community Festive Fund is staffing costs which are covered within existing staffing budgets.

Appendix 1 details the breakdown of the groups and organisations and the amount of grant awarded. The appendix covers both financial years 2011/2012 and 2012/2013.

4. OTHER IMPLICATIONS

Staffing

The Community Festive Fund is managed by the Senior Events Officer and an IVSA Officer within the City Promotions team. These officers promote the fund, seek and approve applications, disburse funds and acquire receipts for all spend.

5. BACKGROUND/MAIN ISSUES

The City Council has for many years held a celebratory event to herald in the new year. The last City of Aberdeen Hogmanay Street Party was held in 2008. From 2009, budgets savings had to be identified and the Street Party event was cancelled and downsized to a fireworks display only from the rooftop of His Majesty's Theatre. This was delivered in 2009 and 2010.

For 2011, again budget savings had to be identified and the Council sought private sponsorship to help with costs to deliver the fireworks event. The Community Festive Fund was set up to encourage organisations and groups celebrate Hogmanay within their own communities. The fund also extended the period to cover other festive events and activities in the lead up to Hogmanay.

The Community Festive Fund contributes to the Common Good of the city, is inclusive and maintains and develops the city's continued Civic Pride through community based festivities and events. It is a popular fund with applications coming from a broad cross section of city wide communities. The fund also plays an integral part in the success of Aberdeen's Winter Festival programme.

The fund allocated monies to 80 groups and organisations in 2011 whilst in 2012, there was an increase to 98 groups and organisations. Applications were city wide and covered all age groups and abilities. The amounts requested varied from as little as £46 through to the maximum of £500. We can deduce from the applications that the fund has made a significant contribution to groups throughout the city, easing the financial burden when organising festive events for their community. See Appendices 1 and 3 for more detail.

For both 2011 and 2012, demand has outstripped supply in that the total amount of funding requested from communities is more than the amount of funding available. In both years, City Events has ensured that ALL applicants have received funding and reduced the amount requested in a proportional manner. Applicants can apply for up to £500 from the fund. (Appendix 2 outlines the letter explaining the fund criteria). Receipts must be produced for the total grant allocated from the fund.

It is also noted that there are a number of groups who have applied and been granted funding for both 2011 and 2012. In the interest of fairness and to encourage applications from new groups, it is recommended that we introduce a “3 strikes and out” policy where groups will only be granted funding for 3 consecutive years before sitting out a year. This will not affect any group for 2013 as this will be the third year of operating the fund. Any group who falls within the new policy will be informed at the time of applying for 2013 funding that they will not be considered for funding in 2014.

Appendix 1 shows the breakdown of the groups and organisations by Council ward and those who provide a city wide service, amount of grant received and the purpose and use of the grant. Appendix 3 shows the percentage uptake split by type of group. The appendices cover both financial years 2011/2012 and 2012/2013.

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 embrace the distinctive pride the people of Aberdeen take in their city and work with them to enhance the sense of well-being here, building strong communities which look out for, and look after one another.

Smarter Governance (Participation)

- We will seek to develop a sense of community in Aberdeen based on principles of openness, fairness, reciprocity and responsibility.

Smarter Living (Quality of Life)

- We will enhance the physical and emotional wellbeing of all our citizens by offering support and activities which promote independence, resilience, confidence and self-esteem.

Smarter Economy (Competitiveness)

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

7. BACKGROUND PAPERS

None.

8. REPORT AUTHOR DETAILS

Bill Farquhar
Senior Events Officer
williamf@aberdeencity.gov.uk
Ext 3575

Appendix 1 Breakdown of groups and organisations by Council ward, amount and purpose of grant

<u>2012 AIRYHALL / BROOMHILL / GARTHDEE</u>		
<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Airyhall After School Club	£200	Children's Christmas Party – food and gifts
Airyhall Toots Playgroup	£150	Children's Christmas Party – food and entertainment
Inchgarth Community Centre	£350	Christmas Party Fun Day – entertainment, transport and food
Janesfield Manor Tenants Association	£350	Christmas Party – food and entertainment
Kaimhill After School Club	£350	Christmas Party – food, decorations and prizes
Ruthrie Court Sheltered Housing	£200	Christmas Dinner – food, transport and entertainment

<u>2011 AIRYHALL / BROOMHILL / GARTHDEE</u>		
<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Garthdee Community Council	£400	Christmas Party – transport and gifts
Inchgarth Community Centre	£400	Christmas Party – entertainment and food

<u>2012 BRIDGE OF DON</u>		
<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Bridge of Don – Our Community Project	£350	Nov 5 th Fireworks Display
Forehill School PTA	£200	Christmas Fayre – food and decorations
Forehill Nursery	£100	Christmas Café – food and decorations
31 st Aberdeen Girls Brigade Company – Middleton Park	£350	Christmas Party – entertainment, food and gifts

<u>2011 BRIDGE OF DON</u>		
<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Braehead School	£250	Christmas Concerts – food and decorations
Forehill PTA	£250	Christmas Fayre – food
Forehill Primary School	£200	Christmas Event – food

<u>2012 DYCE / BUCKSBURN / DANESTONE</u>		
<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Beacon Bowling Club	£200	Christmas Lunch
Beacon Community Centre	£300	Children's Christmas Party – venue hire, decorations, food
Beacon Gardening Club	£80	Christmas Lunch

1 st Wed Beacon Ramblers	£100	Christmas Lunch
Bucksburn & Newhills Community Council	£350	Christmas Lights Switch On Event – food and staff costs
Danestone Community Centre	£500	Hogmanay Party – entertainment
Dyce Community Youth Group	£100	Children's Christmas Party – entertainment, decorations and food
Stoneywood Primary School	£200	Christmas Show – entertainment and decorations
Stoneywood Primary After School Club	£150	Children's Christmas Party – decorations, food and prizes

2011 DYCE / BUCKSBURN / DANESTONE

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Beacon Bowlers	£150	Christmas Meal
Beacon Gardening Club	£60	Christmas Party – food and entertainment
Beacon Alternate Wednesday Ramblers	£140	Christmas Lunch
1 st Wed Beacon Ramblers	£85	Christmas Lunch
Bucksburn & Newhills Community Council	£400	Christmas Lights Switch-On Event – food and staff costs
Danestone Community Centre	£500	Hogmanay Party – entertainment

2012 GEORGE STREET / HARBOUR

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Castlehill and Pittodrie Community Council	£180	Christmas Party – venue hire, food and decorations
Catherine Street Community Centre	£500	Hogmanay Party – food, entertainment and staff costs
Sunnybank Community Centre	£350	Christmas Party – entertainment, food and decorations

2011 GEORGE STREET / HARBOUR

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Catherine Street Community Centre	£500	Hogmanay Party – food, entertainment and staff costs
Froghall Community Centre	£400	Christmas Party – food and entertainment
Sunnybank Community Centre	£400	Christmas Fun Day – entertainment and food

2012 HAZLEHEAD / ASHLEY / QUEENS CROSS

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Cornerstone & Rubislaw Church Community Centre	£350	Christmas Party – entertainment, food, decorations, prizes
Harlaw Area Lifelong Learning Association	£150	Christmas Concert – food
Hazlehead Community Centre	£350	Christmas Event – food

Hazlehead Wayfarers	£85	Christmas Lunch
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2011 HAZLEHEAD / ASHLEY / QUEENS CROSS

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Hazlehead Academy	£71	Christmas Concert – food
Hazlehead Academy Staff Choir	£200	Christmas Concerts – food and transport
Hazlehead Community Centre	£400	Christmas Party
Queen’s Cross Church	£335	Christmas Concert - food

2012 HILTON / STOCKETHILL

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Cairncry Community Centre	£250	Christmas Party – food, entertainment, staff costs and prizes
Cornhill Community Centre	£150	Christmas Party – food
Cornhill Thursday Friends	£200	Christmas Meal
Cornhill Walkers	£120	Christmas Meal
Fersands & Fountain Community Project	£250	Children’s Christmas Party – food, decorations, staff costs and entertainment
Fersanda Family Centre & Nursery	£250	Children’s Christmas Party – food, entertainment and gifts
Hilton Community Centre	£350	Christmas Party – food, entertainment and decorations
Printfield Community Project	£350	Christmas Party – venue hire, entertainment, food and gifts
27 th Aberdeen Scout Troop – Rosehill	£150	Christmas Party – entertainment and food

2011 HILTON / STOCKETHILL

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Cairncry Community Centre	£350	Christmas Party – entertainment, food, prizes and staff costs
Cornhill Community Centre	£300	Christmas Party – food
Cornhill Walkers	£100	Christmas Lunch
Fersands & Fountain Community Project	£400	Children’s Christmas Party – decorations, food, entertainment, staffing costs and gifts
Fersands Family Centre & Nursery	£120	Christmas Event – entertainment and food
Hilton Community Centre	£300	Christmas Party – food and decorations
Printfield Community Project	£400	Children’s Christmas Party – venue hire, decorations and food

2012 KINCORTH / LOIRSTON

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Altens Community Centre	£500	Hogmanay Party – food, entertainment, transport, decorations

Charleston Events Team	£150	Theatre Trip for Children – food snack bags
First Class Out of School Club	£250	Children's Christmas Party – food, entertainment, gifts and decorations
Kincorth Community Centre Management Group	£200	Christmas Party – food and entertainment
Margaret Clyne Court	£100	Christmas Dinner – food
Provost Hogg Court Tenants Association	£200	Hogmanay Party -

2011 KINCORTH / LOIRSTON

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Charleston School Fundraising Committee	£201.50	Children's Theatre Trip – food snack bags
Cove & Altens Community Council	£78.80	Christmas Concert – food
First Class Out of School Club	£300	Children's Christmas Party – food, gifts and entertainment
Loirston Annexe Rising 2s, 5s and Softplay	£350	Children's Christmas Parties – food and gifts

2012 KINGSWELLS / SHEDDOCKSLEY

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Bressay Brae Sheltered Accommodation	£250	Christmas Dinner – food and gifts
Kingswells Primary School PTA	£350	Children's Christmas Parties – food and gifts
Kingswells Public Hall	£350	Christmas Party – entertainment and food
Muirfield After School Club	£200	Children's Christmas Party – food, decorations and gifts
Sheddocksley Community Centre	£500	Hogmanay Party – entertainment and food
Stockethill Church of Scotland	£350	Christmas Event – venue hire, food and prizes

2011 KINGSWELLS / SHEDDOCKSLEY

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Heathryburn PTA	£300	Christmas Concert - food
Kingsford School	£200	Christmas Concert – transport and food
Kingswells Community Centre	£400	Christmas Party – entertainment, food and gifts
Kingswells Primary PTA	£400	Children's Christmas Parties – food
Muirfield Primary School	£360	Christmas Concert
Sheddocksley Community Centre	£400	Children's Christmas Party – food, entertainment and gifts

2012 LOWER DEESIDE

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Culter Christmas Lights	£350	Lights Switch On Event – entertainment, venue hire and food
Culter Community Council	£100	Christmas Party – food and venue hire

Cults, Bieldside and Milltimber Community Council	£100	Christmas Carol Event – entertainment
Milltimber Out of School Club	£200	Children’s Christmas Party – food, decorations and gifts
St Devenick’s Playgroup	£200	Christmas Concert – food and gifts

2011 LOWER DEESIDE

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Culter Community Council	£120	Christmas Party – food and venue hire
Culter Christmas Lights	£400	Lights Switch-On Event – entertainment, venue hire and food
Cults, Bieldside & Milltimber Community Council	£155	Christmas Carol Event – entertainment

2012 MIDSTOCKET / ROSEMOUNT

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Ashgrove Children’s Centre	£200	Christmas Fayre – food, entertainment
Midstocket Community Centre	£350	Christmas Events – food, entertainment
Skene Square After School Club	£250	Children’s Christmas Party – decorations, food and gifts

2011 MIDSTOCKET / ROSEMOUNT

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Ashgrove’s Children’s Centre	£300	Christmas Fun Day – food, entertainment and decorations
Gilcomston South Church	£300	Christmas Parties
Growing Rosemount	£400	Christmas Events – food and entertainment
Midstocket Community	£400	Christmas Events – entertainment and food
Rosemount Community Centre	£400	Christmas Event – food

2012 NORTHFIELD

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
67 th Company Aberdeen Boys Brigade – Mastrick	£300	Children’s Christmas Parties – venue hire, entertainment
Cummings Park Community Flat – Youth Group	£300	Christmas Fun Day – food and prizes
Cummings Park Community Flat	£150	Christmas Party – food, decorations and prizes
Granitehill House Tenants Association	£350	Christmas Party – food and entertainment
Mastrick Community Centre	£350	Christmas Lunch and Party – entertainment, food and gifts
Middlefield Community Project	£300	Christmas Events – food and entertainment
Middlefield Community Project – Parent and Toddler Group	£150	Children’s Christmas Lunch – food

Middlefield Community Project – Project Volunteers	£300	Christmas Meal – food
Northfield Community Centre	£350	Christmas Party/Lunch – food, entertainment and gifts
Northfield Community Council	£350	Christmas Carol Concert – food and entertainment

2011 NORTHFIELD

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
67 th Company Aberdeen Boys Brigade – Mastrick	£300	Children's Christmas Parties – entertainment and food
Cummings Park Community Centre	£500	Hogmanay Party – entertainment, staff costs, prizes and food
Cumming Park Community Flat Steering Group	£185	Christmas Event
Grandparents as Parents	£400	Christmas Party – food and entertainment
Granitehill Tenants Association	£350	Christmas Party – food, entertainment and decorations
Lord Provost Henry Rae Community Centre	£500	Hogmanay Party – entertainment and food
Mastrick Community Centre	£300	Christmas Lunch
Northfield Community Centre	£300	Christmas Party – food and entertainment
Northfield Community Centre Children's Groups	£200	Children's Christmas Party – food, decorations and entertainment
Northfield Community Council	£400	Christmas Carol Concert – food, entertainment and venue
Quarryhill School	£400	Christmas Events

2012 TILLYDRONE / SEATON / OLD ABERDEEN

<u>NAME OF GROUP</u>	<u>AMOUNT</u>	<u>USE/PURPOSE</u>
Hayton Road Tenants Group	£350	Christmas Party – entertainment and food
Powis Gateway Community Centre	£350	Christmas Eve Event – food
Seaton Community Creche/ASN	£350	Children's Christmas Party – food, decorations and gifts
Seaton Community Youth Group	£90	Christmas Outing – transport, entertainment and food
Seaton Nursery	£350	Children's Theatre Visit – entertainment and transport
Seaton Rehab / Recovery	£150	Christmas Lunch
Tilly Youth Project	£200	Christmas Party – entertainment, food and transport
Tillydrone Community Centre	£400	Hogmanay Party – transport and staff costs
Tillydrone Community Flat	£350	Christmas Parties – food, decorations and gifts

2011 TILLYDRONE / SEATON / OLD ABERDEEN

NAME OF GROUP	AMOUNT	USE/PURPOSE
Aberdeen Lads Club Community Project	£400	Christmas Party – entertainment, food, prizes and decorations
M26 Group	£150	Christmas Lunch and entertainment
Old Aberdeen Community Council	£115	Christmas Party – venue hire and food
Powis Gateway Community Centre	£400	Christmas Eve Event – food
Seaton Community Project	£400	Christmas Parties – food, decorations and gifts
Seaton Rehab/Recovery Project	£180	Theatre Trip
St Machar Academy Citizenship, Enterprise and Life Skills Groups	£200	Christmas Events
Tillydrone Community Centre	£500	Hogmanay Party – entertainment, food and staff costs
Tillydrone Community Steering Group	£300	Christmas Party – food and gifts

2012 TORRY / FERRYHILL

NAME OF GROUP	AMOUNT	USE/PURPOSE
Balnagask Community Centre	£500	Hogmanay Party – entertainment, food, decorations, transport and staffing costs
Ferryhill Community Centre	£350	Christmas Cracker Event – food, decorations, entertainment and staff costs
Gairn Court Tenants Association	£300	Christmas Meal – food and transport
Polmuir Bowling Club	£150	Christmas Party – food
St Peter's Court	£350	Christmas Lunch – entertainment and food
Torry After School Club	£300	Children's Christmas Party – decorations, food, gifts
Old Torry Community Centre	£350	Christmas Lunch – food, entertainment and gifts
Torry St Fittick's Parish Church	£100	Christmas Meal
Tullos Community Centre	£350	Christmas Party – food and decorations

2011 TORRY / FERRYHILL

NAME OF GROUP	AMOUNT	USE/PURPOSE
Albury Outdoor Sports Centre	£300	Carol Singing Event – food, entertainment and decorations
Balnagask Community Centre	£500	Hogmanay Party – entertainment, food and decorations
Friends of Duthie Park	£175	Christmas Event – staff costs, entertainment and food
Torry St Fittick's Parish Church	£150	Christmas Dinner
Walker Road School and Parent Council	£400	Christmas Fayre and Concerts

2012 CITYWIDE GROUPS		
NAME OF GROUP	AMOUNT	USE/PURPOSE
Aberdeen Christian Fellowship	£150	Carols in the car park event – refreshments, lighting, leaflets
Aberdeen Forward – Hobby Club	£150	Christmas lunch and transport
Aberdeen Forward – Roots & Shoots	£100	Christmas meal and transport
Alcohol Support	£350	Providing entertainment to numerous care homes in city – transport, food and entertainment
Bon Accord Silver Band	£350	Christmas Concert – venue hire, staff costs, transport and food
Create Aberdeen	£250	Christmas Party – food and decorations
Down's Syndrome Scotland – Grampian Branch	£300	Christmas Party – venue hire, food and entertainment
Friends for Life Club (VSA)	£300	Christmas Party – food and entertainment
Future Choices	£350	Christmas Party – venue hire, entertainment and food
Grampian MS Therapy Centre	£400	Christmas Lunch
Lewis United Youth Football Club	£300	Children's Christmas Party – venue hire, entertainment, food and gifts
Lifestyle / Community Outreach at City Church	£350	Christmas Day Dinner – food and food parcels
Polish Association Aberdeen	£350	Christmas Party – food, venue hire, gifts
Vocal Moves Senior Choir	£100	Christmas Concert – venue hire and staff costs
WEA Reach Out	£300	Christmas Party – food, entertainment and gifts

2011 CITYWIDE GROUPS		
NAME OF GROUP	AMOUNT	USE/PURPOSE
Aberdeen Campaign for Nuclear Disarmament	£46	Venue Hire and Food
Aberdeen Christian Fellowship	£200	Christmas Event – food and decorations
Bon Accord Silver Band	£400	Christmas Concert – venue hire, transport, food and staff costs
City Church	£400	Christmas Day Dinner – food and food parcels
Community Learning Healthy Minds Project	£300	Christmas Parties – food
Dorothy Bothwell	£400	Community Event – entertainment and food
Down's Syndrome Grampian Branch	£320	Children's Christmas Party – decorations, entertainment and gifts
Friends for Life Club VSA	£400	Christmas Parties – food, entertainment and gifts
Homestart Aberdeen	£150	Christmas Event – food, transport and entertainment
PEER Project	£250	Children's Theatre Trip
Scottish Spina Bifida Association	£360	Christmas Lunch
WEA Reach Out Project	£400	Christmas Party – decorations, food and gifts

Appendix 2 Community Festive Fund Letter

Our Ref.
Your Ref. Community Festive Fund
Contact Karen Orchard
Email korchard@aberdeencity.gov.uk
Direct +44 (0) 1224 522958
Dial +44 (0) 1224 523315
Direct
Fax

November 2012

Community Groups within Aberdeen City

City Promotions
**Enterprise Planning and
Infrastructure**
Aberdeen City Council
Business Hub 10, 2nd
Floor South
Marischal College
Broad Street
Aberdeen AB10 1AQ

Tel 01224 523575
Minicom 01224 522381
DX 529451, Aberdeen 9
www.aberdeencity.gov.uk

Dear Community Contact

FESTIVE COMMUNITY FUND 2012

I am pleased to confirm that once again, Aberdeen City Council have set up a Festive Community Fund for 2012.

This fund provides a small financial support to individual community groups and organisations within Aberdeen City who are organising a celebration over the festive period for their local community or developing an existing event you may already hold.

The financial support available for any group or organisation is a sum **up to a maximum of £500**.

The set criteria, as detailed below, will be applied in order to determine whether a group or organisation is eligible for financial support from this fund.

Qualifying Criteria

- The festive event must be held on or before the 31st December 2012

- It must take place in a venue within Aberdeen City for the benefit of your community
- The funding can only be used for the purposes of entertainment, venue hire, transport, staffing or catering. **No part of the funding can be spent on the provision of alcohol**
- There will be a requirement to produce receipts and submit them to the Council
- Funding will not be awarded to individual groups to the exclusion of others. The funding is for the benefit of all in the community applying.

Failure to comply with any of the above criteria may result in a request by Aberdeen City Council for repayment of any funds awarded.

In order to ascertain the level of interest at this time, I would be obliged if you can complete the attached form and return to us by **Wednesday 14 November 2012**.

Please do not hesitate to contact either myself on the above contact details or Bill Farquhar, Senior Events Officer on 01224 523575, if you require any further information.

Yours Faithfully



Karen Orchard
IVSA Officer

Appendix 3 Percentage breakdown by group

Type	2011 (%)	2012 (%)
Youth Groups	29	34
Older People	8	16
Religious	5	3
Support Groups	10	11
Community Groups	48	36

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Draft International Trade Plan 2013/2014
REPORT NUMBER:	EPI/12/260

1. PURPOSE OF REPORT

The report seeks approval for the Council's planned international trade development activities for 2013/2014, and in particular the attendance at overseas trade events, in order to help deliver the economic development priorities of the Smarter Aberdeen vision. The report is a "Draft" International Trade Plan for 2013/2014 and is being brought forward now to allow adequate lead-in times for activity planning and delivery.

The Plan's finalisation is dependent on two factors: the approval of the 2013/2014 budget, and any significant unanticipated changes arising from the 2012 International Trade Survey, which is being undertaken at present. If there is a significant change from 2012/2013 to 2013/2014 in the operational budgets for international trade activity, or, if the results of the Survey indicate demand for significantly different priorities, a revised report will be brought forward to the next EP&I Committee on 19 March 2013.

2. RECOMMENDATION(S)

It is recommended that Committee:

1. Approve the report and the activities described herein, subject to their approval by the Scottish Government in the normal manner
2. Approve the relevant travel by officers and Elected Members for the activities as described in the Appendix
3. Receive a bulletin report on each event undertaken in the plan
4. Receive a presentation on the findings of the 2012 International Trade Survey at the next Committee (19 March 2013).

3. FINANCIAL IMPLICATIONS

The delivery of the Draft International Trade Plan 2013/2014 is dependent upon a 2013/2014 international trade budget allocation within the Economic and Business Development budget, covering staffing costs and operational

programmes. This will be determined in February 2013 as part of the Council's corporate budget setting process.

In 2012/2013, the allocated operational budget was £68,000, excluding staff costs. The 2013/2014 Draft International Trade Plan is based on a budget at approximately the same level as 2012/2013, and is therefore subject to change, depending on the Council's 2013/2014 budget allocations. If there are significant changes as a result of budget decisions, a revised Plan will be submitted to the next Committee on 19 March 2013.

4. OTHER IMPLICATIONS

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

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

- City companies would have significantly reduced opportunities to enter new export markets and exploit export opportunities;
- Aberdeen's position as a global energy capital would be compromised if there was no local support, for example, to host high-level visiting business delegations; likewise, there would be a serious risk of loss of visibility on the world energy industry stage if profile was not maintained at key overseas trade events;
- The Council would not be fulfilling its obligations in the Single Outcome Agreement, the vision for Smarter Aberdeen, or the role set out in the Scottish Economic Recovery Plan, which places internationalisation as "one of the central priorities for the acceleration of the Scottish recovery";
- Loss of targeted local support to local businesses could contribute to their failure, or their decision to relocate from Aberdeen.

Staffing: The International Trade team is currently staffed by one full-time Senior Officer (International Trade and Investment) and one full-time International Trade Officer. A third post of International Trade Officer (Energy), shared and co-funded with Aberdeen Renewable Energy Group, is currently vacant. The successful delivery of the Plan is dependent on a fully-staffed team. These staffing numbers do not take account of City Promotion team personnel who lead on exhibitions such as Offshore Europe and Offshore Northern Seas. Market prioritisation is considered very carefully to ensure staffing resources are targeted where they can deliver most value and benefit to local companies. However, any requests to deliver international trade activities over and above those in this Plan will be subject to the availability of suitable staff and budget resources.

5. BACKGROUND/MAIN ISSUES

Regional, National and International Context

The vision of Aberdeen City and Shire Economic Future (ACSEF) is for Aberdeen City and Shire “to be recognised by 2025 as one of the most robust and resilient economies in Europe with a reputation for opportunity, enterprise and inventiveness that will attract and retain world-class talent of all ages.” Aligned to this is the need to maintain an excellent quality of life, for which the region is already renowned.

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

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

This report outlines how the Council’s international trade team will contribute to the delivery of these priorities, particularly items 2, 3, 5 and 7, and is aligned with the new ACSEF action plan for 2013-2019, Building On Success.

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

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

In practical terms, this means supporting trade missions, hosting inward business delegations, facilitating contacts between local and international companies, holding business seminars, attending key industry conferences and exhibitions and providing market intelligence.

In many of these activities, the team works in partnership with Scottish Development International, UK Trade and Investment and other local and national organisations to ensure the focus of the work is demand-led and there is a coordinated approach to international trade activity. The team seeks to leverage the combined benefit of partner activities to maintain profile and will support partners’ activities at select events where the team is not represented in person.

Sector prioritisation

It is proposed that the City Council's International Trade team should continue its primary focus on the **energy** industry for the following reasons:

- The energy industry, both oil and gas and renewables, remains the key driver for the regional economy
- The energy industry is where the team can add most value for SMEs through supporting trade missions, hosting inward delegations, holding seminars etc
- There is significant industry-led demand for support to increase internationalisation and support further exports
- Support for high-value jobs in the city
- Future potential of subsectors such as subsea, decommissioning, unconventional oil and gas etc
- Activity complements national support from SDI and UKTI
- Existing knowledge, expertise and experience within the team is focused on the energy industry
- Other sectors benefit from existing support (eg support for life sciences from SDI; support for tourism from the Council's City Promotions team and Visit Aberdeen; support for food and drink from Aberdeenshire Council)

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

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

- Industry opinion, for example, through the biennial International Trade Survey and ad-hoc questionnaires
- Current knowledge, experience and expertise within the team
- Forecasting of future market developments
- Views of Council officers and Elected Members
- Views of local and national partner organisations via the North East Scotland Trade Group
- Opportunity for best return on investment (eg of staff time, project budget)
- Cities/regions where good working relationships are already in place
- Accessibility of the market (eg regulations, business culture, language etc)
- Ease or otherwise of market entry (ie how much help companies need to enter the market)

Summary of target markets and priority levels

In order to focus activity where it can deliver most benefit to local companies, it is necessary to prioritise certain markets, and to determine the type and amount of activity to be undertaken in that market.

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

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

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

The 2012 International Trade Survey is being undertaken at present and its findings will help to inform the activities and priorities for the year ahead. The team anticipates a reasonably high degree of consistency in terms of the top priority markets remaining the same or similar. Therefore the following markets are deemed the most appropriate for prioritisation.

Tier One (top priority)

US (Gulf of Mexico)
Canada
Brazil
Norway

Tier Two (medium priority)

Australia
Iraq
World Energy Cities Partnership fellow member cities

Additional Priorities

Offshore Europe September 2013

Aberdeen will host Offshore Europe from 3rd to 6th September 2013. The event, which celebrates its 40th anniversary this year, is expected to attract around 50,000 delegates and 1500 exhibitors from nearly 100 countries. The City Council's exhibition presence is managed by the City Promotions team. The International Trade team will be required to plan and deliver detailed business programmes for a wide range of international and VIP delegations.

Unconventional Oil and Gas Conference November 2013

The International Trade team, in partnership with the private sector, will support a third annual conference in Aberdeen in November 2013 focusing on the fast-emerging global sub-sector of unconventional oil and gas.

2012 Aberdeen City and Shire International Trade Survey

The biennial International Trade Survey is a vital ingredient in determining how to tailor international trade services according to company demand.

North East Scotland Trade Group

This group was formerly constituted as Business Gateway International and was resourced by two Scottish Enterprise staff. Following restructuring at Scottish Enterprise, the group ceased. It was reconvened in 2012 as the North East of Scotland Trade Group, with the partners comprising Aberdeen City Council, Aberdeenshire Council, Aberdeen and Grampian Chamber of Commerce, Scottish Development International, UK Trade and Investment, Subsea UK, and the Scottish Council for Development and Industry.

The group shares international trade plans to avoid duplication and address any gaps in service provision and has developed a shared events calendar for ease of use by the business community.

World Energy Cities Partnership (WECP)

Aberdeen City Council is a founding member of the World Energy Cities Partnership – a 19-strong network of global energy cities that encourages the exchange of energy industry knowledge and economic and infrastructure development strategies.

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

The focus of activity in 2013/2014 will be on maximising business development opportunities, addressing infrastructure investment challenges and tackling skills shortages.

Renewable Energy

An emerging component of the International Trade team's work will be its support for the renewable energy sector and, once the appropriate vacancy has been filled, officers will report on planned activity in this sector. A particular focus is anticipated in the hydrogen sector, due to the HyTrec and hydrogen bus projects in Aberdeen.

Memoranda of Understanding (MOU)

Aberdeen City Council has six Memoranda of Understanding, established between the mid 1990s and most recently in 2006 :

- Nova Scotia, Canada (jointly with Aberdeenshire Council and Moray Council);
- Newfoundland and Labrador (jointly with Aberdeenshire Council and Moray Council);

- Torshavn, Faroe Islands;
- State of Rio de Janeiro, Brazil;
- Western Kazakhstan (Atyrau);
- Villahermosa and the State of Tabasco, Mexico.

A report on these MOU was submitted to EP&I Committee on 31 January 2012 and work continues in order to ensure best value from these agreements.

In line with the recommendations in this past Committee report, no new further MOU agreements are being considered in the near future. However, it should be noted that we have recently received an approach from Basra, in Iraq, to explore how/whether Aberdeen may be able to help them develop their oil and gas sector and the City administration's capability to deliver effective public services. Economic and Business Development officers are currently in discussions with the Foreign and Commonwealth Office to determine how/whether this might be possible under some kind of "economic development agreement" between Basra and Aberdeen. Given Basra's desired wish to explore ways in which they can learn from Aberdeen in relation to the delivery of public services, any development agreement will likely need to involve other services from within the Council. If discussions reach a point where ACC are asked to enter into any formal economic development agreement, a report will be prepared and submitted to Committee to determine whether/how this should be progressed.

Type of activity

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

The type of activity undertaken will depend on the outcomes of the 2012 International Trade Survey, the nature of each market, the level of industry interest/demand, resource capacity (both budget and staffing), and ability to maximise output through working in partnership in order to ensure the Council obtains maximum value for every pound it spends.

In general, the type of activity will include:

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

6. IMPACT

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

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

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

Local Outcome – Anchor the Oil and Gas Industry

Local Outcome – Diversification of the Economy

The contents of the report also relate directly to delivering the economic development aspects of the Administration's Smarter Aberdeen vision.

An Equality and Human Rights Impact Assessment is not required for this report.

7. BACKGROUND PAPERS

Scottish Government Economic Strategy

Scottish Government International Framework

The Economic Action Plan (2008) for Aberdeen City and Shire – ACSEF

Aberdeen City Council Single Outcome Agreement

Scotland's Oil and Gas Strategy 2012-2020

8. REPORT AUTHOR DETAILS

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DRAFT INTERNATIONAL TRADE PLAN 2013 – 2014

MARKET	TRADE EVENT	TIME AND PLACE	JUSTIFICATION	OFFICER INVOLVEMENT	COMPANY INVOLVEMENT	MEMBER INVOLVEMENT	BUDGET* *Estimates pending 2013/2014 allocations
Norway	SDI Trade Mission	Norway April/May 2013	Norway is the top market for current exporters, and 3 rd most important target market.	One Officer	Yes	Not required	£2,000
USA	Offshore Technology Conference (OTC) SDI Trade Mission	Houston, USA 6 – 9 May 2013	OTC is the biggest global oil industry show. The City Council is obliged to attend WECP annual working meetings at OTC.	Up to four Officers	Yes	Yes, Lord Provost and Leader	£21,000
Partnerships (WECP, MOU etc)	Gas & Oil Expo	Calgary, Canada 11-13 June 2013	Calgary is a key WECP partner city; Alberta oil sands developments present significant opportunities in an accessible market.	Up to two Officers	TBC	Not required.	£2,000
Hydrogen sector	International Hydrogen and Fuel Cell Conference	Vancouver, Canada 16-19 June 2013	To follow directly from the above Exhibition to minimise costs. This is the leading international trade show for the hydrogen and fuel cell technology sector.	Up to two Officers	TBC	Not required.	£2,000
Brazil	SDI/UKTI Trade Mission	Rio de Janeiro, Brazil Dates TBC	Brazil is a top priority market due to scale of opportunity. MOU partner; WECP member city.	Up to two Officers	Yes	Not required.	£6,000
Partnerships (WECP, MOU etc)	WECP AGM	Dongying, China 16-20 October 2013	WECP Annual General Meeting; development of WECP network; outward trade mission.	Up to two Officers	TBC - Depends if AGM coincides with Dongying Oil Show.	Yes - Lord Provost	£6,000 (Approximately £2,000 per person)
USA	Louisiana Gulf Coast Oil Exposition SDI Trade Mission	Lafayette, Louisiana 22-24 October 2013	USA is the 2 nd top current market for exporters.	One Officer	Yes		£2,000
Inward visits to Aberdeen from various markets	Inward Visits 2012/13	Aberdeen Various dates TBC/on	Inward visits from overseas delegations anticipated from key target markets during 2013/14,	To be determined as required.	Yes	Yes – requests likely for civic receptions, civic welcomes etc	Est. £10,000 in total throughout the year

		request eg Rio Grande do Sul in June (TBC)	especially for <ul style="list-style-type: none"> • Subsea 2013, • All Energy 2013, • Offshore Europe 2013 • Unconventional Gas Aberdeen 2013. Number of requests for assistance with visits likely to be high.				
Local seminars and workshops in Aberdeen on various markets	Local seminars and workshops	Aberdeen Various dates TBC	Programme of local seminars and workshops to focus on key target markets.	To be determined as required	Yes	Not required.	Est. £5,000 throughout the year
							Est. total for activity: £56,000
							Total est. budget: £68,000
							Balance: £12,000**

****NB:** Please note that the estimated balance of £12,000 will be required to cover WECP annual membership (\$8,000), North East of Scotland Trade Group activities, continued sponsorship of the Unconventional Gas Conference 2013, and publication and launch of the 2012 Aberdeen City and Shire International Trade Survey.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning and Infrastructure Committee
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Aberdeen Digital Connectivity Update Report
REPORT NUMBER:	EPI/12/310

1. PURPOSE OF REPORT

- This report provides an update and progress report on Aberdeen's Super Connected Cities Programme Bid for Urban Broadband Funding from the Department of Culture, Media and Sport (DCMS), and requests permission to progress the procure the various elements of the programme to a value of £28.5 million of which £2 million has been agreed from ACC's 2012/2013 and 2013/2014 Capital Budget. The programme is outlined in the bid document (see the non-commercially sensitive redacted Accelerate Aberdeen proposal document attached in Appendix 1).

RECOMMENDATION(S)

That the Committee:

- notes the contents of this report,
- agrees that officers should undertake the necessary procurements to secure suitable private sector development partners to implement the city wireless, voucher scheme, white area in-fill and open access broadband projects outlined in the Accelerate Aberdeen proposal document within this plan up to the value of £28.5 million as described in Section 2 of this paper,
- agrees that officers ensure a formal funding agreement between Aberdeen City and Aberdeenshire Council is put in place,
- agrees that officers to obtain both Councils agreement to recruit a Head of Broadband Delivery and Broadband Delivery Project Manager to oversee delivery of the Accelerate Aberdeen Programme to December 2014.
- agrees the availability of the required budget which is part of ACC's overall contribution to this project for these shared post once agreement is obtained, and

- refers these decisions to the Finance and Resources Committee for their endorsement.

2. FINANCIAL IMPLICATIONS

As a result of the Council's 2012/13 capital programme, provision has been made to invest up to £2 million in Open Access and City Wireless Digital Programme over the next two financial years. The scheme identifies 4 projects valued at approximately £28.5 million will be funded as follows:-

The Open Access Fibre Network

ACC	£ 2 million
AC	£ 2 million
DCMS.	£ 3 million
Private Sector	<u>£ 8 million</u>
	<u>£15 million</u>

White area in-fill

ACC	£ nil
DCMS	<u>£ 3 million</u>
	<u>£ 3 million</u>

City Wireless

ACC	£ nil
DCMS	£ nil
Private Sector	<u>£10 million</u> (estimated)
	<u>£10 million</u>

Voucher Scheme

ACC	£ nil
DCMS	<u>£ 0.5 million</u>
	<u>£ 0.5 million</u>

It should be noted that at the date of writing this report, that the DCMS has yet to confirm the level of funding that will be made available to the programme but they have indicated that it definitely will not exceed the amount applied for £6.5 million.

Funding for the two additional, fixed term project management roles described in section 6.2 below. will be funded from ACC, AC and DCMS funding streams outlined above. No additional revenue funding is required as consideration needs to be made regarding the use of capital funding.

4. SERVICE & COMMUNITY IMPACT

An Equalities Human Rights Impact Assessment was undertaken as part of the report to this committee on 13 September 2011. These significant infrastructure projects have the potential to provide benefit in the delivery of frontline services which use digital connectivity in their delivery. This covers services in social care, education, community wardens' work, environmental health, building services and planning. The contents of the report relate directly to delivering on key National Outcomes of the Single Outcome Agreement: **National Outcome 1** – We live in a Scotland that is the most attractive place for doing business in Europe; **National Outcome 2** – We realise our full economic potential with more and better employment opportunities for our people; and **National Outcome 3** -

We are better educated, more skilled and more successful, renowned for our research and innovation.

Delivering Next Generation Access (NGA) with associated affordability levels for disadvantaged communities (geographical and societal) will support and enable community engagement to improve life chances and opportunities. This also supports the administration's Smarter Aberdeen Policy Statement. Aberdeen City and Shire Economic Future (ACSEF) identified a number of areas within the Economic Action Plan where NGA can play a critical role in transport, global connectivity, anchoring the energy sector, and attracting and developing skilled people and company headquarters.

The delivery of this project is consistent with ACC's administration policy – "Aberdeen a Smarter City", supporting ACC's aspiration for Aberdeen to be a Smarter City. The widespread availability of NGA will allow public services to be more cost effectively delivered – this will become increasingly important as Council budgets reduce in real terms.

5. OTHER IMPLICATIONS

The European Commission currently has Draft EU Guidelines for applying State Aid rules in relation to the rapid deployment of broadband networks. Digital Connectivity Procurements have significant State Aid implications. The UBF bid required all bidders to provide a State Aid opinion for their options. ACC obtained expert advice from TaylorWessing, the advisors to Birmingham City Council which has already obtained State Aid clearance from the European Commission. DCMS is working with the EU with the potential aim of obtaining an umbrella State Aid agreement and is consulting with successful bidders on this option.

The plan would see ACC partnering with third parties to deliver services across the city and the potential that ACC utilise current property and asset portfolios to assist this delivery. This plan may also provide an opportunity to identify ongoing revenue income, which could be reinvested into infrastructure to provide high speed broadband services, access to areas which would be otherwise uneconomic etc.

As noted above, both Aberdeen City and Aberdeenshire Council's are partnering in the Open Access project within the overall Digital Connectivity Programme. Whilst there is a clear governance relationship as part of this process, it will be useful to develop a formal agreement regarding funding between both partners. Where possible, ACC will endeavour to work collaboratively with other UK Super-Connected Cities to ensure the best and effective use of public funds.

If any further developments occur regarding this these will be reported to committee as part of ongoing process.

6. REPORT

6.1 Background

On 9 November 2010 this Committee instructed officers to develop a programme to enable the delivery of improved broadband connectivity to domestic and commercial users in Aberdeen. On 11 September 2012, the Enterprise Planning and Infrastructure Committee agreed to support efforts to lobby Scottish Government for funding, appoint an advisor to assist officers to implement the recommendations of ACSEF's the 'Maximising Digital Connectivity' priority and ACC's 2012/13 capital programme has a provision to contribute £2 million to invest in Digital broadband infrastructure. On 6 November 2012, this committee endorsed the ACC's Accelerate Aberdeen Super Connected Cities Programme Bid (see Appendix 1) and instructed officers to undertake the procurement of expert advice.

Following confirmation of ACC's successful bid and in order to fit with the agreed project delivery timescales (see the Project Plan in Appendix 3) officers need to initiate an accelerated procurement process. This will be so that the four key elements of the bid can be procured in parallel-

- **Open Access Fibre Network** - a network built around the key developments areas in the City including the new growth areas defined by LDP12 and existing key business hubs such as Aberdeen Airport, Kingswells and the Bridge of Don. This also includes 20,000 homes and 196 hectares of employment & industrial land. It also includes 3,000 houses and 10 hectares of employment land in Countesswells. These plus Westhill are areas in the City and Shire that form part of the contiguous area. Both Councils are partners in this project and will contribute funding to this.
- **City Wifi Scheme** – to provide next generation wireless network deployed across the City to give enhanced broadband access capability for both residents and businesses. The access speeds obtained will be a function of the number of base stations deployed delivering download speeds of greater than 20Mbps. A deployment of this nature will provide citizens with an alternative to the ADSL services typically used in the City that suffer from contention and hence limited performance. It would also provide a commercial incentive to upgrade the City's exchanges. Implementation of WiFi hotspots across the City would provide benefits to businesses and consumers – providing remote access to key applications and flexible working. It is also likely to be attractive to visitors – enabling tourists to access local information and travel data. This is a concessionary scheme and would require the use of Council assets as an investment stake.
- **Voucher Scheme**- available to SMEs including Non-Government Organisations, Charitable organisations etc to provide a grant up to £500 for each organisation to contribute towards capital works to enable digital connectivity at specific locations which may not otherwise be commercially attractive to service.
- **White area in-fill**¹- use UBF funding to gap fund the elimination of such white areas (subject to State Aid approval). This will be undertaken either

¹ An area where there is an absence of affordable services at 2Mbit/s or above could be a useful retail indicator of a lack of effective competition and/or lack of economic viability for basic broadband networks, which will be surrounded by grey and black areas. Grey areas In a grey area NGA networks may exist or be planned, but such network or networks have not been constructed in an open way such that competition in high speed broadband services can be assured and there is no proven commitment by

through a separate ACC procurement or as part of wider national procurements currently being undertaken by the Scottish Government. Should this procurement fail to eventuate ACC and AC will make efforts to meet the DCMS's requirements within the given timeframes.

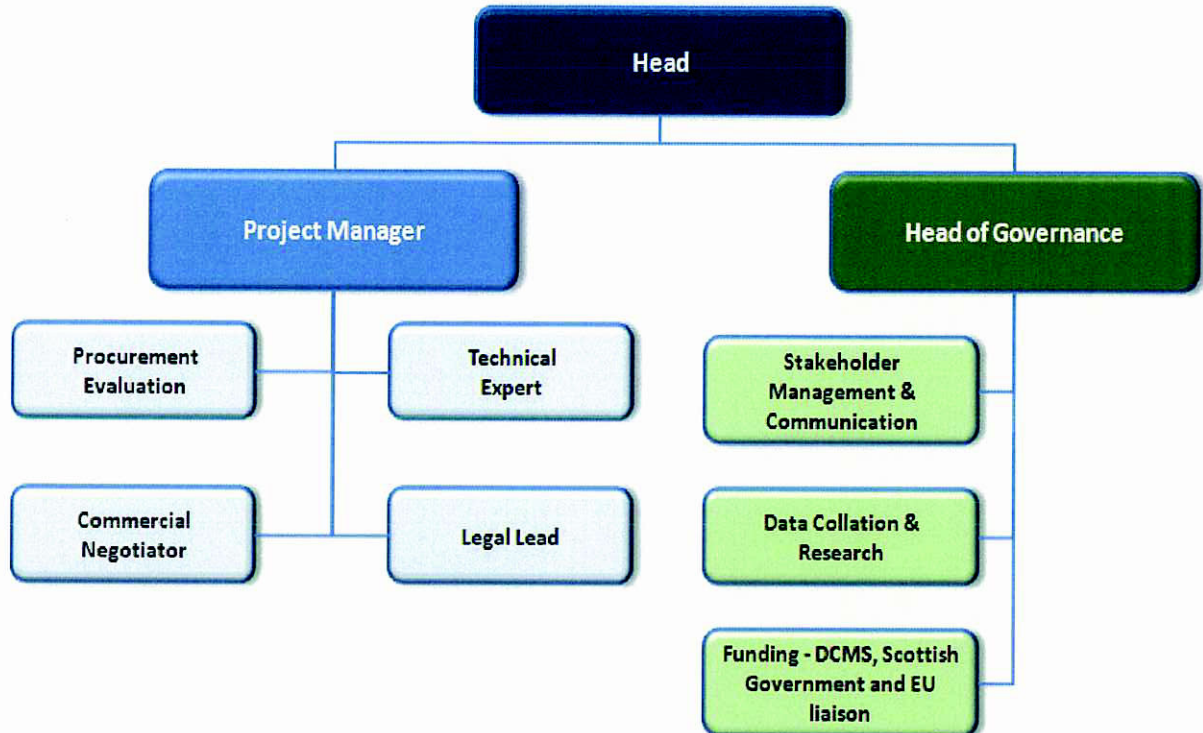
To deliver this project on page 12 of Appendix 1 Figure 7 shows the Team that is required to deliver the programme.

any operator to deploy an inherently open NGA network in the coming 5 years. A black area has access to NGA. The in-fill is providing NGA.

6.2- Project Management Arrangements

The Project Management Team required to deliver the programme is outlined in the following diagram (Figure 7 of Appendix 1)

Team Structure



At the meeting of the Aberdeen City and Shire Digital Connectivity Board it was agreed that whilst both the ACC and AC could undertake components of the proposed Delivery Team Structure, additional resources in the form of a Project Head and Project Manager would be required to manage such a complex project.

This additional input will be required for the two year duration of the project, with the costs being shared between ACC and AC. In Appendix 2 are the details of posts which are intended to be fixed term posts to December 2014 at a total employment cost of £160K pa (to be met by the two authorities). Should DCMS agree to extend the programme to 31 March 2015, the fixed term would extend to this date. In consideration of such joint arrangements, it would benefit from a formal arrangement between ACC and AC.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

The Scottish Government (2012) Infrastructure Action Plan - Step Change 2015
Rest of Scotland Procurement Public Consultation
The Scottish Government (2012) Scotland's Digital Future First Annual Progress
Report and Update – 2012
European Commission, (2012) *Draft EU Guidelines for the application of state
aid rules in relation to the rapid deployment of broadband networks*
The House of Lords Committee Communications Session 2012-2013 (2012)
Broadband for all— an alternative vision
The Scottish Government (2012) *Scotland's Digital Future - Infrastructure Action
Plan*
ACSEF Management Team Paper (2011) *Maximising Digital Connectivity – Next
steps and Action Plan*
The Scottish Government (2011) *Scotland's Digital Future A Strategy for
Scotland*, <http://www.scotland.gov.uk/Resource/Doc/981/0114237.pdf>
DCMS (December 2010) *Britain's Superfast Broadband Future*

Accelerate Aberdeen

Super-Connected Cities Programme - Aberdeen

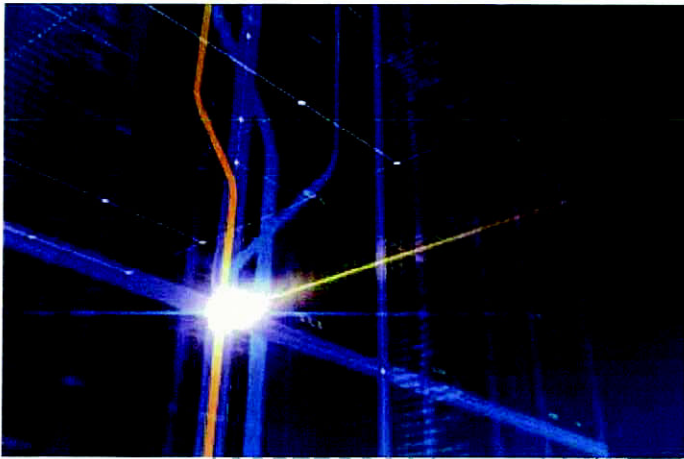
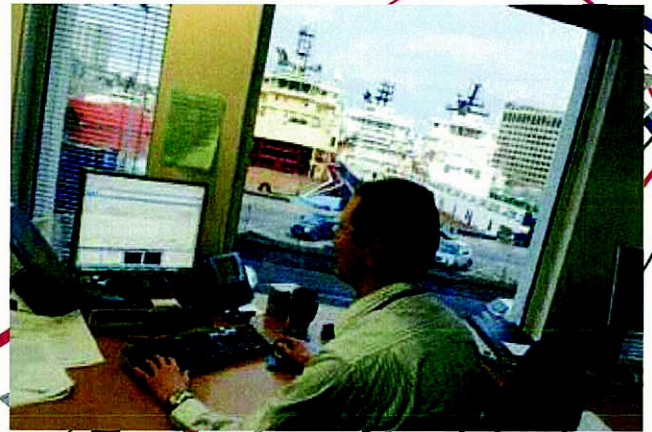
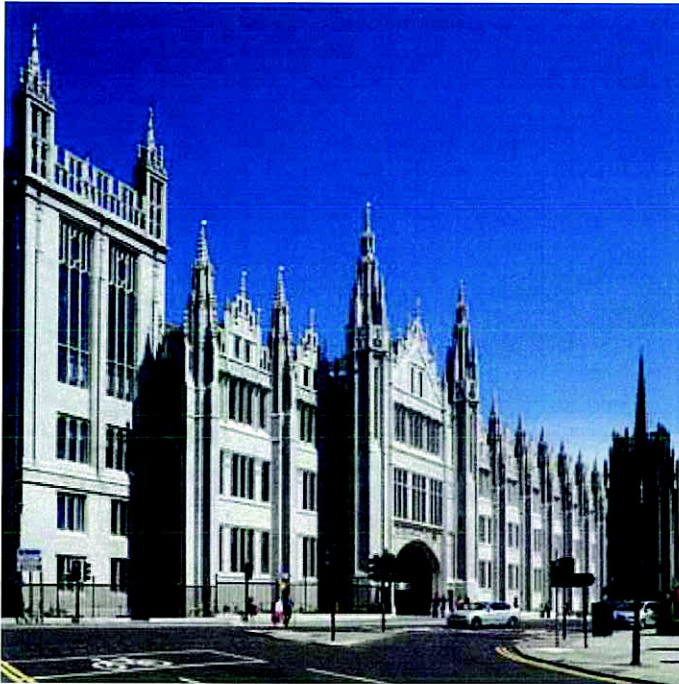




Accelerate Aberdeen



Super-Connected Cities Programme - Aberdeen



Prepared by: Aberdeen City Council
Date: 14 September 2012

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Application Information

Project Name: 'Accelerate Aberdeen'

Lead organisation:

Aberdeen City Council
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Proposed start Date of Project: 01 October 2012

Proposed end Date of Project: 31 December 2014 *(all UBF funds spent in 2013/14)*

Foreword

The North East of Scotland's economy continues to grow with the number of jobs here increasing in the midst of the global economic crisis. As a world energy city Aberdeen is second only to Houston, Texas. Aberdeen City and Shire has a sophisticated, globally connected knowledge infrastructure. Its talents are in global demand and those working in Aberdeen come from all over the world. The Oil and Gas industry accounted for almost 25% of total corporation taxes received by the Exchequer in 2011. It is innovation-driven and has responded over the past 30 years to the complex demands of extracting oil and gas from hostile conditions as well as producing quality food and drink, creating innovations in life sciences, contributing to music and culture, attracting visitors and exploiting its 'know how' in education. Aberdeen City and Shire has a dynamic, connected and global economy in a unique UK region.

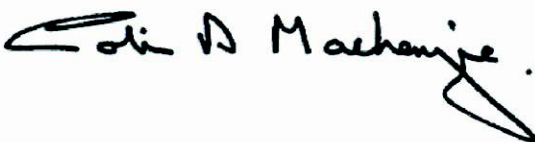


The global connectivity required to maintain and grow this area is challenged by ageing information technology infrastructure. This challenge poses a key risk to a knowledge economy relying on transferring information across the globe at speed. Our competition is global and should we be unable to continue to compete in these knowledge markets companies currently based here and the skilled supply chain that supports them would move not elsewhere in the UK but to other countries with faster ways of transferring and sharing knowledge.

Aberdeen City and Shire has suffered from a lack of investment in digital infrastructure. Investment in Aberdeen's infrastructure has been slower than that in comparable cities as shown by OFCOM's analysis in February 2011 which placed the city at the bottom of the league table for superfast broadband provision.

Through public and private partnership working, our two Councils identified the need to develop a comprehensive regional plan to provide the means to accelerate Aberdeen City and Shire's ability to maintain and grow its economy through state of the art digital connectivity. This plan was agreed by both Councils in 2011 along with significant capital investment for our individual and joint projects.

We both welcome and support the opportunity given to Aberdeen City to put forward a bid to the Urban Broadband Fund. It is our belief that through accelerating investment in connectivity infrastructure we will also accelerate our plans to maintain and grow the North East of Scotland's economy by attracting investment. We know that Aberdeen City Council and its partners are well placed to exploit the opportunities that a successful bid will bring.



Colin Mackenzie
Chief Executive Aberdeenshire Council



Valerie Watts
Chief Executive Aberdeen City Council

Joint Chairs Aberdeen City and Shire Digital Connectivity Board

Scoring

Section	Sub-section	Content	Qualifying score out of 10
A – Business Case	A1	Strategic Outline Case / Project Initiation Document	7
	A2	Connectivity table	nqs ¹
	A3	Business and jobs creation table	nqs
B – Project management	B1	Project governance structure	nqs
	B2	Project management team	nqs
	B3	Risk management strategy	5
	B4	Indicators and monitoring effectiveness	5
C – Funding and resources	C1	Matching funding and resources	7
	C2	Modelling used for funding estimate	nqs
	C3	Capital and revenue spending	nqs
	C4	Commercial model(s) to be used	nqs
	C5	Details of infrastructure ownership	nqs
	C6	Benefits realisation strategy	5
	C7	Funding table	nqs
D – Delivery & procurement	D1	Scope of project and procurement routes	6
	D2	Project plan and dependencies	6
	D3	Expedited planning, wayleaves, streetworks &c.	nqs
	D4	Engagement with private land & property owners	nqs
	D5	Fit with government's SME strategy	nqs
E – Growth and innovation	E1	Job creation initiatives and strategy	nqs
	E2	Growing business capability	nqs
	E3	Proposals for innovation and on-line services	nqs
	E4	Stimulation of additional private sector investment	nqs
	E5	Raising the level of knowledge based skills	nqs
F – State Aid	F1	Fit with State Aid Guidance	7
	F2	Evidence of State Aid compatibility	nqs
G – Demand building	G1	Demand stimulation activities - consumers	5
	G2	Demand stimulation activities - businesses	5

¹ No qualifying score.

A - Strategic Outline Case – Vision and Objectives

- A1 Set out the Strategic Outline Case (SOC) for the UBF project in your city. This should clearly demonstrate the strategic vision for the project and how its objectives link to city and national strategies, at a level of detail appropriate to the scale of the project. For PRINCE 2 users, a Project Initiation Document (PID) providing the same strategic case would be appropriate.**

Part A: The strategic context

A1.1 Organisational overview

A1.1.1 Aberdeen City & Shire Economic Future (ACSEF)

Aberdeen City and Shire Economic Future (ACSEF) is a partnership of private and public sector representatives who are committed to managing strategic economic development issues for the benefit of the area and its people. The Economic Action Plan for Aberdeen City and Shire outlines the actions we will take to achieve the vision for 2025 which aims to ensure a high quality of life, and sustainable economic growth. ACSEF has a five year economic action plan which has delivered progress despite regional and global setbacks. This public private sector partnership which brings together all the players in economic development has ensured a fully joined up approach to strategic and local development plans, transport and economic growth.

In spring 2011 ACSEF undertook a strategic overview of the work required to identify opportunities and develop infrastructure based on NGA (Next Generation Access) communications technologies. The objective was to accelerate economic growth and to identify targets for the quality of broadband services required for business and consumers throughout Aberdeen City and in contiguous areas in the neighbouring Shire. Both the public and private sector are using digital media more as part of their business. Access to faster and flexible digital infrastructure will support the delivery of education services, enable more cost effective delivery of public services including telemedicine and social care thereby facilitating social inclusion through increased access to social media and other networks

The area generates significant value to the UK economy and revenue for the UK Treasury. It has a key role in supporting activities in the offshore oil and gas industry and though production in the UK sector of the North Sea has peaked, there will still be significant employment associated with these activities for at least another 30 years. Three quarters of locally based oil and gas firms hope to take on new workers in the next two years, with 28% aiming to increase their workforce significantly. Aberdeen has a sophisticated, globally connected knowledge base with talents that are in global demand. The City, over the past 30 years, has responded to the demands of extracting oil and gas from hostile conditions. Oil and gas contributes 25% of the UK Treasury's corporation tax. The contiguous area referred to in this proposal is approximately 76 sq miles, covering Aberdeen City and Westhill (an adjacent settlement just outside the city boundary in Aberdeenshire). This area has an approximate population of 230,000. The city's contribution to UK GVA rose by 1.1% in 2010 from £28,442 to £28,731 per resident (UHY Hacker Young). The area's GVA per head of population was 38% above the Scottish average in 2006 - this varied from 88% above the average in the City to 6% below the average in Aberdeenshire. There are large commuter flows into the city with an estimated 50,000 people travelling daily into Aberdeen for employment. Currently, GVA in the region per head of population is second only to inner London at £27,388 per head. Our business rates contribute some £266 million to Scotland every year. Decades of experience in oil and gas operations have built up our reputation as one of the most robust and resilient economies in the continent.

The other key sectors of the economy are Life Sciences, Food and Drink and Tourism. 20,000 people are employed in tourism, Aberdeen City and Shire accounts for 14% of Scotland's total food exports and 2,000 life scientists' work in the area.

ACSEF's agenda includes anchoring the oil and gas industry to the area (by making Aberdeen a home base for global oil and gas service companies), developing employment in the low carbon, renewable and the wider energy related markets and developing the Energetica corridor between Aberdeen and Peterhead into a world class location for living and working.

Technology developments have seen employment grow in knowledge and intellectual property based firms, many of which trade in global markets and for whom robust, secure and high speed broadband links are vital. It is also important to retain key personnel in the energy sector and to prevent the premature fragmentation of the energy industry's presence in the areas. Ultra fast digital connectivity provides the means to ensure that the city and region will maintain a high regional GVA through activity in the North Sea and the export of goods and services to other exploration and production zones.



The area's geographical remoteness from its markets within the UK and Europe means higher transport costs for the substantial cluster of traditional industries involved in food and drink production, timber processing and paper making- high speed broadband links would help offset some of this competitive disadvantage.

Aberdeen has a vibrant higher education sector but its graduate retention rates are low. There are the high aspirations of the wider business and resident communities to be met, which includes a higher than average proportion of graduate jobs, a significant cluster of academic, research and learning institutions. Aberdeen City is home to an increasing number of Intellectual Property and knowledge based businesses, many of which trade in global markets where high speed and reliable broadband connections are vital to their businesses for data transfer.

Part B: The case for change

A1.2 Infrastructure Objectives

Across Aberdeen the provision of broadband infrastructure is inadequate with the City suffering from a lack of investment by the private sector. In urban areas the majority of business and residential users are still limited to ADSL services. The exchange and cabinet infrastructure requires significant investment. The overwhelming majority of users are supported with a maximum bit rate of 7.15Mbps and in practise often receive much less due to contention. As a result both business and residential users are constrained in their ability to use the internet for both economic and social applications. Also many large businesses seeking to locate in the regions major business parks and development corridors require access to world class ultrafast digital infrastructure to enable them to compete on an international basis. This is lacking in most parts of the region.

The investment in Aberdeen by BT has been slower than that in comparable cities and this was shown by OFCOM's analysis of February 2011 which showed Aberdeen at the bottom of the league table for superfast provision amongst UK cities with zero coverage....a situation that was rightly condemned by Jeremy Hunt MP, when he described it as "shocking" that "no-one in Aberdeen can get superfast broadband".

Subsequently BT has upgraded two of the exchanges in the City and has plans to invest in other exchange and cabinet upgrades over the period up to 2013.

Aberdeen has one of the highest rates of domestic broadband uptake in the UK. OFCOM's 2011 data demonstrates that Aberdeen City and Aberdeenshire have the highest rates of broadband uptake in the UK (74% and 72% respectively of population) where there is NO availability of superfast broadband. A consequence of this is the infrastructure is frequently overloaded resulting in much lower connection speeds than advertised and for which consumers believe they are paying.

So Aberdeen has four challenges to address in order to improve digital connectivity:

- Ensuring that businesses and residential customers in the City have access to a competitive market for superfast & ultrafast broadband services which will, in turn drive enhanced connection speeds, improve customer service and support and enhance reliability
- Provide major business parks and development areas in the region with access to world class ultrafast digital infrastructure that will drive inward investment, increase the competitiveness of businesses in the region and create employment.
- Ensure that the City has ubiquitous access to next generation wireless services.
- Ensure that public agencies are able to deliver cost effective services, particularly in the fields of education, health and social care.

In order to address these needs four streams of work/projects have been identified as part of the broadband development plan for the City;

- Ensure that all necessary in-fill of infrastructure is delivered across the City to address white areas and deliver **ultrafast** capability to ALL premises in these areas
- Build an **open access fibre network** covering a contiguous area linking the key business and residential growth areas defined in the Aberdeen Local Development Plan 2012 (LDP12) around the City and in the neighbouring Shire. In the longer term there is potential to expand the coverage of the three areas of strategic development defined by the Aberdeen City and Shire Structure plan namely, the Energetica corridor north to Peterhead, along the A96 to Inverurie and south to Stonehaven.

- Enhance competition and improved service provision in the City by encouraging and driving the **deployment of next generation wireless technology**. The City will use its existing property portfolio as an incentive for wireless operators to deploy base stations across the City and it is our intention that this should address the community as a whole and deliver social as well as economic benefits
- Provide a **fund to drive the adoption** of broadband services into SMEs and sectors of the community where adoption needs to be stimulated (eg elderly, low income groups etc).

A1.3 Economic and Social Objectives

The economic objectives are to:

- stimulate economic growth in local businesses by driving up demand for digital connectivity and the innovation which it can support
- encourage inward investment from larger digital dependent businesses, including those in key strategic industries such as energy, food processing, health and knowledge based industries
- establish Aberdeen as a priority destination for innovative use of digital technologies and services by the public and private sector and retain the existing employment in the energy sector by enabling it to compete effectively on the world stage
- bridge the digital divide across the region and ensure both economic and social cohesion

In terms of our social objectives we aim to:

- drive adoption across the community to aid social inclusion and ensure the ability to harness the digital economy and access public services is delivered to all
- build on Aberdeen's reputation in the field of health related applications. The University of Aberdeen has a pedigree in medical advances that has moved into using digital and mobile technology.
- provide a platform for the cost effective delivery of key public sector services.

A1.4 Existing arrangements

A1.4.1 Overview of Area

Demographic Profile and Addressable Market Size

Businesses

Figure 1 presents the number of business sites in the City by sector and size. There are over 9,000 sites in the region of which >90% have less than 50 staff. This is key when assessing broadband delivery in the region. *Although major business sites will be well served in terms of digital connectivity via private corporate networks, the overwhelming majority of employees in the regions are small and medium sized enterprises (SMEs) for whom the availability of cost effective, high speed digital connectivity is limited.*

Figure 1: Aberdeen City business sites by sector and size

Local Authority	Employee size band	Primary Industries	Manufacturing	Construction	Wholesale, retail & repairs	Hotels and restaurants	Transport, storage and communication	Financial intermediation	Business activities, real estate, renting	Education, health and social work	Other community, social and personal services	Total
Aberdeen City	0-4 employees	180	250	415	805	265	195	75	3,150	240	380	5,955
	5-9 employees	15	105	65	395	170	65	35	330	90	120	1,390
	10-14 employees	10	35	35	165	85	40	20	150	55	40	630
	15-49 employees	20	100	45	225	140	75	30	220	100	60	1,015
	50+ employees	55	60	20	60	35	35	5	150	50	15	480
	Total	280	550	580	1,650	695	405	165	4,000	535	615	9,475

Source: Scottish Government

Residential

The population of Aberdeen City is **210,400** (Source: Office National Statistics 2008). The Aberdeen City and Shire Structure Plan envisages a 15% growth in the working population by 2030. This equates to an additional 32,100 people.

A1.4.2 Overview of existing infrastructure

Infrastructure Audit Conclusions

Based on the infrastructure audit and stated plans of operators in the area, the following conclusions can be drawn:

- Although Aberdeen City is well served with fibre infrastructure it is largely unexploited, so businesses and residential customers continue to use ADSL services on exchanges that are suffering from a high degree of contention and which would benefit from upgrading to FTTC and/or FTTP.
- A number of key business centres suffer from a lack of supply of competitive infrastructure and are not receiving the speeds, choice of service and quality that the businesses require to compete effectively on an international basis

Unless these failures are addressed Aberdeen runs the risk of declining competitiveness and will not receive the social and economic boost that next generation broadband services have been demonstrated to deliver to the detriment of the region and the taxation income to the nation.

A1.5 Business needs

Aberdeen City and Shire has undertaken a range of market research assignments in order to explore user requirements for broadband services as well as views on pricing, service and support, service availability, applications and the commercial impact of broadband services on their businesses.

In May 2011 two parallel surveys were undertaken with:

- 76 members of Aberdeen and Grampian Chamber of Commerce
- 132 members of the Federation of Small Businesses in Aberdeen City and Shire.

A summary of the key findings of the research is presented in Appendix B.

Conclusion

The conclusions from the user research may be summarised as follows:

- Businesses have an increasing requirement for superfast broadband and view existing services as inadequate for their future needs
- If the provision of enhanced digital connectivity in Aberdeen City is not addressed, businesses perceive a risk to their competitiveness and the economic development of the region may be adversely affected
- There is a clear trend for increasing use of bandwidth intensive applications such as video content
- Businesses in the area would welcome and use upgraded broadband infrastructure if it were available at an affordable price

A1.6 Tele-health

NHS Grampian, the health authority for North East Scotland, is regarded as one of the world leaders in its use of telemedicine. Consultant James Ferguson, National Lead of the Scottish Centre for Tele-health and Tele-care and his team based at Aberdeen Royal Infirmary, deliver stroke care via video link to peripheral hospitals. Stroke can be a devastating condition, caused either by a clot in a blood vessel in the brain or by a haemorrhage. Treatment to dissolve the clot has been shown to improve outcomes but has to be delivered within four and a half hours of the onset of the stroke. Improved bandwidth would allow more patients to be treated and improve patient care.

Other tele-health applications include patients with bronchitis being monitored in their own homes by nurses monitoring data coming in via computer and specialist medical advice is being given via video link to non-specialist medical staff treating patients hundreds of miles away. Finally the area has seen a reduction in sick children being transferred to hospitals with more specialist care and patients receiving psychiatric help via Skype.

Mr Ferguson stated "I expect the way we deliver healthcare in the years to come will be a completely different routine to what we have at the moment with healthcare advice delivered via mobile phones and TV's in our own homes"

Improved digital connectivity in Aberdeen will allow health care providers to address UK market failures in healthcare and so improve Britain's health and reduce NHS service costs.

A1.7 Overview of proposed solution - Technical Strategy

The proposed technical strategy to deliver enhanced digital connectivity across Aberdeen will be addressed within the following four parallel streams of work

A1.7.1 White Area In-Fill

ACC is committed to ensuring that all business and residential premises in the City have access to ultrafast services by 2015. As we have seen there are extensive areas of the City that are not being addressed by the commercial market. In addition ACC (unlike cities in England) has not been in direct receipt of BDUK funding to address this issue. The Scottish Government received BDUK funds at a national level and is focusing its resources on meeting the requirements of rural areas. There are therefore two potential mechanisms to address the issue of white areas;

- gap funding to ensure that the proposed roll out of ultrafast services delivered by FTTC based solutions is accelerated and augmented to achieve 100% availability across the contiguous area in the City
- build a parallel overlay fibre network infrastructure in the City.

Additionally we propose complementing and augmenting both of these approaches by providing a next generation wireless network overlay.

Scenario 1): Cabinet based approach:

One scenario is to use UBF funding to gap fund the elimination of such white areas (subject to state aid approval). This will be undertaken either through a separate ACC procurement or as part of wider national procurements currently being undertaken by the Scottish Government (ie ACC's requirements will be added to the rural requirements to be addressed under programme 1 – the Rest of Scotland). Points to note are as follows:

- although the Scottish Government has set a target for achieving 75% coverage at 40Mbps across premises, ACC is committed to 100% coverage at ultrafast speeds across the City
- the feasibility of this approach will be subject to State Aid issues and much will depend on the outcome of national discussions to create an umbrella state aid clearance to gap fund white areas across the country. At the time of writing this umbrella agreement was still under discussion and the situation regarding urban requirements remains unclear. However in the event that a national agreement is not reached Aberdeen will seek clearance from the EU (possibly in partnership with other Cities with a shared aspiration) to in fill its white areas in a similar manner

Scenario 2: Open access fibre:

It is Aberdeen's strategy to work with a private sector partner to build and operate an open access fibre network serving the key development areas to the west of the City (see section 1.7.2).

A1.7.2 Open Access Fibre Network

Service Definition

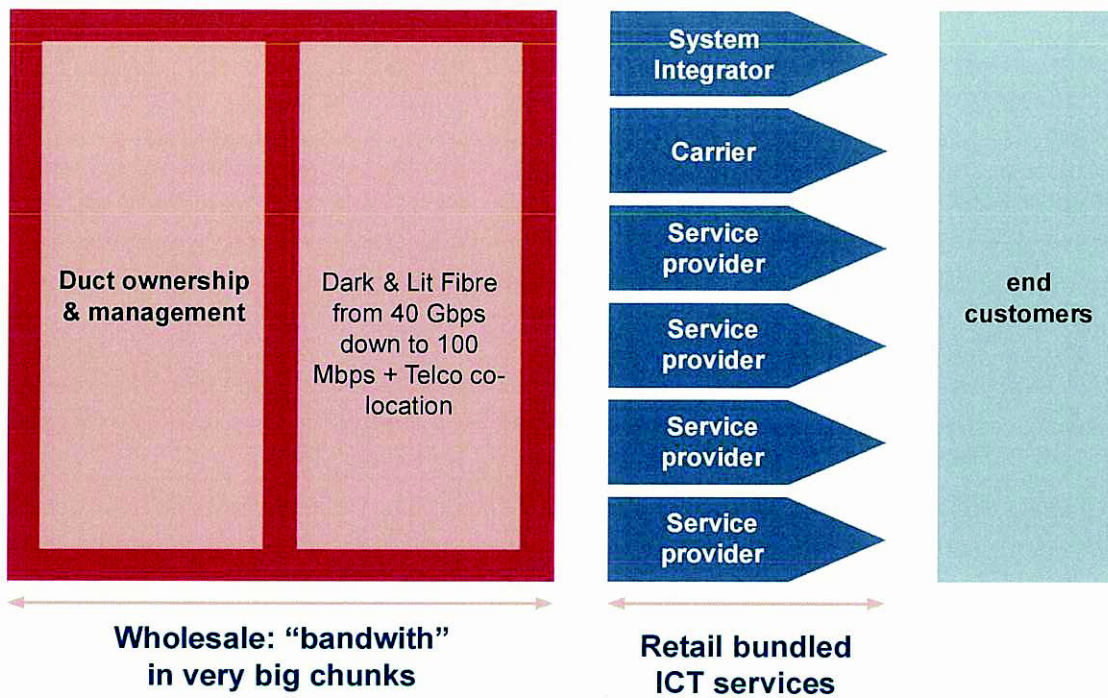
It is proposed to establish and build an open access wholesale fibre network along a route circling the key development areas in the western perimeters of the City that are not being addressed by the private sector. This will:

- address the market gap in ultrafast service supply offering symmetrical services from 100Mbps to 40Gbps to the market
- lower end user prices by encouraging innovation and competition at the supply level
- drive economic growth and regeneration
- improve residents quality of life and help retain firms in the area.

The concept is illustrated in Figure 4 overleaf. Aberdeen City (and potentially Aberdeenshire) will work with a private sector partner(s) to build and operate the open access wholesale fibre network. A range of national and local service providers will sell retail services to the end user market. They will be able to procure the following services:

- Dark fibre
- Wavelength services (40 Gbps, 10 Gbps, 2.5 Gbps)
- Ethernet services (1 Gbps, 100 Mbps). These may be point-to-point services, or may support mesh networks
- Co-location services to enable service providers to locate equipment appropriately eg ADMs, wireless equipment/base station.

Figure 4: Open Access Network Value Chain



The fibre infrastructure will be housed in a set of new ducts constructed alongside roads in the proposed locations. This will allow initially peak access rates of up to 1 Gbps per site. We have assumed that initially 100 Mbps access is the peak required for the majority of users, with only a small number taking the higher speeds. It is also feasible to increase the delivered peak rate per building to 10 Gbps and 40 Gbps in the future. This will ensure that **Aberdeen has genuinely world class infrastructure** that will be key to maintaining the competitiveness of the local energy sector. We believe the fibre and ducting are a sound investment for the future, our choice of electronics will suit a range of medium sized service providers and system integrators allowing them to connect directly to the premises. The dark fibre products will suit larger service providers who may wish to select their own layer 2 (L2) solution.

The ducts and fibre are expected to have a long lifetime, the electronics are upgradeable, under the control of the proposed SPV (Special Purpose Vehicle) or operating partner, to 10 Gbps and 40 Gbps access as demand requires and delivery electronics become available.

The network will support at least two interconnect points. One is proposed at a BT exchange and the other potentially at another carrier in the region. It is proposed that the aggregation points are co-located at these premises if feasible alternately they may be co-located in a local data-centre.

Proposed Route

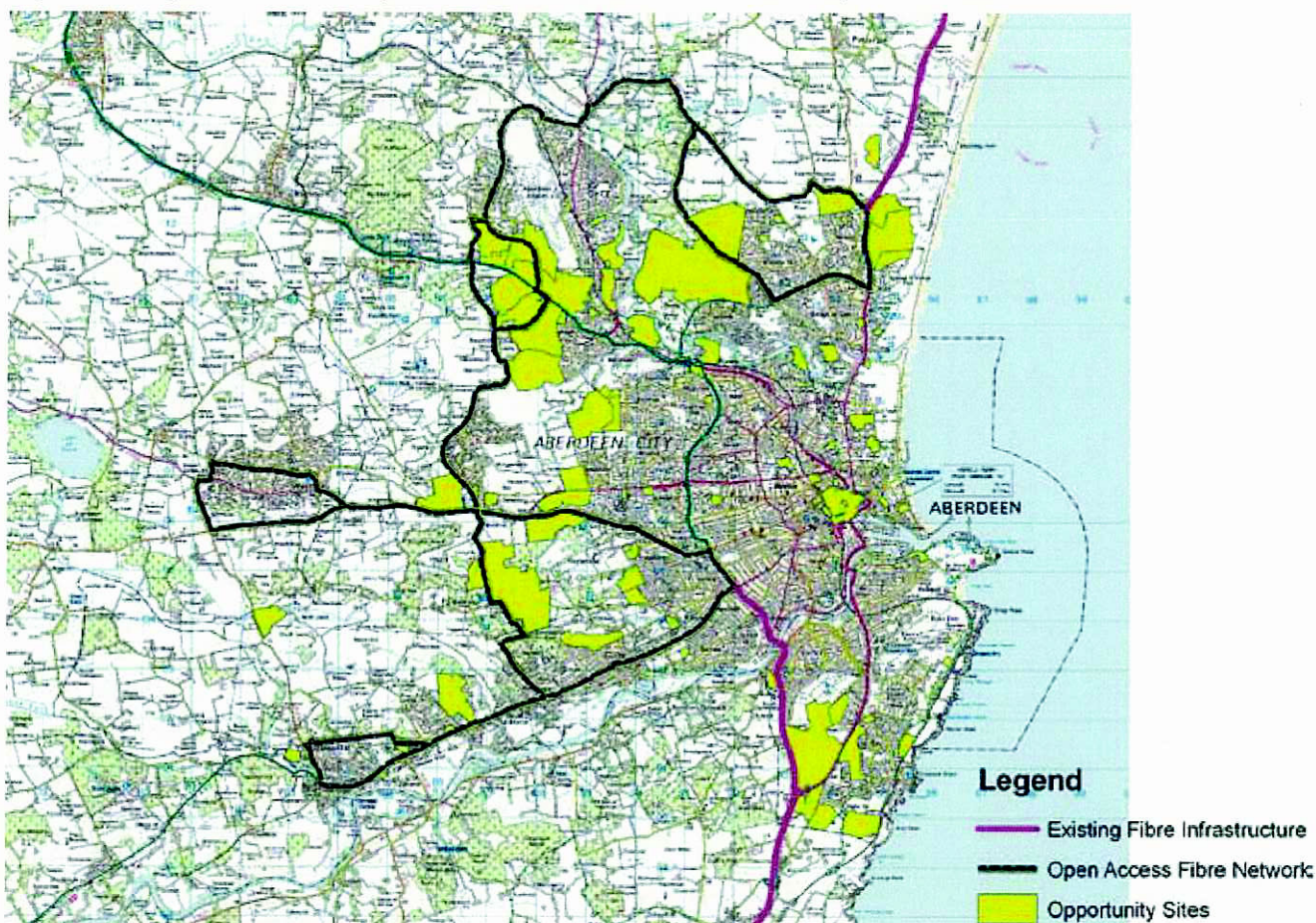
Figure 5 presents the proposed route of the fibre network. The proposed route will enable access to

- The key developments areas in the City including the new growth areas defined by LDP12 and existing key business hubs such as Aberdeen Airport and the Bridge of Don. This also includes LDP12 additional 20,000 homes and 196 hectares of employment & industrial land. It also includes 3,000 houses and 10 hectares of employment land in Countesswells and up to 8,000 homes in Elsick. These are areas in the City and Shire that form part of the contiguous area
- Access to the major business parks in the neighbouring Shire (notably Westhill). It should be noted that these are in a contiguous area and are not in receipt of BDUK funding via the Scottish Government Programme which will focus on the provision of superfast services to rural areas (delivered by FTTC), whereas here we will provide ultrafast connectivity delivered by FTTP. Hence it is a complementary investment.

It is envisaged that the core route shown in Figure 5 would be built as part of this project and connectivity to other Strategic Growth Areas could be leased from existing fibre providers who have infrastructure in the area (ie SSE, BT and Cable & Wireless). This could include a route south down the coast to Dundee and north to Peterhead.

We envisage that the core ring shown in Figure 5 below will be built by the private sector and will be completed by a comprehensive FTTP access network, part funded by UBF, delivering world class connectivity in the key development areas adjacent to the ring along with Westhill.

Figure 5: Proposed Route of Open Access Fibre Network and Development Areas



Source: Aberdeen City Council/Mott MacDonald

Partners

ACC will undertake a procurement exercise in order to select the most appropriate partners to deliver this project. A key procurement criterion will be the ability to deliver a community of business and consumer ISPs by the selected partner. We are aware of the situation on other projects (eg Digital Region) where adequate channels to market have not been established.

Timescale

A detailed project plan is presented in Appendix C

Dependencies

The project is subject to the following external dependencies that will be carefully monitored and managed throughout the lifespan of the scheme:

- Legal and regulatory: This includes State Aid approval which will be required. Initial discussions with the legal team who represented Birmingham has shown that the Aberdeen case is compelling
- Funding: Private sector funding will be required to match any public sector investment
- Partner: It will be necessary to identify appropriate private sector partner(s) and establish the appropriate commercial vehicle
- User requirements: The requirements of end users should be monitored, particularly with regard to purchasing propensity, pricing, service bundles, education and training and service and support needs
- Public sector contracts: As these arise for renewal they should be examined to see if there is scope for aggregation and cost savings
- Complementary projects: There are plans for parallel projects, notably next generation wireless services. These should be coordinated with this project to ensure there is no duplication of resources and common

platforms and network infrastructure can be used

A1.7.3 City Wireless Network

Concept and Service Definition

The objective would be to give Aberdeen world class wireless infrastructure. In particular:

- A next generation wireless network deployed across the City would give enhanced broadband access capability for both residents and businesses. The access speeds obtained will be a function of the number of base stations deployed and user demand but commercial deployments elsewhere in the world typically deliver download speeds of greater than 20Mbps. A deployment of this nature will provide citizens with an alternative to the ADSL services typically used in the City that suffer from contention and hence limited performance. It would also provide a commercial incentive to upgrade the City's exchanges.
- Implementation of WiFi hotspots across the City would provide benefits to businesses and consumers – providing remote access to key applications and flexible working. It is also likely to be attractive to visitors – enabling tourists to access local information and travel data.

Applications and Implications for ACC

In addition to the benefits for businesses, consumers and visitors, it is likely that the ACC and other public sector bodies in the City could use the wireless infrastructure to deliver public services. Examples include:

- Education services
- Crime
- Traffic management and control
- Delivery of community and social services (eg monitoring of sick and vulnerable)
- Public information services.

A programme has been initiated which involves rejuvenating some of the shops, modernising street and roads to facilitate better access for the mobility impaired. In addition WiFi hotspots are being implemented which will enable CCTV surveillance and consequent increased safety/reduced crime in these areas. A £250k fund has been received to support this programme for CCTV and enhanced lighting.

Grampian Police have access to a fibre network and the majority of their CCTV cameras are connected over fibre. There are a number of 3G cameras but these have suffered from latency and have not allowed tracking around corners because of this.

ACC's Intelligent Transport Systems (ITS) Unit is responsible for systems that control and encourage traffic movement on Aberdeen's road network. This includes systems such as traffic signal control, Variable Message Signs (VMS) and the Car Park Guidance System (CPGS). These systems utilise a variety of communications profiles such as fixed analogue private circuits and the mobile phone data network. Traffic signals that are located outwith the city centre or are not located on the main traffic sensitive corridors also utilise the same 3G network. Traffic signals that are located within the city centre or reside on traffic sensitive corridors operate under the control of a centralised computer called Urban Traffic Control (UTC). The traffic signal installations that operate under UTC require fixed analogue private circuits to allow constant communications for continual control. ACC was the first Scottish local authority to publish any open data, and the first to establish a linked data triple-store. This has been achieved by working with local developers and the academic community, collaborating in hack days and similar events. Providing such open data, not only assists both Councils in delivering services but also private sector organisations with travel logistics. The challenge being ACC requires improved digital connectivity to ensure an integrate transport system.

ACC has across its services invested in information technology in the delivery of front line services, wireless and 3G PDAs and tablets have been used since 2006 in Environmental Health Services and enforcement services. This technology is now being used in the delivery of care and repairs services, building services, housing, education and social care. Through its new ways of working initiative, staff have remote access from across the city into the city's servers. This plays a key role in its disaster recovery strategy. The challenge is that the band width in the city is inadequate to provide timely real time service and access. It may be possible to harness all of these initiatives to support attracting a strategic partner or to share backhaul facilities between them. ACC proposes to deliver the City Wireless Network via a Public Concession Model.

A1.7.4 Voucher Scheme

The three streams of infrastructure development described above will provide ubiquitous coverage of ultrafast broadband services across the City along with access to world class infrastructure in key business parks and development areas.

However there may be segments of the market where access to such services remains constrained by the initial cost of connectivity. This may include:

- SME's
- Parts of the third sector organisations such as Housing Associations, Charities etc

In these cases we propose to run a voucher scheme whereby businesses and the third sector can apply for a subsidy on the capital cost of initial connection charges (but not on-going usage charges).

A3 Please indicate the expected business outputs to be achieved:

Business growth to be achieved with UBF investment			
	2013-2014	Future	Totals
<i>Business start-ups resulting from UBF funding</i>	60	60/year	900 over 15 years
<i>Jobs created as a result of UBF funding</i>	960	960/year	14,400 over 15 years
<i>Anticipated extra Gross Value Added (GVA) due to UBF in £'m</i>	£6m	£6m/year	£87m over 15 years.

(1) Aberdeen has the highest rate of growth of business start ups in Scotland (source: ONS). The business 'birth rate' in Aberdeen in 2010 was equivalent to 57 registrations per 10,000 adults. Over 1000 were established in 2010. In addition business start ups in Aberdeen have a long survival term (of the 830 newly registered businesses in 2005, 47.1% were still active five years later). Typically Aberdeen has a net growth in businesses of approx 100 per year. World Bank analysis has revealed that a super connected city can expect to see a higher rate of growth of business start ups of up to 0.5% - 1.2%. Aberdeen has a business start up rate of approx 900 businesses per year out of 8000 total ie 11%. If this grew to 12% we expect an additional 60 companies per year

(2) Assumes Aberdeen average of 16 staff per company

(3) Broadband generates productivity gains and opens up new commercial activity for business. A 2008 EC study estimated the productivity impacts under first generation ADSL broadband. (Micus Management (2008). 'The Impact of Broadband on Growth and Productivity') EC, DG Information Society and Media. This varies by sector and it is assumed that the impact of NGA mirrors that of first generation broadband. This would imply an uplift in GVA across Aberdeen City of approx 0.3% per annum = £28,000 per head * population of 210,000*0.3% = £17.6m/annum. Of this it is assumed 1/3 is attributable to UBF.

B – Project management structure & governance

B1. Set out the project governance structure and terms of reference. Identify members of the project Board by function.

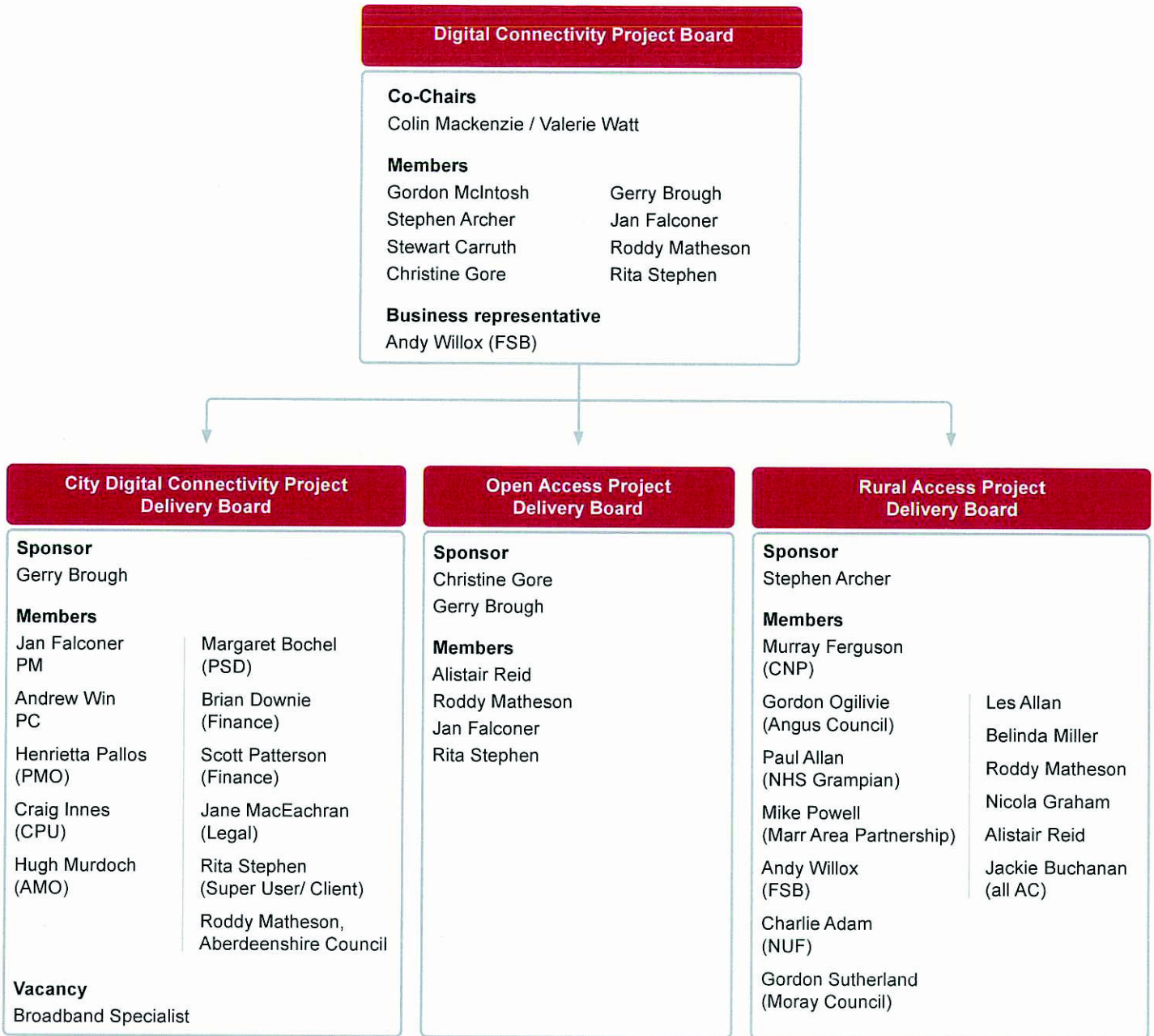
The Digital Connectivity Board is a joint board between ACC and Aberdeenshire Council. It is co-chaired by its Chief executives. Its membership consists of the two councils' Directors of Enterprise, Directors of Corporate Governance, Project Sponsors and Project Managers, Super-users - ACSEF representative and a business representative from the Federation of Small Business. The remit of this board is to receive reports and oversee all Digital Connectivity projects across the North East of Scotland. The board meets bi-monthly and all meetings are documented. The Project's Terms of Reference have been developed to give a focus of the expectation and requirements of this Board.

The purpose of the Project Board is to collaboratively assist in:

- Supporting the development of a market sounding brief for enabling the implementation of a City Wifi services which increases the connectivity in the Core City Centre;
- Considering the digital connectivity of other media such as broadband;
- Advising on any opportunities that will advance the delivery of this project and improve digital connectivity in the city;
- Ensuring that assets chosen to site the digital capacity in the city not only meet the technological requirements but, are available for access as per our asset management, legal, statutory planning and OJEU procurement requirements;
- Address State Aid issues using specialist advisers and in-house expertise;
- Advising on and approving the pre-tender questionnaire and an evaluation tool so as to shortlist preferred providers;
- Advising on and approving detailed tender documents;
- Advising on and approving contractual terms, conditions and duration, and
- Evaluating tenders and determining preferred development partner to be presented by the Project Manager to the appropriate committee.

The Digital Connectivity Project Delivery Board is tasked to deliver the city wifi project but this is being extended to include broadband connectivity in the City's contiguous area, including Westhill. The Delivery Board consists of the Project Sponsor, Project Manager, Project Co-ordinator, Head of Procurement, Head of Asset Management, Head of Planning, Legal Advisor, Financial Advisor, Programme Management Office (PMO) representative, Super-user (ACSEF), Advisor from Aberdeenshire Council and Broadband Specialist. It meets monthly and its meetings are documented. The governance structure is presented overleaf.

Figure 6: Governance Structure



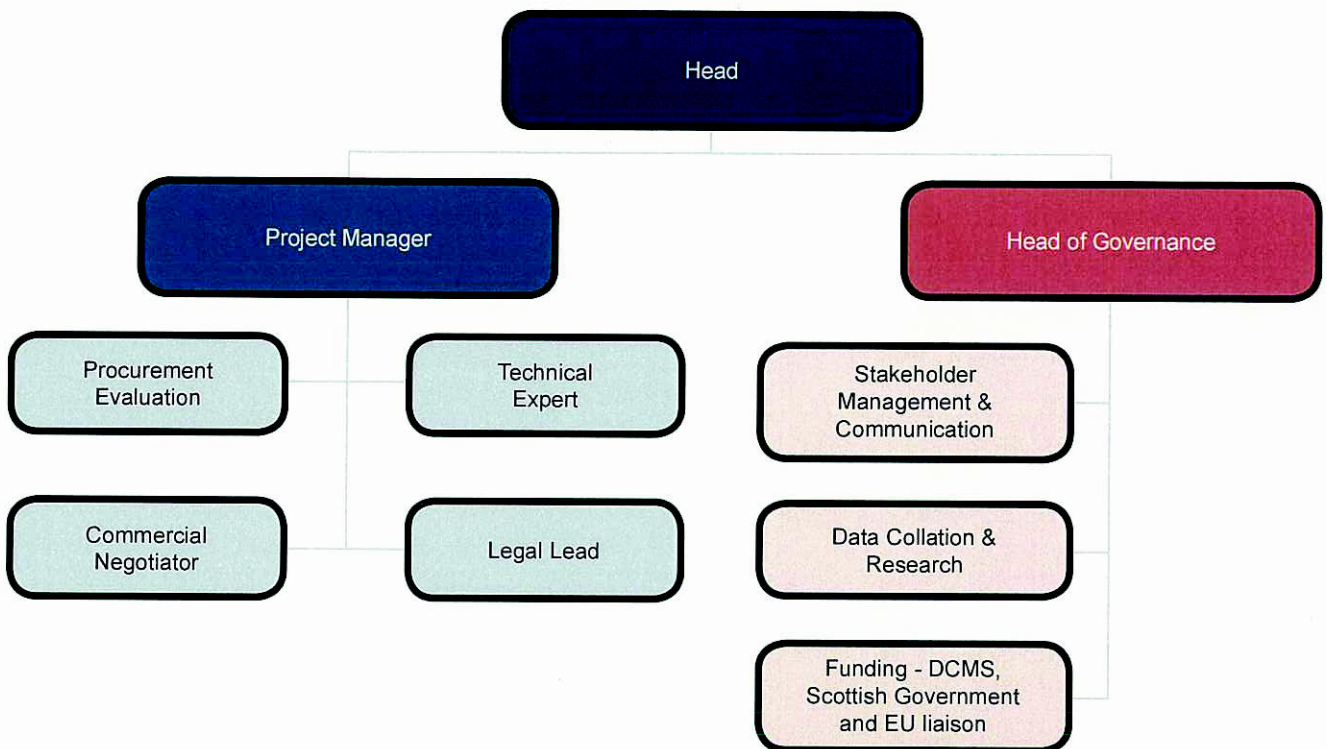
B2. Identify the project management team by function.
Indicate where external contractors or consultants will be called on and the process and timescale for appointment if not already available.

ACC has defined a project team with a unique blend of technical, commercial and legal and regulatory expertise. This has been sourced internally, from local enterprises and from external sources (Mott MacDonald has been the on-going technical and commercial advisor in the development of the region’s broadband plans). The key tasks this team need to drive forward are:

- Funding applications
- Legal and State Aid issues: - Here we will also call on the specialist legal team from Taylor Wessing who successfully managed Birmingham’s state aid application
- Procurement – open access fibre network, white area in fill, city wireless network
- Establishment of contracts and commercial vehicles
- Programme management and implementation including financial control
- Demand stimulation and marketing
- Governance.

As an illustration, Figure 7 below presents the project structure.

Figure 7: Team structure



B3. Describe your risk management strategy and key risks.
You should include how you will deal with timetable risks in procurement and delivery, and any cost overruns in either supplier bids or post contract(s) award.

ACC has established a rigorous project management structure of which risk management forms a key part. A regularly reviewed risk register is maintained and updated by the project manager and discussed at regular meetings. All risks are corporately logged using ACC's corporate management/ risk management tool Covalent. The projects and associated risks considered on a monthly basis at a corporate level. An example is shown overleaf:

Figure 8: Example Risks Register

	Description	Likelihood	Severity	Action to Resolve
1	Failure to attract private sector partner (s)	Low	High	Continuous dialogue. Ability to stop project at procurement stage if no strong partner. Possible partners have already indicated willingness.
2	Danger of not obtaining state aid approval	Medium	High	Need to make case for intervention to EU. Strong legal advisors are lobbying decision makers.
3	Low User demand for services	Low	High	Lower prices. Marketing and promotion activities.
4	Competitive actions from telecoms operators	Medium	Low	If BT change roll out plans, ensure open access roll plan is flexible to avoid duplication of resources.
5	Unable to attract service providers to market services	Low	High	Private sector partner to liaise with national service providers. Aberdeen City & Shire to liaise with local companies.
6	Slow service adoption – need for anchor tenants	Medium	Medium	Aberdeen City & Shire to run awareness and education campaigns. Use public sector as anchor tenant?
7	Need to avoid technical obsolescence	Low	Medium	Liaise with equipment vendors to ensure state of art technology.
8	Availability of funding	Medium	High	Discussions being held with ScotGov, EU and others.
9	Availability of skilled staff	Medium	Medium	Recruitment campaign late 2012/use external support.
10	Ability to deliver cost savings	Medium	Low	Design will ensure that price point to users are lowered. Liaise with public sector bodies in the area to deliver cost savings.
11	Roll out delays	Low	Medium	Co-ordinate and brief all internal departments including Roads, Planning and Legal.

B4. List the indicators identified to monitor the implementation and effectiveness of programme delivery. Insert in tables in Section A2 and A3 your headline figures for network roll-out, businesses, jobs and Gross Value Added (GVA). A project plan should be provided in Section D2.

ACC has defined a range of indicators to monitor the effectiveness of this project. The programme of market research previously presented will be updated at regular intervals to monitor the effectiveness of the investment programme. We will continue to work with the Aberdeen and Grampian Chamber of Commerce and the Federation of Small Businesses on this matter. In addition we will also monitor the social benefits and usage of enhanced digital connectivity through the continued drive to deliver enhanced public services usage and effectiveness is continually monitored. Key parameters we will measure include:

Economic Measures	<ul style="list-style-type: none"> ● Employment levels ● Business Start Ups ● GVA
Technical Measures	<ul style="list-style-type: none"> ● Broadband penetration and usage ● Speeds delivered ● Price benchmarks ● Number of service providers ● Coverage and service availability.
Social Measures	<ul style="list-style-type: none"> ● Adoption and usage of key public services ● Health indicators (eg usage and benefits from e-health) ● Education – delivery of adult education, schools programmes, GLOW (Scottish national internet for schools) etc

C – Funding and resources

C1. Set out capital, revenue and non-cash resources that will augment the UBF investment to help to achieve the objectives, including finance and the commitment to the project of physical resources:

- from the city, other local bodies and any external organisations involved;
- from the local enterprise partnership (LEP);
- EU sources; and
- the private sector.

Please note any conditions or restrictions on availability of these resources - for instance, contractual limits to the use of public sector assets.

Aberdeen City places a high emphasis on its Digital Connectivity agenda and has been instrumental in seeking to improve and enhance the digital infrastructure in the region. Both the City (and neighbouring Shire) have made firm financial commitments and have also worked extensively with the Scottish Government, EU and the private sector to increase investment.

C1.1 Aberdeen City Council (ACC)

ACC has made a capital funding commitment of £2 million to be drawn from its budget by April 2014. This is approximately 12% of its Capital Budget.

The current Aberdeen City and Shire Structure Plan, approved by Scottish Ministers in August 2009, recognised the importance of the development of a high-speed communications network in the area to support the growth and diversification of the regional economy - building on a highly skilled and innovative workforce. In particular, the plan focuses on deployment for new development in the three strategic growth areas - one of which is the whole of Aberdeen. ACCs LDP12 has policy and guidance regarding Developers Contributions for infrastructure. Policy 1 – Infrastructure Delivery and Developer Contributions (Policy I1) covers the infrastructure, services and facilities such as schools, roads and essential services required to support new or expanded communities. The LDP12 identifies 8 Masterplan Zones where most new development will be concentrated and sets out in more detail the infrastructure requirements there. However Policy I1 applies to all parts of the City and to any development that requires further supporting infrastructure. Though not specifically identified, Section 75 contributions could be used. Two developers in a Masterplan Zone are already providing access to fibre for their developments. This is being done in order to reflect demand and to make the developments more marketable.

ACC has already invested in digital connectivity since 2008 in a variety of areas in the region of £4.5 million. This is augmented by fibre-optic cable in the city centre for its CCTV system which is operated by Grampian Police which has a current book value of £1 million. ACC recently added digital cameras and 3G masts across the city at an approximate cost of £200k. This has led to both Police Officers and ACC's City Wardens wearing video cameras

which allow the footage of incidences to be filmed and downloaded. ACC has focussed its digital investment into service delivery. It is rolling out an initiative where officers are using digital wireless technology in its Social Care and Wellbeing Services, this so that they may be focused in working with clients rather than spending time commuting to the office. ACC has created a wireless network for schools using point to point technology.

ACC has utilised 30 of its tower blocks to create a wireless network for schools using point to point technology. This £1 million Wireless Local Area Networks (WLAN) covers half of ACC's schools. For some of the schools outwith the WLAN a further £750k has been invested in Wireless Wide Area Network. These figures exclude the cost of hardware. An investment of £550k has been made into establishing a Virtual City Senior Campus which aims to offer students a greater choice of curriculum where they can take a course from any school in the city at any place and at any time. ACC has deployed a mobile computing system to support our building services team in maintaining tenants' houses and Aberdeen's public buildings. Based on Consilium's Total Mobile application and handheld computers, this has made services more efficient, effective, increasing productivity and creating cost savings in excess of £1.5 million thanks to more effective workflows resulting in increased productivity, and reduced travel and mileage. The wireless network available through the 30 Tower blocks has been instrumental in driving down costs and improving services ACC's enforcement officers in Planning, Environmental Health, Trading Standards and the City Wardens use similar technology. The investment in technology has been in the region £1million. In the City Centre the cleansing operations will be using Smart bins that will be funded by the Aberdeen Business Improvement District. These bins not only will provide wireless connectivity and intelligence for the BID member's requirements but also alert ACC's cleansing team as to when the bins require emptying and provide intelligence for street cleaning. ACC aims to make a further investment of £4 million. This includes a further £1 million into school WLANs and aims to extend its Virtual City Senior Campus, £200k in additional wireless technology and a further £1.8 million in new ways of working using digital connectivity. The aim is to roll out more client focussed services that will drive efficiencies as with those within building, education and enforcement services.

The Intelligent Traffic System (ITS) Unit operates 115 traffic signal installations under Urban traffic Control (UTC). Out of the 115 sites, 93 of these currently have analogue private wire circuits, provided by BT. It has been indicated within the industry that the analogue circuits will be withdrawn from service by BT in the next 5 years. This has meant that a migration away from the analogue communication profile to the digital communication profile is required to ensure service levels are maintained. It is currently proposed that over the next 5 years the ITS unit will look to replace all of these analogue private wire circuits with digital options such as private fibre optic cables, broadband services and wireless solutions. This will allow a migration away from the older analogue circuits, which is required due to a discontinuation of these circuits from BT. This will provide a better communication infrastructure that is quicker and a more reliable communication service. It will also reduce revenue costs and will allow for the potential to move towards a more integrated transport network. The fibre optic network that is proposed around the city centre for the traffic signals will be designed to allow for additional reserve capacity should other services within the council require to utilise the circuit within the installed network. The network will also be designed to limit the potential for single point failure, allowing automatic re-routing of communication during failure on the cable or equipment. This will minimise service disruption during any maintenance that may be required. An investment of £100k per annum to extend its fibre optic network for road traffic signals will compliment its own existing dark fibre across the city. ACC's Information Communication and Technology is in the region of £3.5 million per annum which covers both capital and revenue investments.

In additional it should be noted that Aberdeen will contribute access to its buildings, street furniture and other relevant assets to facilitate the roll of next generation wireless services.

C1.2 Aberdeenshire Council

A recommendation to confirm the commitment of £18 million (currently in principle) is due to be considered by Aberdeenshire Council on 20 September 2012. Although this is primarily focussed on rural connectivity the Shire has stated a willingness to invest in any open access network that serves contiguous areas to the City, notably in Westhill and in the longer term to the north and south of the City. An initial commitment of £2million has been made.

C1.3 European Union

Aberdeen aims to work with community partners: Grampian Police and NHS Grampian, along with its Private Sector and internal services to secure funding under the Framework Programme 7 Smart Cities 2013 Calls- Smart Cities and Communities which has an indicative budget of €209m this has two themes, €95 m for theme 3- Information and Communications Technologies (ICT); €114 Theme 5 Energy links with its current renewable projects which have a value of £74.3m. The FP7-2013-ICT-2013-10 ICT call €705.5 million- Challenge 1 Connected and Social Media; FP7-ICT 2013 FET- F €108m. We would look to work collaboratively to enhance existing projects in order to gain

funds for ICT and in particular to advance the Smart Cities Programme Challenge 1 persuasive & trusted network & service structures; ICT contribution to major socio-economic challenges-Challenge 5 - ICT for Health; Challenge 6 ICT for lower carbon economy; Challenge 7 ICT for Enterprise; Challenge 8 ICT for learning and access to cultural resources; 4.5 Ensuring more efficient & higher quality public services through pre-commercial procurement.

The Scottish Government has decided to allocate all European Regional Development Funds (ERDF) to Programme 1 of its Procurement Plan to roll out improved digital connectivity to rural areas. The Scottish Government is yet to be granted permission from Europe to do this. Should the Scottish Government fail to gain this permission, Aberdeen would aim to secure funding for demand stimulation. Aberdeen also aims to position itself as a pilot area, regarding the EU Connecting Europe Facility.

C1.4 The Scottish Government

The Scottish Government has embarked on a nationally procured programme of investment in broadband infrastructure. Aberdeen has held discussions with the Scottish Government regarding accessing funds from the above programmes. The Scottish Government may, however be willing to link Aberdeen procurement requirements into its national plans.

C2. Describe any modelling that has been used to arrive at the funding estimate, including any significant assumptions, such as the rate of cost inflation and VAT treatment.

ACC has developed a detailed financial model to support its plan for Digital Connectivity. This includes:

- Extensive dialogue with BT and the collation of the required intervention costs to deliver different rates of coverage of superfast services. The requests made by BT have been cross checked using the Scottish Government cost model
- The development of a full financial model for the open access network including a detailed breakdown of capex, opex and revenues. This is provided in Appendix C
- It is envisaged that the next generation wireless project will not require capital investment by ACC.

It should be noted that all costs exclude VAT and are at 2012 prices.

**C3. How will the capital and revenue funding be spent?
Please give the sources of any estimates and include a spread sheet with a breakdown of the costs.**

A detailed analysis is presented in the following sections.

C3.1 Open Access Fibre Network

It should be noted that our state aid discussion has shown that public funding in projects of this nature can only be allocated to PASSIVE infrastructure (ie ducts and fibre). Capital expenditure on equipment and on-going operations will be generated from private sector investment of on-going revenue streams.

Given this we have assumed that this is sourced as follows:

- Aberdeen City £2.0m
- Aberdeenshire £2.0m
- Urban Broadband Fund £3.0m
- Private sector partner £7.0 - £8.0m

C3.2 City Wireless Network

It is our proposal that the City Wireless network will be run on a concessionary basis and hence no public funding will be allocated to this project. Instead the City will provide access to its buildings and street furniture at no cost.

The objective in the procurement programme will be for the wireless infrastructure partner to provide ubiquitous coverage across the City. In the event that parts of the City are unlikely to be served under a concessionary model, the City will make available vouchers or use its own internal buying power to drive mobile infrastructure into the less commercial attractive areas of the City.

C3.3 White Area in-fill

A fund will be allocated to ensure that as many premises in the City has as finances permits, access to next generation broadband infrastructure.

C3.4 Voucher scheme

ACC seeks to establish a fund for a voucher programme of **£0.5 million**. This will be used to subsidise the capital cost of connections for SMEs and the Third Sector. We have assumed in this proposal that our white area infill programme and open access network will enable up to 90-95% of business premises in the City to enjoy next generation broadband services. This will leave approximately 600-750 premises unconnected.

If we assume a voucher subsidy of £500 per premise for these properties, we have a potential fund of £375,000. In addition we assume there are also a significant number of small businesses working from residential premises. Hence our fund also includes an additional allocation of £125,000 for this segment of the market.

- C4. Describe the commercial model that you propose to use, giving reasons for your choice. If it is a JV/PPP or similar type of alternative model, set out the nature and key principles of the risk bearing arrangements, proposed ownership / governance arrangements and how operational funding will be met.
Include diagrams of all proposed contractual arrangements and an explanation of which contractual risks will be borne by the different parties.

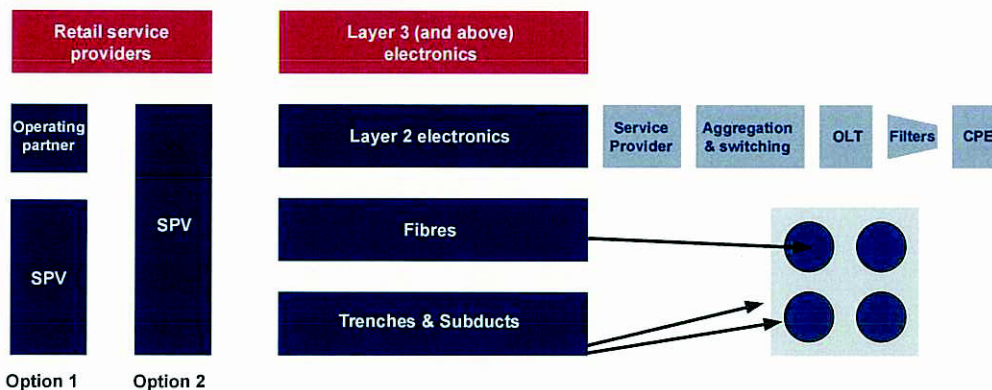
A distinction needs to be made between the open access fibre network, the in-fill of white areas in the City and the implementation of next generation wireless infrastructure in the City.

C4.1 Open Access Fibre Network

Ownership structure

It is envisaged that Aberdeen City and Shire establish a special purpose vehicle (SPV) with private sector partner (s) – although we do not rule out a gap funded approach and seek as many operators to participate in the procurement process as possible. The figure below illustrates possible ownership options. The capital will be spent on building trenches, with sub-ducting and fibre. This will be owned by the SPV. The first layer of electronics (referred to here as Layer 2) may be owned by the SPV or could remain in the ownership of the operating partner. This layer will need to be upgraded within the lifetime of the project. In summary, the elements in dark blue are owned and operated by the SPV. Elements in red are owned and operated by service providers.

Figure 9: Ownership structure - SPV



Source: Mott MacDonald

The SPV will own:

- Trenches and sub-ducts along highways and roads up to the boundaries of customer sites
- Fibre infrastructure
- Network management and billing systems
- Layer 2 electronics

Potential for risk transfer

The potential for risk transfer will become clearer once the operating partner has been identified and the SPV negotiated. There are two possible models, each with a different risk profile:

- Option 1:
Public sector owns the passive infrastructure (ie ducts and fibres) and operating partner undertakes all operations and owns layer 2 equipment.
- Option 2:
Public and private sector partner share ownership and risks across the passive and active infrastructure.

Option 1 is preferable from a clear demarcation of roles and state aid rules which only allow public sector investment in passive elements of the network. In the long term there is potential to sell the SPV or renegotiate the ownership structure.

Proposed charging mechanisms and on-going operations

Income will be derived from service providers, carriers and data centre operators. This revenue will in turn fund the on-going operations of the network and future investment and expansion needs.

Income for the SPV will be derived from the publication of a wholesale price list covering dark fibre services, co-location and managed services. Initial prices will have to be benchmarked against industry prices and hence comply with EU rules for State Aid.

C4.2 White Area in-fill

In order to in-fill any white areas within the City boundary we propose a gap funding model for the upgrade of exchanges, cabinets and fibre deployment. It should be noted that Aberdeen City will not receive BDUK funds for this programme via the Scottish Government's Programme 1. However there are synergies with this Scottish Government procurement (which is addressing rural areas) and there may be scope to work with the Scottish Government to address this need under their procurements.

C4.3 City Next Generation Wireless Network

In its simplest form this may be a contractual relationship between ACC and the wireless network operator. This will be based on a concessionary model although it should be noted that Aberdeen would wish to see ubiquitous coverage across the City including areas of social need and regeneration. The wireless operator may be given rent free access to public service buildings in return for a revenue stream. It is not envisaged that public subsidy will occur. Nor will there be a necessity to establish a commercial vehicle.

ACC may seek to establish a closer relationship with the wireless operator whereby:

- Key public sector applications and services are delivered over the network as an anchor tenant (eg CCTV, traffic lights, social services, public information systems etc). It is a risk that an operator would be difficult to find without some form of anchor tenancy agreement
- Free Wi-Fi access is provided across the City centre.

C5. Who will own the infrastructure?

For example, do you propose to lease equipment from a private sector contractor (for example, cabinets) or own the capital investment (for example, cable; wireless infrastructure) or will the private sector contractor own the capital investment?

C5.1 Open Access Fibre Network

In this case the infrastructure may be owned by an SPV as part of a public private sector partnership (although a gap funding approach could be used). The commercial structure will be agreed and finalised during any future procurement programme and some of the options have been defined in Section C4.1. It is likely that the public sector will part own, or have a stake in the passive infrastructure (ie ducts and fibre). Active equipment will be owned by the private sector partner.

C5.2 White area in-fill

In this case we propose to use either a gap funding model with the infrastructure owned and operated by the selected partner or extend the coverage of the open access network described above

C5.3 Next generation wireless network

All base stations and network infrastructure will be owned and operated by the selected private sector partner who in turn will utilise the sites and street furniture owned by Aberdeen City Council.

C5.3 Voucher scheme

Funds will be provided to companies (notably SMEs and Third Sector) to procure connectivity from commercial service providers. This may be fixed or wireless infrastructure.

C6. Set out your strategy for realising benefits from the programme and how value for money will be assured.

ACC will drive value for money throughout the procurement process. We envisage a number of parallel procurement processes using both the BDUK framework (possibly in conjunction with the Scottish Government to achieve further cost savings) for any white area in-fill. The next generation wireless network and the open access fibre network procurements envisage using Competitive Dialogue process to best value for money during the procurement process

A reverse payment mechanism will be included in any contract with the appointed supplier to address over-compensation if demand grows beyond anticipated levels. This mechanism will be subject to continued scrutiny and a benchmarking regime as well as being subject to best practice in respect of governance.

Moving forward ACC will continually monitor the effectiveness of the programme by monitoring key indicators such as:

- Monitoring service penetration and usage statistics
- Collation of regular feedback from local employment bodies such as the Federation of Small Businesses and the Grampian and Aberdeen chamber of Commerce
- Benchmarking prices
- Tracking employment levels and number of business start ups- particularly in knowledge intensive industry
- Promoting and monitoring the delivery and usage of public services by ACC and other public sector organisations.

D – Delivery and procurement plans

D1. A clear exposition of the scope of the project, including the specific sourcing/procurement routes you are proposing to use. Viability, cost effectiveness and realism must be demonstrated. *Where existing arrangements are to be used (such as existing contracts or frameworks) provide details of expiry dates and confirm details of the advice that you have taken on your ability to make use of the arrangements, considering the scope of the existing contractual arrangement.*

ACC will commence its procurement programme upon award of funding in the 2012 Autumn statement. The procurement is likely to take place over a 6 month period and will consist of three parallel lots; white area in-fill; open access fibre network; next generation wireless.

The **white area in-fill** project requirements could be procured using the BDUK framework. It is envisaged that this process may be bundled with the Scottish Government's national procurement. If the Scottish Government does not take on this role, ACC will undertake this procurement independently using the national framework using a gap funded approach or alternatively if there is wider interest beyond the suppliers on the BDUK framework a wider procurement will be held using competitive dialogue.

ACC will commence its procurement programme for an **open access fibre network** delivery partner in Autumn 2012. This will be undertaken using competitive dialogue to ensure best value for money and to ensure that the unique local requirements in terms of coverage, functionality and scope are addressed. It is envisaged that only one lead delivery partner is required, but they in turn are likely to lead a consortium consisting of an equipment vendor, construction company and telecommunications operator and partner ISPs who will sell services to the end market. The contract will be a joint venture/special purpose vehicle or gap funding.

The **next generation wireless project** will commence procurement in Autumn 2012 and a steering committee has already commenced working. In this project Aberdeen will contribute access to its extensive portfolio and buildings and is not reliant on UBF funds. The favoured model is concessionary (eg Westminster). However this was an early model and a unique location in the country. Discussions with mobile infrastructure providers have shown that bids are more likely to be received from providers of backhaul street furniture and authority premises, who will in turn resell

capacity to multiple mobile operators and service providers. Under either scenario we envisage that we will provide extensive coverage across the City. Throughout the procurement process ACC will seek to expand the network in order to improve penetration and build capacity in areas that may not be commercially viable. These might be areas of social housing or areas of regeneration. It is expected that we will develop programmes of activity and demand stimulation designed to encourage the uptake of services amongst the digitally excluded.

D2. Include your project plan, clearly showing timing and key milestones. Show the main dependencies on which the project is reliant, such as other projects, procurements or initiatives, and other factors as necessary. Demonstrate how the timescales will ensure that delivery of the UBF-funded elements is completed before April 2014.

The project plan should cover:

- *the pre-procurement phase (i.e. what you will be doing from SCCP submission to project selection, and on until the commencement of any sourcing;*
- *the procurement phase for each separate element of the project; and*
- *the implementation phase.*

You should set target dates and durations for activities, taking into account holiday periods. Approvals which are tied to specific set dates (such as Cabinet dates) should be identified.

A detailed project plan presenting all activities milestones and dependencies is presented in Appendix D.

Clearly the timeframe will be impacted by the constraints of the spending of funds from the Super Connected Cities Fund and we note that the City must ensure "delivery" is completed before April 2014. In order to comply with these restrictions we will undertake the following steps:

- immediately commence drafting of procurement documents
- immediately commence the procurement process upon award of funds in the autumn statement but still ensuring the adherence to transparency, non discrimination and equal treatment of bidders.
- we will seek to use a competitive dialogue and negotiated agreement but will move to an Accelerated Negotiated process if required to comply with timescales
- we will aim to drive the procurement process through in a six month period (including the obligatory stand still / Alcatel period) being part of the OJEU process.

This will result in award to contracts in summer 2013. Typically implementation will take place over an 18 month period following this. However we have discussed this issue with prospective suppliers who have agreed for an accelerated implementation. The funds UBF funds will be used by April 2014 with any subsequent capital expenditure been derived from matched funding the private sector and the Authorities after this date.

D3. How will the City Authority expedite the installation of new infrastructure by ensuring that wayleaves, streetworks and other permissions required for access to public land and properties are made available in a timely fashion?

Within the ACSEF plan, the focus of the planning priority is "to improve the efficiency of planning decision making". The planning modernisation group (PMG) provides a platform for developers, planning officers and community representatives to have more focussed dialogue between planning stakeholders both in terms of "issues" and also to improve the understanding of the planning process itself. It also acts as a catalyst for:

- shared positive messages about planning
- helping to "educate" end-users about the planning framework, thus helping to manage expectations and reduce conflict.
- supporting the message that planning should be considered to be a positive contributor to the future of the area.
- consider the future infrastructure requirements for services.

D4. How will engagement with large private owners of properties and land be used to facilitate access for the deployment of infrastructure?

The Aberdeen City and Shire Structure Plan was approved August 2009 and it recognised that to promote a diverse local economy we will have to put into practice new ideas, including those from our universities, research organisations and our skilled and innovative workforce, and a high speed communications network will be needed to support this process. The current Structure Plan aims to ensure that all new development in strategic growth areas, as identified in the map in figure 5, uses modern, up-to-date high speed telecommunications networks, such as fibre optics. The Strategic Development Planning Authority has been in discussions with infrastructure providers to help secure investment in this area.

Aberdeen's LDP12 identifies the locations for future development creating certainty for communities and the development industry. LDP12 identifies green field sites to accommodate more than 20,000 homes and 196 hectares of land for business and industry and it continues to support brown field development and regeneration (see attached map). For each of the development areas ACC have been and will continue to work with developers and landowners to prepare individual master plans. The master planning process ensures that an integrated approach to site planning, urban design, sustainable transport, ecology, landscaping and community involvement is considered. Through the preparation of these master plans ACC encourages the use of high speed telecommunications networks. LDP12 also provides support for the expansion of the electronic communications network including telecommunications, broadband and digital infrastructure providing the proposals take into account national guidance on radio telecommunications.

D5. Demonstrate fit with the government's approach to using SMEs in delivery².

Aberdeen City Council is fitting into the government's approach to using SME's by:

- breaking the procurement contracts into lots (wireless, white areas in fill, open access fibre network). This will ensure that a larger section of the telecommunications community is able to tender for contracts rather than solely those on national frameworks
- building an open access infrastructure that will encourage small and innovative local ISPs to be able to serve the Aberdeen market, rather than just large national organisations
- encouraging winning tenders to use local sub-contractors in the design build and implementation phase
- running market awareness days to brief SMEs on potential opportunities. Throughout this project we have been working closely with the Federation of Small Businesses
- ACC and Aberdeenshire Council have a joint Positive Procurement Programme which aims to encourage and assists local SMEs to bid for public sector procurement contracts.

E –Digital-led economic growth and innovation

E1. Provide details of job creation initiatives and strategies for attracting new businesses into the city including, where relevant, clear links to the delivery of successful Enterprise Zones and Tech Hubs.

In recent years we have focused on working in partnership to deliver projects that do not sit in isolation but come together as parts of the jigsaw which make for a compelling overall picture. Integrated transport and digital connectivity, attracting and developing skills, city centre regeneration, regional profile and anchoring an international energy industry remain at the core of our plans. We have identified our priorities and real tangible progress in physical and digital infrastructure centres of excellence, and flagship projects will be achieved.

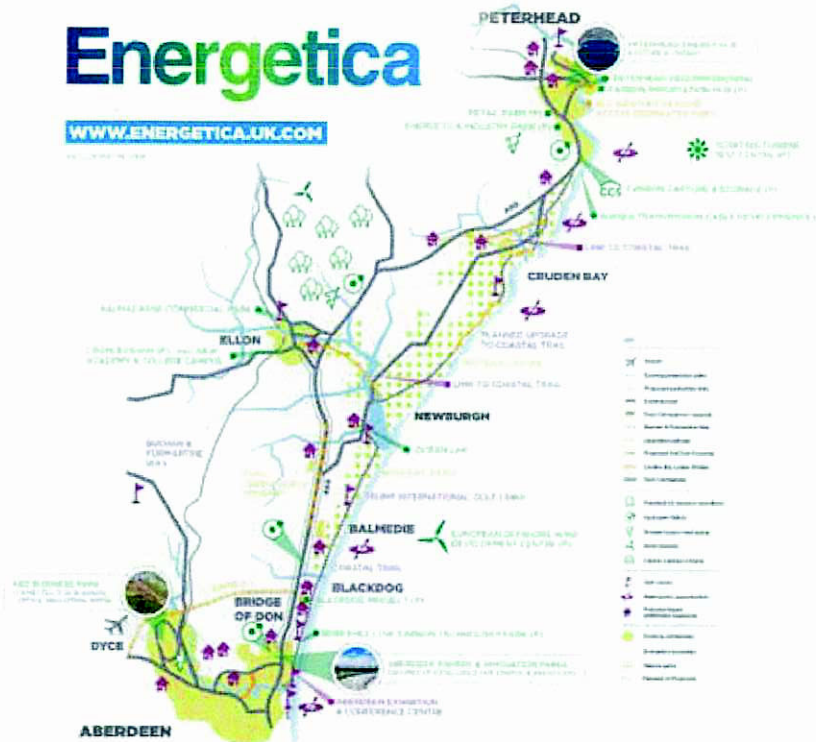
'Energetica' is a flagship project and forms the bedrock of the drive to be a global energy hub. This 20 year project encompasses a development corridor built on low-carbon principles and has already achieved more than 30% of the £750 million potential investment. The vision for the programme can be summarised:

"Energetica offers a unique business environment, based on the principles of low carbon dependency, and drawing on the dynamism and innovation of the energy industry. It is a place where living, working and recreation merge seamlessly to create the definitive model of a 21st century lifestyle in an attractive, high quality and sustainable environment."

² See <http://www.cabinetoffice.gov.uk/content/small-and-medium-enterprise-sme-action-plans>

Energetica

WWW.ENERGETICA.UK.COM



LIVE
VISIT
WORK
INVEST

**WORKING TO POSITION ABERDEEN
CITY AND SHIRE AS THE HOME OF
THE NEXT AGE OF ENERGY**

A number of values have been identified that transcend all programme activities:

- Attracting businesses founded and inspired by developments in the energy industry
- Promoting the use of renewable technologies and adoption of cutting edge solutions
- Designing using the principles of sustainability and with low energy requirements
- Building high quality, low emission, energy efficient buildings
- Undertaking sympathetic development that enhances the natural environment
- Improving, radically, transport arteries that make use of low emission technologies
- Capitalising on the City and Shire's unique natural resources and coastline to encourage and attract tourism opportunities
- Providing world class digital infrastructure
- Providing infrastructure reflective of low carbon living

Energetica has enabled and assisted in attracting £24 million of investment from the EU, ACC, Technology Strategy Board, Scottish Government, Scottish Enterprise and Private Sector Funding for renewable hydrogen infrastructure. These initiatives not only create infrastructure, research and development opportunities, mobility and the opportunity for commercialised products, create a supply chain which underpins Energetica and its ambitions. This will create the UK's first Centre of Excellence and renewable Hydrogen technology.

Energetica has also supported the European Offshore Wind Deployment Centre. This project attracted €40 million of EU funding and will be a test bed for offshore wind technology which will act as a catalyst to deliver the government's target of 7,000 wind turbines of the British coastline by 2020. In February 2012 during a visit to Aberdeen, Prime Minister David Cameron said "Aberdeen has been a destination of global investment for many years and I want to see that continue for decades to come".

Of particular relevance to this bid is the fact that key business hubs such as the airport, conference centre and developments around the Bridge of Don lie within those areas we are seeking to roll out ultrafast broadband services to. Once achieved, we are confident the private sector will expand this connectivity across the Energetica corridor, delivering economic growth and social well being to the area.

E2. How will the capability of businesses, particularly SMEs, to use high-speed connectivity to increase efficiency and revenues be enhanced?

As we have seen in Figure 1 over 90% of Aberdeen businesses have less than 50 staff and this is key to our plans for digital connectivity in the region. Our initiatives are focussed on enabling such business to harness the economic benefits of ultrafast services. In particular:

- Many SME's are currently only able to access ultrafast symmetrical services through the purchase of Ethernet services. However the costs of such services are prohibitive. By driving ubiquitous coverage of superfast services we will lower connecting costs and provide SMEs with a wider choice of services
- By offering the availability of a truly open access network infrastructure we will encourage the provision of services from a wide range of national and local service providers. This in turn will drive service innovation and competitive pricing which will benefit SMEs
- Our voucher scheme is specifically targeted at SME's and the third sector for whom connection charges are prohibitive
- We have a comprehensive range of demand stimulation programmes targeted at the SME that will drive awareness and adoption.
- Many SME's trade in high Intellectual Property or IT content business sectors and require ultrafast broadband services to remain competitive

E3. Set out your proposals for leveraging innovation, development and delivery of broadband-based public services for businesses and consumers, making as many services as possible available online and delivering economic benefits.

ACC has invested in new ways of working. Since 2006 Environmental Health and Trading Standards Officers have used tablets and 3G connectivity in order to undertake their enforcement activities. Significant investment has been put into 'hot desk', home and mobile working. Similarly mobile technology is used by City Wardens as part of enforcement activities. Mobile technology is also used by building services, housing repair, logistics in waste collection, for client contact and support in Social Care and wellbeing and is a core requirement in delivering Scotland's Curriculum for Excellence. There is an ambition to deliver a Virtual Campus for students who wish to study a subject that may be offered at another city school.

Significant investments in infrastructure to date have been made by ACE including ownership of the fibre optic network in the city centre to operate its close circuit television camera's operated by Grampian Police. The network has a value in the region of £1million. In 2010 it invested a further 200k in digital camera in the 4 areas in the City and 2 wireless cameras in Cults & Peterculter. ACC is also planning to undertake a significant £1.8m investment in a programme to assist approx 2000 staff to adopt flexible, mobile ways of working. This programme will radically change the way ACC operates, delivers services by exploiting electronic service delivery & communication channels and mobile technology, using modern working practices.

As can be seen there are a variety of digital solutions that are being used and planned which will be compromised in the delivery by the poor wireless connectivity in the city.

E4. How will additional private sector investment be stimulated, to generate greater accessibility by businesses and residences to faster broadband services.

Extensive market consultation has shown that there is an appetite for the private sector to invest in next generation fixed and mobile infrastructure in the City. The proposed initiatives will generate:

- Up to £10 million in next generation wireless infrastructure
- a minimum of £8 million investment in open access fibre infrastructure and some operators have expressed a desire to invest up to £35 million in the City.

In addition to this investment at the infrastructure level, it is expected that these initiatives will, in turn, stimulate local and national ISPs to offer a broader range of cost effective and innovative services which will drive adoption levels.

E5. How will skills levels be raised in the local population to equip more people with better knowledge based skills?

IT and e-commerce skills in the City are being addressed by Enterprise North East Trust & Business Gateway. It encourages & supports entrepreneurial activity, creating a steady stream of successful new businesses and supporting the development of established Small to Medium sized Enterprises (SMEs). As part of its programme there is an extensive programme of training to equip SME's and the population with IT and e-commerce skills. Examples include:

- **IT for Business**
Effective IT and E Business adoption can significantly help companies operate more effectively and take advantage of new opportunities that may otherwise not exist.
- **Develop Your Website**
Training on how to plan, develop and manage websites. This includes the factors that make a good website and how these influence your site's popularity and accessibility from a legal and customer friendly perspective.
- **Online Marketing**
Getting your online marketing right is crucial in order to support your business development and encourage more customers. We will highlight existing and emerging online marketing techniques and discuss options open to you at varying levels of budget.
- **eBay and Online Marketplaces**
This practical and creative course teaches businesses how to easily grow & develop a successful route to potentially millions of customers on-line. Covering the fundamentals of security, shop-keeping, payments, feedback and thresholds required to either convert a hobby into a business or to utilise on-line trading through established sites such as eBay.

F – Strategy for achieving State Aid compliance

F1. Show how the proposed infrastructure investments and commercial models to be used will comply with State Aid rules, or how State Aid is not involved.

There are four areas of infrastructure investment, each of which present different state aid issues these are dealt with in detail at Appendix D but to summarise:

- **White Area in-fill:** This will require State Aid approval. At the time of writing DCMS is liaising with the EU on establishing a national umbrella state aid clearance for the in-fill of white areas across the country. Any gap funded investment in exchange and cabinet upgrades within Aberdeen City may be covered by this national umbrella agreement. If Aberdeen City is not able to utilise the national umbrella state aid in respect of White in-fill in an urban area then it will rely on the other examples of white FTTC to obtain state aid clearance with its own application or in conjunction with other cities
- **Open Access Fibre Network:** The route of this network covers white areas although, of course, it also addresses some areas that may be grey if BT upgrades additional cabinets/exchanges. These upgrades are currently not planned. Even so such an upgrade programme will not provide the businesses with access to ultrafast symmetrical services. Hence this project is a complementary fibre overlay. As such Aberdeen City proposes to apply for State Aid clearance for this project. This may be undertaken by the City itself, or if DCMS wishes to pool the requirements of a number of similar initiatives across the UK, we will work with DCMS on the preparation of a collective notification.
- **Next Generation Wireless Network:** It is the intention of Aberdeen City to deliver this via a Public Concession Model and will ensure that the appointed supplier does not receive any undue benefit therefore there are no state aid implications associated with this element of the project.
- **Voucher to SME and Third Sector -** the amount of capital subsidy per premise is below the de minimis level and therefore there are no state aid issues

F2. Include any examples of your experience of similar models that have received State Aid approval, perhaps in other sectors. Summarise any information you have received from the Commission or otherwise (for instance, a legal opinion) that supports the view in F1.

Please see Appendix E in respect of State Aid assessment procured from Taylor Wessing LLP.

G – Education, profile-raising & demand stimulation

G1. Show how demand stimulation and registration activities will contribute to achieving high levels of take up of ultrafast broadband by consumers.

ACC is committed to raising the adoption of digital services by consumers in the City. In particular we have established a range of programmes encouraging the elderly and low income communities.

An example of this is *Footprints* a web-based service that will stimulate older people's interest in and interaction with modern technology, enabling them to join the 'digital community'. Footprints is specifically interested in assisting those older people who cannot readily access services because of their inability/lack of opportunity to keep abreast of technological changes. 60% of those over 65 years have never used the internet.

Older people are often excluded from access to technology, which can have a detrimental effect on their ability to fully participate in society and wider community life. This social exclusion may lead to lack of confidence, isolation and, in many cases, ill health.

Footprints wants to bring generations together, specifically on intergenerational projects where the young can act as teachers/mentors to the elderly in the use and benefits of modern technology. Footprints will achieve these aims by supporting our older community to be technology literate, providing a trusted 'bridge' to enable them to be 'connected' in a safe and secure environment.

It is anticipated that the Footprints initiative will have a significant positive impact in the local area initially but then potentially rolled out across other areas/communities. Some of the positive impacts are;

- The extension of technology training and support in accessing trusted services to include 'signposting' of care services (GP's, chiropodists etc) will enable elderly people to live longer in their own homes in a supported environment.
- The increase in the number of elderly people who will become 'connected' to family & friends, either in their own homes or via their local community hubs, will reduce social isolation and increases self esteem.
- An increased take-up amongst our elderly population of applying for benefits on-line, resulting in efficiency savings/cost reductions in public sector expenditure (eg cost reductions in elderly care health budgets, savings in DSS benefits processing admin costs etc).
- Improved employment opportunities for the 'young elderly' who have the skills and confidence to apply online for jobs (both paid and voluntary).

Aberdeen has identified core funding needs of circa £300,000 per annum over a 3 year period.

G2 Set out your proposals for education, information and demand-building activities for generating greater demand by businesses (including SMEs) for ultrafast broadband services.

ACC has established a series of initiatives to drive the adoption of ultrafast services (although it should be noted the City has one of the highest adoption rates in the UK and there is clear evidence of pent up demand rather than a lack of knowledge). Our initiatives will include:

- Extensive work with the Federation of Small Businesses and the Aberdeen and Grampian Chamber of Commerce. We regularly survey members on their requirements and issues and distribute information to members to drive adoption. An example is the market research programme contained in this submission
- We have held, and will continue to hold a series of seminars on the use of broadband services where we have invited industry speakers and demonstrated case studies
- We will work with the national and local telecommunications operators and support their demand stimulation initiatives by providing access to authority resources and services as required
- We support local training bodies and trusts who are promoting adoption. An example is the Enterprise North East Trust.

Sign off by Local Authority CEO, Section 151 officer or Portfolio-Holding Executive Member

Name of proposal: ACCELERATE ABERDEEN	
I verify that this proposal to the Ultrafast Broadband Fund fits with corporate policy	
Signed: <i>Valerie Watts</i>	
Name: VALERIE WATTS	
Job Title: CHIEF EXECUTIVE	Date: 14/09/2012

Appendix F – Letters of Support



Federation of Small Businesses
The UK's Leading Business Organisation

Office of Chief Executive
Aberdeen City Council

27 AUG 2012

Valerie Watts
Chief Executive
Aberdeen City Council
Town House
Broad Street
Aberdeen
AB10 1FY

23rd August 2012

Dear Valerie

I am writing on behalf of the Federation of Small Businesses in South Aberdeenshire to support the Council's bid to the Super-Connected Cities Initiative Urban Broadband Fund (phase 2).

The roll-out and uptake of next generation broadband and 4G is important to the city. Aberdeen is already a global leader in the oil and gas industry with a strong and proven culture of enterprise and business development. However, poor broadband speeds put the significant potential for further economic growth at risk.

In May 2011, The Federation of Small Businesses undertook extensive market research in collaboration with ACSEF and Aberdeen and Grampian Chamber of Commerce. Feedback showed that local businesses require much faster speeds than the current service allows to undertake the range of applications they require. There is a clear future requirement for applications such as collaborative working, video content and social networking which cannot be addressed under existing service provision.

Greater speeds are viewed as critical for our 2,500 members in the area to compete effectively in the future and a lack of reliable high speed broadband and 4G is putting their potential for business development at risk.

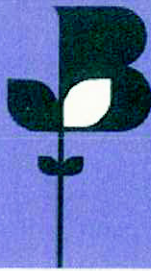
We therefore support Aberdeen City Council's bid for funding and believe that the city is already well placed to exploit the opportunities that a successful bid would bring.

If you require any further information, please do not hesitate to contact me on andrew.willcox@fsh.org.uk or get in touch with the FSB Development Manager for North East Scotland, Catherine Ward by emailing catherine.ward@fsh.org.uk or calling 01241 879935.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Andy Willcox', is written over a light blue horizontal line.

Andy Willcox OBE
Branch Chair
The Federation of Small Businesses, South Aberdeenshire Branch



**Aberdeen & Grampian
Chamber of Commerce**
The Ultimate Business Network

THE HUB
EXPLORATION DRIVE
ABERDEEN ENERGY PARK
BRIDGE OF DON
ABERDEEN
AB23 8GX

T: 01224 343900
E: info@agcc.co.uk

www.agcc.co.uk

Valerie Watt
Chief Executive
Aberdeen City Council
The Town House
Broad Street
Aberdeen
AB10 1FY

11th September 2012

Dear Valerie

I am writing on behalf of Aberdeen & Grampian Chamber of Commerce to support Aberdeen's UBF Bid which will roll out next generation broadband and 4G wireless connectivity.

This is not only important for the city region's economy but vital for the members that my organisation represents. High speed digital connectivity will provide improved access for both businesses and the public and is a key issue for members of the Chamber.

A 'Constraints to Business Survey' conducted by the Chamber in March 2012 identified broadband as a major constraint with an index score of minus 30 from a sample of 400 businesses.

Aberdeen has some of the slowest broadband speeds in the country and yet despite this it has a growing economy. Faster speeds will assist our members to compete more effectively in the future. We believe that the city is well placed to accelerate the benefits that a successful bid will bring. This is why The Chamber supports Aberdeen City Council's bid for funding from the Urban Broadband Fund Phase 2.

We would be happy to provide more evidence from the business community in the city region.

Yours sincerely

Robert Collier
Chief Executive

315 RNC/SDItr



British
Chambers of
Commerce
Accredited



INVESTOR IN PEOPLE



Registered in Scotland as a company limited by Guarantee. Registration number SC0 000 791.
Registered Office The Hub, Exploration Drive, Aberdeen Energy Park, Bridge of Don, Aberdeen, AB23 8GX
VAT Number 265 3165 59

Office of Chief Executive
Aberdeen City Council

11 SEP 2012



HOUSE OF COMMONS

LONDON SW1A 0AA

Valerie Watt
Chief Executive
Aberdeen City Council
Town House
Broad Street
Aberdeen AB10 1FY

10 September 2012

Our ref: RS/ RC 033

Dear Mrs Watt,

I am delighted to learn that Aberdeen City Council is bidding to DCMS for UBF2 monies to enhance digital connectivity in Aberdeen City and the contiguous area of Westhill, which falls within my constituency.

The largest concentration of subsea engineering expertise in the world is resident in Westhill and the global subsea market is growing at around 20% annually. The UK has a global market share of 30% of what is currently a sector worth £20bn annually and we are anxious that we retain and grow this share as the sector expands to meet the challenges of both producing oil and gas in ever deeper waters and of developing marine renewables technology. Many of the businesses in the area are chasing export markets and in a sector which relies on large amounts of up to date data, a good digital connection is vital to their ability to win new business and expand.

Because our oil and gas sector is now the largest sectoral contributor of corporation tax to the UK Treasury (around 25% of the total), it is absolutely vital that we do everything in our power to retain the sector's presence in the North east and encourage additional businesses to locate in the UK. I am conscious of infrastructure and perceived locational disadvantages because of our remoteness from London. It is imperative that we offset these factors with world class digital connectivity which will encourage key people to work and live in the area and create a competitive environment in which companies can undertake their business and I believe that a successful bid will encourage new businesses into the area and equally encourage existing businesses to remain and expand.

I'm also conscious of the need to improve our digital connectivity to address matters other than economic development - for instance the more cost effective delivery of public services, social inclusion and the advancement of e learning opportunities - particularly for those of our citizens resident in dispersed communities.

Please reply to Banchory Business Centre,
Burn O'Bennie Rd, Banchory, AB31 5ZU.
Telephone: 01330 820330
email: robert.smith.mp@parliament.uk

6555

I see a successful UBF2 bid helping to address all these issues and so am delighted to lend my support to your submission.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'R. Smith', written in a cursive style.

Robert Smith

Please reply to Banchory Business Centre,
Burn O'Bennie Rd, Banchory, AB31 5ZU.
Telephone: 01330 820330
email: robert.smith.mp@parliament.uk



AB/AM

HOUSE OF COMMONS

12 September 2012

LONDON SW1A 0AA

Mrs Valerie Watts
Chief Executive
Aberdeen City Council
Town House
Broad Street
ABERDEEN AB10 1FY

Dear Valerie

I am delighted to see that Aberdeen is bidding for UBF2 monies to enhance digital connectivity in Aberdeen. Because of Aberdeen's perceived remoteness and our poorish infrastructure, it is important we have excellent digital connections.

I am aware of Aberdeen City Council's efforts to employ digital technology in the delivery of care and repair services, building services, housing, education and social care and the huge benefit that better broadband provision would bring to many of the residents in the area.

Aberdeen City and Aberdeenshire has the highest rates of broadband take up in the UK (74% and 72 % respectively, an area which has the second highest GVA per head of population of any region in the UK, second only to inner London yet there is no availability of superfast broadband.

We hope that the Department of Culture Media and Sport will recognise the contribution that Aberdeen and Aberdeenshire makes to the UK economy and will support Aberdeen City in its bid for Super Connected Cities funding.

Yours sincerely

Dame Anne Begg
MP for Aberdeen South

Dame Anne Begg MP (Aberdeen South), Admiral Court, Poynerook Road, Aberdeen AB11 5QX
Tel: (01224) 252704 Email: anne.begg.mp@parliament.uk Follow on Twitter and Facebook

DAME ANNE – STANDING UP FOR ABERDEEN SOUTH

The Rt. Hon. Sir Malcolm Bruce MP



HOUSE OF COMMONS
LONDON SW1A 0AA

Mrs Valerie Watts
Chief Executive
Aberdeen City Council
Town House
Broad Street
Aberdeen
AB10 1FY

12 September 2012
Ref: MB/AH/09/12/ACC_Watt/broadband

Dear Mrs Watt,

Super Connected Cities -Urban Broadband Fund

I was delighted to learn of Aberdeen's intention to bid for the second round of the Urban Broadband Fund to enhance digital connectivity in Aberdeen and the surrounding area of Westhill.

I was pleased when Government announced this fund and contacted the minister's office immediately to express my support for any bid that would be forthcoming from Aberdeen, you may recall I notified you at the time.

I am well aware of our infrastructure requirements and the need to avoid being disadvantaged by our relative remoteness from London.

I strongly believe that it is imperative we balance these factors with world class digital connectivity which will encourage key people to live and work in Aberdeen and create a stable sustainable environment for business to flourish.

I am aware of Aberdeen City Council's efforts to employ digital technology in the delivery of care and repair services, building services, housing, education and social care and the huge benefit that better broadband provision would bring to many of the residents in the area.

I note that Aberdeen City and Aberdeenshire have the highest rates of broadband take-up in the UK (74% and 72 % respectively), and are in an area which has the second highest rate of Gross Value Added per head of population of any region in the UK, second only to central London. Given this it is astonishing there is no availability of superfast broadband yet.

I am sure that the Department of Culture Media and Sport will recognise the contribution that Aberdeen and Aberdeenshire makes to the UK economy and will support Aberdeen City in its bid for Super Connected Cities funding.

Yours sincerely,

Sir Malcolm Bruce MP

Liberal Democrat MP for Gordon

Diary Secretary
Telephone 013398 89120
Facsimile 013398 82656

Constituency Office
67 High Street, Inverurie, Aberdeenshire AB51 3QJ
Telephone 01467 623413 Facsimile 01467 624994
Email: info@malcolmbruce.org.uk Website www.malcolmbruce.org.uk

House of Commons
Telephone 020 7219 6233
Facsimile 020 7219 2334



HOUSE OF COMMONS

Ms Valerie Watts
Chief Executive
Aberdeen City Council
Town House
Broad Street
Aberdeen, AB10 1FY

LONDON SW1A 0AA

Ref: FD/JD

13 September 2012

Dear Ms Watts

Bid for Superfast Connected Cities Funding

I am very pleased that Aberdeen City Council is making the bid to DCMS for UBF2 funding to improve the digital connectivity in the City and Westhill.

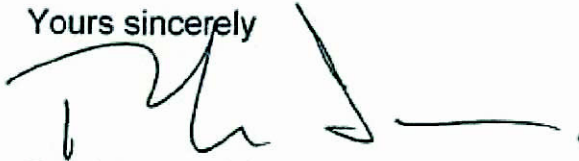
As the European capital of the energy industry the city provides an enormous contribution to the country's wealth through corporation tax, employment taxes and industry taxes. We have an incredibly buoyant economy. At the top level the larger international corporations, based here in the city, have the resources to invest in their own state of the art broadband. Further down the supply chain the vast majority of SMEs just cannot afford the investment to upgrade their systems. We also have a substantial number of self employed businessmen who work from home, and again broadband improvements are beyond their resources. The quality of broadband available is totally inadequate for their requirements in the modern age.

It is imperative, to preserve these jobs in the city, that we see a radical improvement in our connectivity. The support from UBF2 and the monies which I know will be raised from industry will give a world class industry, based in the UK and delivering for the UK, the tools to do their job even more effectively and efficiently.

Frank Doran MP, Aberdeen North Constituency Office, 69 Dee Street, Aberdeen, AB11 6EE
Tel: 01224 252715 Fax: 01224 252716
Email: doranf@parliament.uk website: www.frankdoran.org.uk

Beyond the oil and gas industry, as you know Aberdeen City and Shire has the highest rates of broadband take up in the UK – 74% and 72% respectively. They are not being well served by current providers and I hope that DCMS will recognise the importance of improved connectivity, not only to the City of Aberdeen and Aberdeenshire, but to the whole UK economy.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Frank Doran', with a long horizontal stroke extending to the right.

Frank Doran MP
Aberdeen North

Frank Doran MP, Aberdeen North Constituency Office, 69 Dee Street, Aberdeen, AB11 6EE
Tel: 01224 252715 Fax: 01224 252716
Email: doranf@parliament.uk website: www.frankdoran.org.uk



Eilidh Whiteford MP



Ms Valerie Watts, Chief Executive
Aberdeen City Council
Town House
Broad Street
ABERDEEN
AB10 1FY

13th September 2012
Our Ref: EMW/rjm

Dear Ms. Watts,

Aberdeen City Bid for Urban Broadband Fund Round 2

I note with interest the bid led by Aberdeen City Council for UBF2 funding from the DCMS for "Super-Connected Cities".

I am pleased to see that both City and Shire are cooperating on the bid. Although this DCMS funding round is specifically for cities with over 45,000 households, I am encouraged that your bid includes consideration of the needs of the wider Aberdeenshire community.

Many parts of my constituency currently have a non-existent or woefully inadequate connection. This has a significant impact on both businesses and the daily lives of my constituents. A successful bid by Aberdeen City would help to lay the foundations for better connectivity in the more rural parts of Aberdeenshire. Plans to provide an ultra-fast fibre network along the Energetica corridor will be particularly welcome in terms of promoting economic development, building on the North-east's existing strengths and considerable further potential in the energy sector.

I will watch the progress of the bid with interest and will encourage the DCMS to consider the benefits your proposals will provide to the wider Aberdeenshire community.

Yours sincerely,

DR EILIDH WHITEFORD
MP for Banff & Buchan

Eilidh Whiteford MP
Office 7, Burnside Business Centre, Burnside Road, Peterhead, AB42 3AW
Tel: 01779 822 022 Fax: 01779 822 025
eilidh.whiteford.mp@parliament.uk
www.eilidhwhiteford.info

September 10th 2012

To whom it may concern


Letter of Support for Aberdeen's City's Urban Broadband Fund (UBF) Bid (Phase 2)

As Chairman of Enerco Venture Company Limited I am writing to support Aberdeen's UBF Bid which will roll out next generation broadband and improve wireless connectivity. This is not only important for the city region's economy but vital for innovations that contribute to future growth and investment across all sectors.

Enerco Venture is an entrepreneurial investment firm dedicated to the oil and gas industry. We invest in emerging, small to medium enterprise companies (SMEs) where there is potential for growth through the successful commercialisation of technology, products and services. One of our investments, Mintra Training Portal Limited who by their very nature depends on having the very latest in technology to survive, thrive and compete in what is a highly competitive market.

Aberdeen City and Region has some of the poorest broadband speeds in the country and yet its contribution to the economy continues to grow. Through bringing state of the art infrastructure to the North East of Scotland this will not only attract investment for current plans and development but provide the basis for growth in other sectors. This will not only impact the local economy but contribute to national economy as a whole. This is why I support Aberdeen's bid.

Yours faithfully



Jamie Bennett
Chairman



Aberdeen BID
Business Improvement District

11th September 2012

Valerie Watt
Chief Executive
Aberdeen City Council
The Town House
Broad Street
Aberdeen
AB10 1FY

Dear Valerie

I am writing on behalf of Aberdeen BID to support Aberdeen's UBF Bid which will roll out next generation broadband and 4G wireless connectivity. This is not only important for the city region's economy but vital for the members that my organisation represents. High speed digital connectivity will provide improved access for both businesses and the public and is consistent with this organisation's aims and objectives

Aberdeen has some of the slowest broadband speeds in the country and yet despite this it has a growing economy. Faster speeds will assist our members to compete more effectively in the future. We believe that the city is well placed to accelerate the benefits that a successful bid will bring. This is why Aberdeen BID supports Aberdeen City Council's bid for funding from the Urban Broadband Fund Phase 2.

Yours sincerely

Susan Bree
Chief Executive

t | 01224-523361
m | 07802 332633
e | susan.bree@aberdeenbid.org

RS/RS

Valerie Watts
Chief Executive
Aberdeen City Council
Town House
Broad Street
Aberdeen
AB10 1FY

10 September 2012



Archibald Simpson House
27-29 King Street
Aberdeen
AB24 5AA
T: +44 (0) 1224 627679
F: +44 (0) 1224 636854
www.acsef.co.uk

Dear Valerie

Super Connected Cities Programme

Aberdeen City and Shire Economic Future (ACSEF), the public private sector partnership charged with the delivery of the region's economic development plan, fully supports Aberdeen City Council in its bid for funding from the Super Connected Cities programme.

The evidence that broadband infrastructure in the North East of Scotland urgently requires upgrading is overwhelming. There is extensive lobbying from local businesses stating that the speed and quality of service available to them is constraining growth, efficiency and employment.

Citizens are being impacted by difficulties in accessing community services, their ability to work in a flexible manner and the resulting impact on social cohesion. ..OFCEM's 2011 data demonstrates that Aberdeen City and Aberdeenshire have the highest rates of broadband take up in the UK (74% and 72% respectively) where there is NO availability of superfast broadband. As a consequence of this the infrastructure is routinely overloaded resulting in much lower connection speeds than advertised and which consumers believe they are paying for.

As you are aware, Aberdeen and the contiguous area of Aberdeenshire together employ 44,000 people in the oil and gas industry. A large number of employers in the industry are transferring data to oil provinces all over the world. Additionally food and drink and tourism related businesses increasingly rely on fast broadband connectivity to service their existing customers and attract new customers. Business growth therefore employment is being hampered by the inability of companies to communicate effectively with their customers and for citizens to access services.

I wish you every success in your bid and hope that the Department of Media Culture and Sport will recognise the contribution that Aberdeen already makes to the UK economy and how that contribution would be significantly enhanced with the availability of superfast broadband.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tom Smith', is written over a white background.

Tom Smith
ACSEF Chairman

September 10th 2012

To whom it may concern

Letter of Support for Aberdeen City's Urban Broadband Fund (UBF) Bid (Phase 2)

As Group Managing Director of Instalec Technology Group in Westhill, I am writing to support Aberdeen's UBF Bid which will roll out next generation broadband and improve wireless connectivity. This is not only important for the city region's economy but vital for innovations that contribute to future growth and investment across all sectors.

Based in Aberdeen since 1983, Instalec Technology Group(ITG) are committed to providing the most up to date technologies to an established blue chip oil and gas client base with business solutions from some of the market leading vendors such as Cisco and Microsoft.

We are in the business of enabling these customers to create a compelling and sustainable competitive advantage by leveraging unlimited high speed connectivity - it is the absolute bedrock upon which we build these solutions.

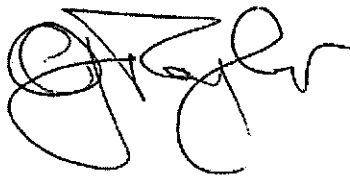
All our clients have an ever increasing demand for bandwidth and with requirements doubling every 21 months over the past five years, and connectivity costs increasing dramatically, some of these organisations are being priced out of the market.

Aberdeen City and Region has some of the poorest broadband speeds in the country and yet its contribution to the economy continues to grow.

Through bringing state of the art infrastructure to the North East of Scotland this will not only attract investment for current plans and development but provide the basis for growth in other sectors. This will not only impact the local economy but contribute to national economy as a whole.

This is why I support Aberdeen's bid.

Yours faithfully,



Graeme Taylor,

Group Managing Director,

Instalec Technology Group (ITG)

Head Office

Aberdeen
Arnhall Business Park
Westhill
Aberdeenshire
AB32 6UF

+44 (0)1224 746400

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111 Swanston Road
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Glasgow
Willow House
Strathclyde Business Park
Beilshill, Lanarkshire
ML4 3PB

+44 (0)1698 840970

General Enquiries
info@instalec.co.uk

Support Enquiries
support@instalec.co.uk

Sales Enquiries
sales@instalec.co.uk

Appendix 2 - Team Job Descriptions

Head of Project

Ensure overall project management and direction.

Overall project management and direction

- Ensuring financial control and governance

Skills

Must be able to ensure financial control and governance with sophisticated communication skills. Must possess knowledge of the public and private sector. Must have high level negotiation and communication skills..

Knowledge

Understand the OJEU process, the mechanisms of the UK, and Scottish Governments. The Internal stakeholder engagement (Reporting to ACC and AC.)

Person

This person will oversee:-

)- External stakeholder engagement (Liaison with DCMS, UK ministers, Scottish Government,

- Supplier liaison and oversight of procurement process

- Management oversight of implementation

- Oversee legal and regulatory issues

- Press and PR – Accelerate Aberdeen spokesperson

Therefore this person will be at a senior level, out-going with good contacts..

Availability

Required as needed for the duration of the programme.

Project Manager – in-house additional to current resources

Ensure co-ordination of team to achieve tasks to schedule and cost. Oversee proper application of quality management system and appropriate peer review to ensure project quality. Work with team and ACC to ensure that all needs and implications are well understood.

Skills

Good time and resource management skills. Ability to create and manage ongoing project budget. Ability to determine dependencies and manage any slips on critical path. Good communicator able to place emphasis on the right areas at the right time.

Ability to manage meetings effectively and bring the team together. Must be capable of succinct reports giving a good view of the progress, challenges and any roadblocks to enable appropriate rectifying actions and escalations. Proven ability in day to day management of project teams.

Knowledge

Understanding of project management methodology, e.g. PRINCE2 , also good domain knowledge gained on previous procurement projects preferably for public or corporate networks.

Person

Proven experience of managing projects and day to day management of project teams.

Diligent person, outgoing willing to walk the floor and talk with team members on ad-hoc basis to resolve issues as they arise as well at formal project management meetings. Able to resolve issues whilst maintaining motivation and co-operation of team.

Availability

Needed Full Time for the duration of the programme.

Procurement Lead- in-house

Determine procurement strategy and manages process within bounds of given approach. Leads on supplier evaluation processes and manages version control of all procurement documents and dialogue meeting minutes. Take part in preparation of procurement pack, dialogue process and scripts and ITCP document. Also take lead in dialogue with suppliers and keeping the Dialogue Support Procurement Team up to date on dialogues.

Skills - Proven experience in managing a process, including suppliers at each stage of the process. Structured thinking with good written and verbal communication skills.

Knowledge- Previous experience of procurement process for large networks and/or network services. Previous experience of Competitive Dialogue process also an advantage.

Person- Tenacious, good negotiator, disciplined especially on recording of all contacts, queries and responses to suppliers.

Availability -Required on a Full Time basis for the duration of project.

Commercial Negotiator- in-house

Liaise with suppliers to negotiate Ts&Cs and negotiate hard on service level vs assets levels to ensure best value is obtained by ACC. Draft Ts&Cs with procurement team ready for legal review.

Skills Good relationship management skills and ability to achieve through good communications win-win situation for ACC and Preferred Bidder.

Knowledge -Working knowledge of contract law. Knowledge of broadband market rates/service prices at retail and wholesale levels. Understanding of wireless operator cost bases an advantage. Knowledge of local geography an advantage

Person -Proven track record in negotiating successful contracts.

Availability = Required from November 2012 to March 2013 to end on a Full Time basis. Needed on an occasional basis for rest of programme. Total 4 person months.

Technical Expert - external

Responsible for writing technical /service level requirements of procurement document set. Ability to challenge suppliers to meet required service levels, contributes to dialogue questions and issues. Needs to define technical evaluation criteria PQQ and final stage as well as technical & service level success factors for ACC.

Skills- Ability to map requirements and objectives onto wireless technology and service levels; speed, contention, coverage and other targets. System engineering skills. Good written and verbal communication skills.

Knowledge- Knowledge of current broadband services and levels and how these service are engineered. Understanding of likely future needs and potential coverage issues. Knowledge of 2G/3G/4G network architectures and service capabilities. Knowledge of state of the art 4G technology and handheld devices, including at specific spectrum bands. Knowledge of Wifi as a delivery mechanism.

Person- Proven experience as analytical, pragmatic and creative problem solver.

Availability- Required Full Time for duration of programme for the duration of the programme.

Legal Support part in-house (for specialist ICT legal advice purchase expertise)- external

To ensure that ACC does not break Scottish or EU laws in respect of competition and state aid. Review PIN notice, PQQ and instructions to bidders, Ts&Cs from a legal review perspective.

Skills Ability to quickly grasp legal implications of procurement plan and benefit in kind plans and outline potential issues and avoidance strategies.

Knowledge -Scottish contract and public law, EU competition law, up to date on state aid ruling and precedents. Requires familiarity with Regulation 18-The public contract regulation 2006.

Person Proven track record working in a team environment. Rigorous approach to work. Previous experience of supporting contracts where benefits in kind rather than payment used and of state aid contracts.

Availability Must be available on an occasional basis as needed throughout the project. 20-30 man days in total.

Stakeholder Manager in-house

The project is likely to involve a large number of stakeholders so this person must be able to keep in contact with all stakeholders, keeping them abreast of decisions made on the project and any forced compromises which may impact on cost or eventual benefits. The stakeholder manager will draft and maintain a communications plan to keep all key stakeholders up to date.

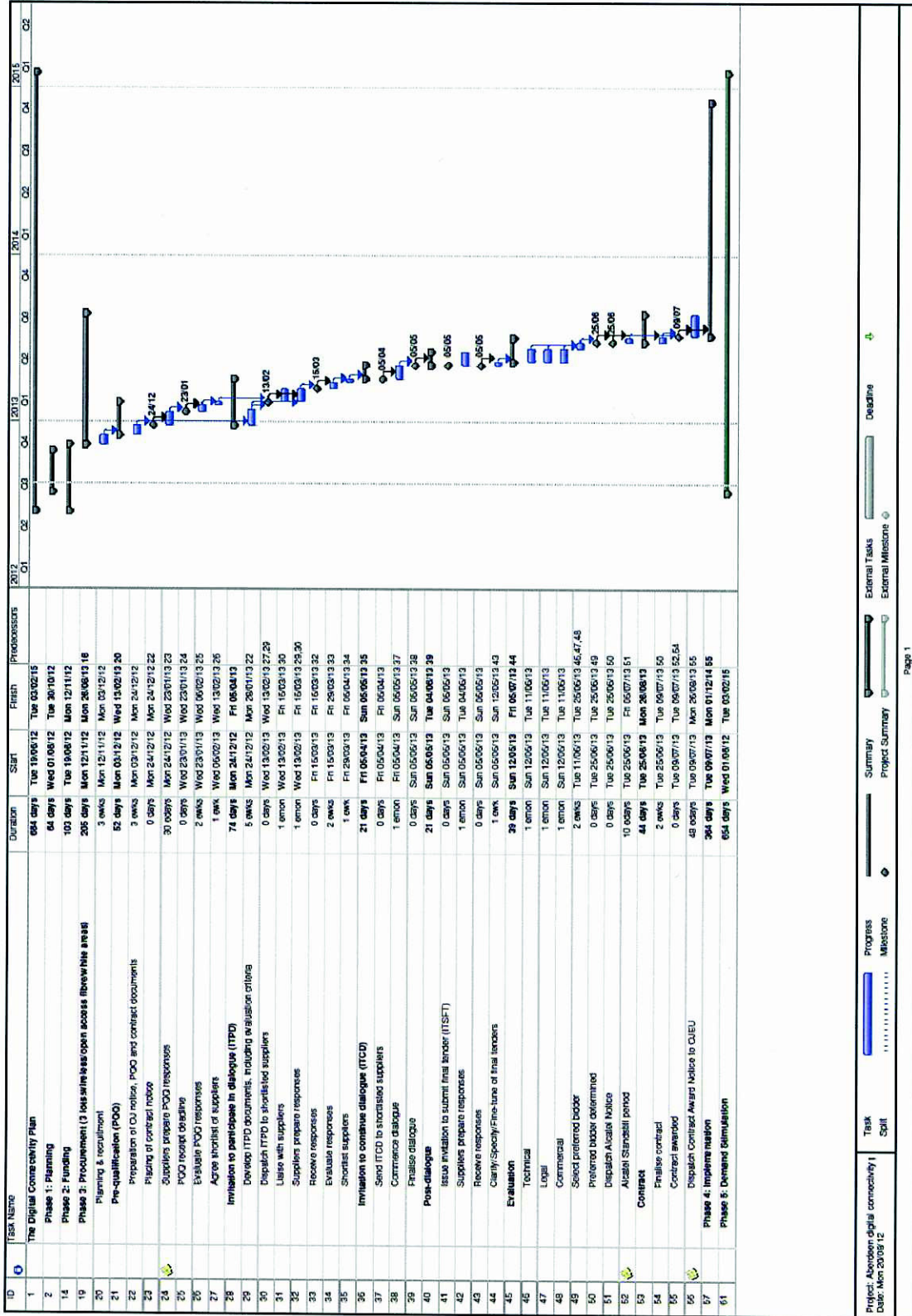
Skills - Good networker, relationships across public sector within City (and possibly across the shire, NHS, FRS, Grampian police in the case of extended scope). Excellent verbal communication skills, influencing/persuasion skills. Politically adept.

Knowledge - Knowledge of public sector management, approvals and operations processes. Ability to identify "hot items" for each stakeholder. Understand interface between political and council leaders and interfaces to other relevant public sector bodies in the case of extended scope.

Person =- Extrovert, friendly likeable but also objectives oriented. Proven experience in working in similar role with a wide range of stakeholders with conflicting objectives. Proven ability to negotiate and compromise among stakeholders

Availability- Needed Full Time for November 2012 to February 2013 and for the duration of programme on a Part Time basis. Total 5 person months.

Appendix 3 - Project Plan



ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Aberdeen Local Development Plan – Development Plan Scheme
REPORT NUMBER:	EPI/12/257

1. PURPOSE OF REPORT

1.1 This report presents the first Development Plan Scheme for the next Aberdeen Local Development Plan. The Development Plan Scheme is a requirement of the Planning etc. (Scotland) Act 2006 and must be reviewed annually and submitted to Scottish Ministers. It sets out a detailed timetable and programme for the preparation and adoption of the Local Development Plan. This report seeks approval of the Development Plan Scheme 2013 which must then be published (including electronically), sent to Scottish Ministers and placed in public libraries in accordance with the Act. In addition, it would be beneficial to send it to, or inform, the key agencies.

2. RECOMMENDATION(S)

2.1 That the Committee approve:

- (i) the adoption of the Local Development Plan Scheme, its publication (including electronically) and sending it to Scottish Ministers, and
- (ii) sending it to, or informing, the key agencies and consultees.

3. FINANCIAL IMPLICATIONS

3.1 There are no immediate financial implications arising from this report as the cost of preparing the next Aberdeen Local Development Plan can be met from existing budgets.

4. SERVICE & COMMUNITY IMPACT

4.1 The Local Development Plan and associated Development Plan Scheme contribute to “Aberdeen - A Smarter City” in terms of providing a clean, safe and attractive streetscape and by promoting biodiversity 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

4.2 The document raises awareness and understanding of the development plan review process and how long it will take.

5. OTHER IMPLICATIONS

5.1 Preparing a Local Development Plan Scheme is a requirement of the Planning etc. (Scotland) Act 2006 and it must be produced annually and submitted to Scottish Ministers.

6 REPORT

6.1 Section 20B of the Planning etc. (Scotland) Act 2006 (the Act) requires each planning authority to prepare a development plan scheme at least annually. The scheme sets out the authority's programme for preparing and reviewing their Local Development Plan and what is likely to be involved at each stage. The scheme must include a participation statement stating when, how, and with whom consultation on the plan will take place and the authority's proposals for public involvement in the plan preparation process.

6.2 The Act requires Local Development Plans to be updated at least every 5 years. In order for us to ensure this can happen, the Council will need to begin reviewing the Aberdeen Local Development Plan this year. At the same time, the Strategic Development Plan Authority are progressing a new Strategic Development Plan (SDP) and the next Local Development Plan will need to comply with the new SDP.

This Local Development Plan Scheme sets a timetable to ensure that the next Local Development Plan is reviewed in time and that it can comply with the new SDP which is scheduled to be approved in June 2014. We intend bringing a report to the next EP&I Committee providing further details and seeking authority to begin the review of the Aberdeen Local Development Plan.

6.3 In relation to the Act, Regulation 24 requires development plan schemes to contain a timetable, specifying the month the authority proposes to publish its next Main Issues Report and Proposed Plan and to submit the plan to Scottish Ministers. After adopting the scheme, the Act requires the authority to publish it (including electronically), send two copies to Scottish Ministers and place copies in public libraries. There is no requirement to consult on the content of development plan schemes. It would be beneficial however to send it to, or inform, the key agencies.

7 REPORT AUTHOR DETAILS

Louise MacSween
Planner
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01224 523326

8 BACKGROUND PAPERS

- The Planning etc (Scotland) Act 2006
www.ospi.gov.uk/legislation/scotland/acts2006/pdf/asp_20060017_en.pdf
- Town and Country Planning (Development Planning) (Scotland) Regulations 2008
http://www.opsi.gov.uk/legislation/scotland/ssi2008/ssi_20080426_en_1
- Circular 1/2009 Development Planning Circular February 2009
<http://www.scotland.gov.uk/Publications/2009/02/13153723/0>

9 APPENDICES

Appendix I – Local Development Plan Scheme

Aberdeen City Council Aberdeen Local Development Scheme: January 2013

Introduction

The Planning etc. (Scotland) Act 2006 requires all Councils to prepare a Development Plan Scheme at least annually. This Development Plan Scheme sets out Aberdeen City Council's programme for preparing the new Aberdeen Local Development Plan. This is the first Local Development Plan Scheme for the new Aberdeen Local Development Plan.

This document provides information on the following issues;

- The development plans we have now;
- Why we need to progress a new Local Development Plan;
- The timetable for preparing this plan (the project plan); and
- The timetable for engaging people in the preparation of the plan and how we will do this (the participation statement).

What Development Plans do we have now?

The Development Plan system in Aberdeen consists of two core statutory documents:

- The Aberdeen City and Shire Structure Plan (2009) - the Structure Plan will be replaced by the Aberdeen City and Shire Strategic Development Plan (SDP) which is currently in preparation;
- The Aberdeen Local Development Plan (2012) – this will be replaced by the new Aberdeen Local Development Plan.

Why we need to prepare a new Local Development Plan

Planning Authorities are required to keep under review the Plans that they prepare.

As the Strategic Development Plan Authority (SDPA) are progressing a new Strategic Development Plan, it is important that our Local Development Plan is brought up to date as soon as possible to become in line with this emerging Plan

The emerging Strategic Development Plan specifies how land will be used up to 2035 to make sure there is a continuous supply of development land. Putting the new Strategic Development Plan into practice will be achieved through new Local

Development Plans within Aberdeen City and Aberdeenshire. As such, we intend to replace the Aberdeen Local Development Plan 2012 (which complies with the current Structure Plan) with the new Aberdeen Local Development Plan which will comply with the new Strategic Development Plan.

Preparing the Aberdeen Local Development Plan 2

This Development Plan Scheme sets out a number of stages in preparing the new Aberdeen Local Development Plan.

Stage 1 – Publishing the Development Plan Scheme

This Development Plan Scheme contains a Participation Statement saying when, how, and with whom consultation will take place and a timetable saying when the various stages of the emerging Aberdeen Local Development Plan will be published and submitted to Scottish Ministers.

The Planning etc. (Scotland) Act 2006 requires the adopted Development Plan Scheme to be published (including electronically), two copies to be sent to Scottish Ministers and copies to be placed in all libraries. We will also send it to, or inform, the key agencies and consultees.

Stage 2 – Preparing the Main Issues Report

In January 2014 we will publish a Main Issues Report (MIR). This will be a discussion document that will summarise the main planning issues facing Aberdeen. It will outline the major differences in approach to the current adopted Aberdeen Local Development Plan (2012). In doing so it will also take into account the requirements of the emerging Strategic Development Plan.

The Main Issues Report will link closely to the process of Strategic Environmental Assessment (SEA). All proposals (preferred and alternative) put forward in the Main Issues Report, will be environmentally appraised and a draft Environmental Report will be published alongside it.

Prior to its publication we will invite people to submit comments and ideas for the Main Issues Report. These comments could be regarding new policy approaches for the Local Development Plan or land allocations for development. This process will likely take place between March – June 2013.

It is unlikely that the emerging Strategic Development Plan will require us to identify any further greenfield housing or employment allocations. However, we would like to hear about proposals to redevelop brownfield sites in the urban area. A development options form and a sustainability checklist will be used for any new sites that are suggested. The best time to submit proposals in the first

instance is at the pre-Main Issues Report stage. This would allow full engagement to take place on these proposals, which will be posted on the Council's website. All submissions will be assessed against sustainability criteria and, following further consultation, will inform the content of the Main Issues Report.

We will publish a Monitoring Statement alongside the Main Issues Report which will look at:

- Changes in the principal physical, economic, social and environmental characteristics of the area that have occurred since the preparation of the existing local development plan; and
- The impact of the policies and proposals of the existing local development plan.

We will also publish the following documents alongside the Main Issues Report:

- A Development Options Assessment Report which details our assessment of the development options submitted to us.
- An Equalities and Human Rights Impact Assessment of the Main Issues Report.

Stage 3 – Preparing and Publishing the Proposed Plan

The proposed new Aberdeen Local Development Plan will be written by the Council and will respond to matters raised at earlier engagement and participation stages. The Proposed Plan will contain a Spatial Strategy (a plan showing where we consider development should and should not go) and policies to guide the development of Aberdeen up to 2026.

Where appropriate, there will be indicative policies showing how Aberdeen may develop in the longer term up to 2035. The Proposed Plan will also include a detailed proposals map which will show land allocations (zones) where development of particular kinds (such as housing or business) will be supported in principle. It will also include a schedule of land owned by the Council which will be affected by any of the policies and proposals which are proposed.

In addition we are required to publish a proposed Action Programme alongside the proposed new Aberdeen Local Development Plan. Action Programmes should set out how we propose to implement the new Local Development Plan through:

- A list of actions required to deliver each of the plan's policies and proposals
- The name of who is to carry out each action
- The timescale for carrying out each action

The regulations do not specify particular types of action that should be included; however they are expected to include:

- The delivery of key infrastructure
- Preparation of Supplementary Guidance

Actions are not limited to those by the planning authority. In preparing the proposed Action Programme, we will consult and consider the views of the key agencies and consultees, Scottish Ministers and anyone the Council proposes specifying by name in the Action Programme.

Stage 4 - Examination of the Proposed Plan

Up to this point, we will have tried to resolve as many objections as possible. However, we cannot guarantee that the Proposed Plan will match everyone's views. At this point, assuming there are no notifiable modifications, it is likely that the Council will publish the Plan and submit it to Scottish Ministers for Examination. The Examination will be carried out by independent reporters who are appointed by the Scottish Government.

Stage 5 - Adoption of the LDP

Depending on the outcome of the Examination, this is the stage at which we would expect the emerging Aberdeen Local Development Plan to be adopted (see Participation Statement).

Development Plan Scheme Programme

STAGE 1 - Publishing the Local Development Plan Scheme	TIMEFRAME
• Pre-consultation questionnaire sent out	29 October 2012
• Pre-consultation report released	November 2012
• Report Development Plan Scheme to Enterprise, Planning and Infrastructure Committee	22 January 2013
• Publish Development Plan Scheme	January/ February 2013

STAGE 2 - Preparing the Main Issues Report	TIMEFRAME
• Process and Assess pre-Main Issues Report comments and submissions	March to June 2013
• Draft Main Issues Report and Strategic Environmental Assessment Scoping Report	June to October 2013
• Draft Monitoring Statement	June to October 2013
• Publish Main Issues Report and issue to persons and key agencies	January 2014
• Publish Monitoring Statement	January 2014
• Send Strategic Environmental Assessment Scoping Report to consultation authorities	January 2014

STAGE 3 - Preparing and publishing the Proposed Aberdeen Local Development Plan	
• Prepare and publish updated Local Development Plan Scheme and issue to Scottish Government	January 2014
• Process representations to the Main Issues Report	March to June 2014

• Prepare Proposed Aberdeen Local Development Plan	March to November 2014
• Prepare draft Action Programme	March to November 2014
• Prepare Environmental Report	March to November 2014
• Report to Full Council	December 2014
• Prepare and publish updated Local Development Plan Scheme and issue to Scottish Government	January 2015
• Publish Proposed Aberdeen Local Development Plan and notify to persons and key agencies	February 2015
• Publish Proposed Action Programme	February 2015
• Publish Environmental Report and send to SEA Gateway under 2004 Regulations	February 2015
• Notification of Neighbours	February 2015
• Objection and representation period	February to April 2015

STAGE 4 - Preparing for the Examination of the proposed Aberdeen Local Development Plan	
• Consider Objections to Proposed Plan and draft Environmental Report	April to September 2015
• Response to representations	September 2015
• Report of Conformity with Participation Statement	September 2015
• Submit Proposed Plan, Action Programme and Statement of Conformity with Participation Statement (as modified if relevant) with Note of Representations and how these have been taken account of to Ministers.	November 2015
• Publicise submission of plan	

<ul style="list-style-type: none"> Request Scottish Ministers to appoint an Examination of the Proposed Plan and Environmental Report Advertise Examination of Proposed Plan and serve Notice on known interested parties 	
<ul style="list-style-type: none"> Examination in Public 	November 2015 to July 2016
<ul style="list-style-type: none"> Receive the Report of Examination 	July 2016

STAGE 5 - Adoption of the Aberdeen Local Development Plan	
<ul style="list-style-type: none"> Consider recommendations and report to the Council 	August/September 2016
<ul style="list-style-type: none"> Publish Modifications and Proposed Plan as modified. 	September 2016
<ul style="list-style-type: none"> Advertise 'intention to adopt' Notify each person who made representations of publication and intention to adopt 	September 2016
<ul style="list-style-type: none"> Notify Scottish Ministers of our intention to adopt the Aberdeen Local Development Plan 	October 2016
<ul style="list-style-type: none"> The Aberdeen Local Development Plan is constituted as the local development plan (28 days after notification to Scottish Ministers) 	November/December 2016
<ul style="list-style-type: none"> Send two copies of the Aberdeen Local Development Plan and Environmental Report to Scottish Ministers 	November/December 2016
<ul style="list-style-type: none"> Deposit copies of the Aberdeen Local Development Plan in libraries, notify each person who made representations and advertise it 	November/December 2016
<ul style="list-style-type: none"> Publish Action Programme and Environmental Report Post Adoption Statement (within 3 months of adoption) 	December 2016/January 2017

Participation Statement

Aberdeen City Council is strongly committed to encouraging interest and wide public involvement in the preparation of the new Local Development Plan. This Participation Statement explains how local communities and other stakeholders will be engaged and have the opportunity to be involved in the preparation of the new Aberdeen Local Development Plan. In line with the Planning Advice Note on Community Engagement and the National Standards on Community Engagement, Aberdeen City Council will continue to ensure that:

- arrangements for participation are inclusive, open and transparent;
- information is provided in a manner which allows for full consideration of its implications;
- communication is provided through a range of formats and locations, including easily understood jargon-free formats;
- all representations are fully considered;
- feedback is provided promptly on the conclusions drawn; and
- we add to our consultation list anyone who wishes to be involved with this process.

The selection of participants is representative of the public, private, voluntary, academic and community sectors and of the various equality groups. Regulation 28 of the Planning etc. (Scotland) Act 2006 defines the key agencies as:

- Scottish Natural Heritage;
- Scottish Environmental Protection Agency;
- Scottish Water;
- Health Boards;
- NESTRANS; and
- Scottish Enterprise

Guidance suggests that the following bodies should have the same level of involvement in the development plan process:

- Historic Scotland;
- Transport Scotland;
- ACSEF; and
- The Forestry Commission

We will also involve the following groups at the same level:

- Aberdeenshire Council;
- Aberdeen City and Shire Strategic Development Planning Authority;
- Health and Safety Executive; and
- Community Councils

In addition, community groups and the general public have and will continue to be involved in the Local Development Plan process. We will continue to email newsletters to developers, agents and those who have expressed an interest in the Aberdeen Local Development Plan. We can add contacts to this list on request.

This participation statement highlights the methods of consultation which are used to ensure full and effective engagement with the community and stakeholders. Efforts have been made to reach beyond the constituency of organisations normally involved in planning consultations to a wider range of public interests such as young people, pensioners, ethnic minorities and the disabled.

The schedules below set out in as much detail as is known at this stage when, how and with whom we will engage, and the steps that will be taken to involve the public. It distinguishes between our statutory duties, as laid down by Scottish legislation and the additional non-statutory actions we will carry out.

The schedules will be kept up to date on the Local Development Plan webpages of the Council's website (www.aberdeencity.gov.uk/localdevelopmentplan) so that stakeholders and the public know exactly how the preparation process for the new Local Development Plan is to be conducted and what opportunities they will have to participate and engage with it

The new Local Development Plan preparation process involves 5 stages, which we are currently at the beginning of. Engagement with stakeholders and the public is set to begin early in the first two stages.

Participation Programme

Feedback on Previous Consultation (November 2012)	
NON- STATUTORY ACTIONS	
<p>In preparing this Development Plan Scheme, we have also sent out a questionnaire to people who were involved in the consultation process for the last Local Development Plan. This invited their feedback on the engagement activity we carried out as well as any suggestions for improvements that could be implemented during the preparation of the new Plan.</p> <p>A report was then drafted that detailed the responses we received. This was made available on our webpage and was also advertised through the newsletter, and via social media.</p>	
Stage 1: Publishing the Local Development Plan Scheme (January 2013)	
This document raises awareness and understanding of the development plan review process and how long it will take.	
STATUTORY OBLIGATIONS	NON- STATUTORY ACTIONS
<p>When this Development Plan Scheme is approved and published, we are required to:</p> <ul style="list-style-type: none"> • Send it to Scottish Ministers • Make copies available in all the City's libraries and at Marischal College • Publish it on our website www.aberdeencity.gov.uk 	<p>In addition to our statutory obligations, we will:</p> <ul style="list-style-type: none"> • Tell other Council services about it; • Send copies to or inform interested parties; • Provide Community Councils with Toolkits consisting of various materials to encourage participation and facilitate discussion, potentially leading to an exhibition at the end of the period. • Email a newsletter about it to agencies, developers and those who have expressed an interest in the Local Development Plan. • Publicise on our website and via social media sites (Facebook and Twitter)

Stage 2: Preparing and Publishing the Main Issues Report (from early 2013)

STATUTORY OBLIGATIONS	NON- STATUTORY ACTIONS
<p>In preparing the Main Issues Report, we are required to consult with and have regard to any views expressed by:</p> <ul style="list-style-type: none"> • the key agencies, • Scottish Ministers, • Aberdeenshire Council and; • The SDPA. <p>To publicise the Main Issues Report, we are required to publish a notice in one or more local newspapers, setting out:</p> <ul style="list-style-type: none"> • That the document has been produced and where/when it may be viewed • A brief description of the content and purpose of the document • Details of how further information may be obtained and • A statement of how representations may be made, to whom and by when <p>We also have to send this information to:</p> <ul style="list-style-type: none"> • The key agencies • Aberdeenshire Council • The SDPA • Community Councils • Scottish Ministers <p>We must also:</p> <ul style="list-style-type: none"> • Make a copy available to inspect at Marischal College and in public libraries • Publication on the internet • Send the report to Scottish Ministers <p>The Planning etc. (Scotland Act 2006</p>	<p>In addition to our statutory obligations in preparing the Main Issues Report, we will also carry out the following engagement activities:</p> <ul style="list-style-type: none"> • Hold meetings and workshops with community groups, key agencies and stakeholders • Involve other Council Services • Send out and publish online a questionnaire inviting responses and suggestions; • Ensure that the Local Development Plan webpages of the Council's website continue to provide immediate access to Local Development Plan publications and allow responses to the Main Issues Report to be submitted • Continue to use the telephone and email enquiry point allowing people to contact the Local Development Plan team; • Run participation exercises and workshops for both stakeholders and Councillors throughout the Development Plan process where display material and Local Development Plan team members will be available; • Investigate engagement with young people through School visits by members of the Local Development Plan Team <p>In addition to our statutory obligations for publicising the Report, we will also:</p> <ul style="list-style-type: none"> • Employ social media websites such as Twitter (@AberdeenLDP) and Facebook (Aberdeen Local Development Plan) as a means of publicising Local Development Plan documents and

<p>requires authorities to ensure that people who may want to comment on the Main Issues Report are made aware that they can do so and are given such an opportunity.</p>	<p>events;</p> <ul style="list-style-type: none"> • Email a newsletter to key agencies, developers and those who have expressed an interest in the Local Development Plan updating them on the process. The Newsletter will also be available on the Local Development Plan pages of our website and publicised over social media. <p>Once the Main Issues Report is published, there will be a 10 week consultation period for representations to be made on its content. Representation forms will be made available in Libraries and at all consultation meetings, as well as online. Regular news releases will be made to local media during this period to publicise the consultation events and advise people of the process.</p>
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Stage 3: Preparing and Publishing the Proposed Aberdeen Local Development Plan and Supplementary Guidance

STATUTORY OBLIGATIONS	NON- STATUTORY ACTIONS
<p>In preparing the Proposed Plan, we are required to:</p> <ul style="list-style-type: none"> • Consult the key agencies and Scottish Ministers <p>In addition to the same minimum publicity requirements for the Main Issues Report (above), we are also required to:</p> <ul style="list-style-type: none"> • Send a copy of the Proposed Plan to/inform each key agency and Scottish Ministers • Notify any person who commented on the Main Issues Report that the Proposed Plan has been produced and send them the relevant information • Notify the owners, lessees or occupiers 	<p>Once the Proposed Plan has been published, we will also:</p> <ul style="list-style-type: none"> • Inform community groups and other stakeholders; • Run drop-in events to give people the chance to meet and discuss the proposed Plan with members of the Local Development Plan Team. • Make a presentation to key agencies, stakeholders and interested groups • Hold a consultation period of 10 weeks, 4 weeks longer than the statutory minimum • Publish it on our website www.aberdeencity.gov.uk and publicise it through social media; • Email a newsletter about it to agencies, developers and those who have

of sites and the owners, lessees or occupiers, within 20m, of neighbouring sites which the proposed plan specifically proposes to be developed and which would have a significant effect on the use and amenity of the site;

- On the rare occasion that a Proposed Plan is republished following changes to the underlying aims or strategy of an earlier Proposed Plan, consult people who made representations on the original plan

Once the Proposed Plan has been published, we will hold a consultation period of at least 6 weeks to allow representations from any interested party to be made (although we intend to consult for 10 weeks).

expressed an interest in the Local Development Plan. The Newsletter will also be available on the Local Development Plan pages of our website and publicised over social media.

Stage 4: Preparing for and Responding to the Examination of the Proposed Aberdeen Local Development Plan

In the event of an Examination, we will

- Advertise the Examination;
- Make the Examination proceedings available on the website as soon as practicable;
- Keep all interested parties informed about the Examination procedures.

Stage 5: Adoption of the Aberdeen Local Development Plan

Once the Reporter(s) has made their recommendations on the Plan, and any modifications have been made, formal adoption of the Aberdeen Local Development Plan would follow. At this stage we will make public our intention to adopt the plan following a 28 day submission period to Scottish Ministers – providing they do not wish to raise issues with the plan. At this point we are required to:

- Advertise the intention to adopt the Plan, as modified according to the Reporter's Report if appropriate, in newspapers, describing any modifications;
- Contact all interested parties and advertise the publication of the Plan to them;

- Notify those who made representations;
- Place copies of the Plan as modified in public libraries and in Marischal College.

Parallel Assessments of the Aberdeen Local Development Plan

It will be necessary to undertake a number of parallel assessments of the Aberdeen Local Development Plan both as legislative requirements and as good practice. These documents will be made available for comments and representations on our website, local libraries and at Marischal College.

Strategic Environmental Assessment

Under the Environmental Assessment (Scotland) Act 2005 it is a legal requirement to undertake a Strategic Environmental Assessment (SEA). This is because the Local Development Plan, along with other supplementary guidance, is likely to have a significant effect on the environment. This is being undertaken throughout the review process and will have its own stages of consultation on a draft and final Environmental Report. A draft Environmental Report will be published for consultation alongside the Main Issues Report and provide an assessment of the impact on the environment of sites and policies within it.

Appropriate Assessment

Development plans should be subject to an Appropriate Assessment according to Article 6(3) and 6(4) of the Habitats Directive (92/43/EEC). This assesses the likely significant effects that the Aberdeen Local Development Plan may have on the River Dee Special Area of Conservation (SAC) - the only European site within the Aberdeen City boundary. This is to ascertain whether the Plan will have an adverse impact alone, or in combination with the other plans and projects on the site's integrity. The Appropriate Assessment will be included as part of the draft Environmental Report.

Equality and Human Rights Impact Assessment

At each stage of the Aberdeen Local Development Plan we will continue to consider how our ways of involving people, as well as the policies in the plan, might affect different groups in different ways.

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Equality and Human Rights Impact Assessment - the Form

There are separate guidance notes to accompany this form – “Equality and Human Rights Impact Assessment – the Guide.” Please use these guidance notes as you complete this form. Throughout the form, **proposal** refers to policy, strategy, plan, procedure, report or business case, embracing a range of different actions such as setting budgets, developing high level strategies and organisational practices such as internal restructuring.

STEP 1: Identify essential information

1. Committee Report No.

2. Name of proposal.

3. Officer(s) completing this form.

Name	Designation	Service	Directorate
Louise MacSween	Planner	Planning and Sustainable Development	Enterprise, Planning and Infrastructure

4. Date of Impact Assessment.

5. When is the proposal next due for review?

6. Committee Name.

7. Date the Committee is due to meet.

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

Planning and Sustainable Development

9. Please summarise this Equality and Human Rights Impact Assessment (EHRIA). This must include any practical actions you intend to take or have taken to reduce, justify or remove any adverse negative impacts. **Please return to this question after completing the EHRIA.**

The Development Plan Scheme will not have any adverse negative impacts on people with protected characteristics. It will have positive impacts as it sets out the programme for preparing and reviewing local development plans.

10. Where will you publish the results of the Equality and Human Rights Impact Assessment? Tick all that apply.

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

STEP 2: Outline the aims of the proposal

11. What are the main aims of the proposal?

This is a document that sets out our programme for preparing and reviewing local development plans.

This document provides information on the following issues;

- What development plans we have now
- Why we need to prepare a new Local Development Plan
- A timetable for preparing this plan (the project plan)
- A timetable for consulting people and how we will do this (the participation statement)

12. Who will benefit most from the proposal?

People interested or involved in the preparation of the Aberdeen Local Development Plan – stakeholders, agencies, the development industry, citizens, other Council services

13. Tell us if and how the proposal will increase equality of opportunity by permitting positive action to redress disadvantage?

The document raises awareness and understanding of the development plan review process and how long it will take. Although this work has not been a statutory requirement in the past, we have published details about how people can get involved. The document goes into far greater detail than previous documents about how and when people can have their say and the overall timescale/ programme for the

preparation of the plan. This seeks to ensure greater inclusion in the process.

14. What impact will the proposal have on promoting good relations and wider community cohesion?

The document raises awareness about a process in which all are invited to participate, regardless of who they are or where they live.

STEP 3: Gather and consider evidence

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

We will consult throughout the Local Development Plan process – pre Main Issues Report (MIR) (non-statutory), MIR and Proposed Plan (statutory) stages.

An SEA will be carried out during the preparation of the Local Development Plan.

Officers in Planning and Sustainable Development and other services will be informed of the timescale for the plan’s preparation, so that they can take account of it in their Service Plans.

People submitting representation forms to the Main Issues Report were asked to fill in an equalities monitoring form (EMF) which was available online and with the paper representation forms.

STEP 4: Assess likely impacts on people with Protected Characteristics

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

(Positive +, neutral 0, - negative)

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

Notes:

* Gender Reassignment includes Transgender

** Race includes Gypsies/Travellers

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

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

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

Positive impacts (describe protected characteristics affected)	Negative Impacts (describe protected characteristics affected)
We will contact a representative body for each of the equality target groups in order to raise awareness of the process.	

STEP 5: Human Rights - Apply the three key assessment tests for compliance assurance

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

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

How?

Legality

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

Legitimate aim

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

Proportionality

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

STEP 6: Monitor and review

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

Engagement exercises will help inform us of any shortcomings in the development plan scheme. Scottish Ministers may provide us with feedback after we submit it to them.

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

We are obliged to produce a development plan scheme at least annually, which gives us an opportunity to revise it in response to feedback.

STEP 7 SIGN OFF

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

Person(s) completing the impact assessment.

Name	Date	Signature
Louise MacSween	12 December 2012	

Quality check: document has been checked by

Name	Date	Signature
Andrew Brownrigg	12 December 2012	

Head of Service (Sign-off)

Name	Date	Signature
Margaret Bochel	17 December 2012	

Now –

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

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

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Aberdeen Local Development Plan Policy on Affordable Housing Requirements for New Development
REPORT NUMBER:	EPI/12/277

1. PURPOSE OF REPORT

- 1.1. The Development Management Sub-Committee at its meeting on the 8th of November considered an application for 81 units at Friarsfield Road, Cults (this site will be developed to the extent of 280 units as per the Local Development Plan). The Sub-Committee discussed the affordable housing allocation for the site and the overall affordable housing policy.
- 1.2. The Sub-Committee approved the application and also made a number of further recommendations, one of which was “that a report be presented on the policy of 25% affordable housing provision and when it is appropriate for the planning authority to accept a commuted payment, and the calculation of that payment to maximise affordable housing provision in the city.” A commuted payment is a financial contribution made in lieu of providing affordable homes as a part of the housing development proposed.
- 1.3. The purpose of this report is to explain the details the current Local Development Plan policy that sets out the requirements for affordable housing for new developments. It also sets out a proposal for the Committee to consider with the intention of maximising affordable housing provision through the implementation of the policy.
- 1.4. In setting out a proposal this report summarises a variety of factors that are relevant to the delivery of affordable housing.

2. RECOMMENDATION(S)

- 2.1. It is recommended that the Committee agree for officers in planning and Sustainable Development to consult on proposals to amend the commuted payment and report back to this Committee with the results of this consultation with a proposed figure or method of calculation to be agreed.

3. FINANCIAL IMPLICATIONS

- 3.1. There are no direct financial implications resulting from this report, but following a review of the commuted payment this will affect money received when commuted payments are agreed through legal agreements under Section 75 of the Town and Country Planning (Scotland) Act 1997.

4. OTHER IMPLICATIONS

- 4.1. There are no other implications resulting from this report.

5. BACKGROUND/MAIN ISSUES

- 5.1. The Aberdeen Local Development Plan contains a policy that requires new housing developments of 5 units or more to contribute no less than 25% of the total number of units as affordable housing. Further guidance on the provision of affordable housing from new development is available in Supplementary Guidance, available at: <http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31814&sID=14394> . The Supplementary Guidance details that for developments of 20 units or more the provision will be expected to be delivered on-site. The advantages of this approach is that it helps to deliver mixed communities and assists in the eradication of existing concentrations of deprivation and creates more sustainable communities where there is a range of housing opportunities for individuals and families as they age, as their household size changes and as their income increases or decreases. Another benefit is providing Registered Social Landlords (RSLs) with land or property, as at present RSLs do not hold extensive land banks in Aberdeen City. Without land in the control of RSLs this can lead to difficulties as there are no sites that can be delivered when funding is available.

Realities of delivering affordable housing

- 5.2. During the mid 1990s to 2007, there was considerable cross-subsidy of affordable housing on larger private sector housing sites. This was not enough to bridge the gap between targets and the amount which could be achieved with the Government's funds. During this period of prosperity evidence suggests that targets across the UK were not being achieved, which does not bode well for the chances in the current economic climate. Also, ensuring that the private sector meets its targets for the Structure Plan will be a challenge in itself.
- 5.3. It is important to clarify the role of the developer in the provision of affordable housing. In the case of an on-site provision there are a range of options currently available, and in all of the options there will be a receipt received by the developer. For example, to deliver social rented accommodation (or any other model of affordable housing) an

RSL will purchase the unit (house or flat) from the developer at an agreed value. In this situation the RSL is funding a proportion of the build cost and the land value. Therefore, the developer is only providing a share of the unit. However, there is an opportunity lost for a developer when providing affordable housing and the difference between what an RSL can afford to pay with current levels of grant and the open market value is likely to be greater than £25,000 in many locations.

- 5.4. The process of securing affordable housing or contributions towards the provision of affordable housing requires negotiation between the Council and developer. These negotiations, at the time of the application or pre-application discussion, will determine the actual requirement and the form of provision. These negotiations will consider any exceptional servicing costs for the development, and the impact of the requirement on the viability of the development. Current Supplementary Guidance recognises that as a part of new development there is a need to provide or make financial contribution towards major new infrastructure, such as schools, drainage, water and roads. Where a developer can demonstrate that there are exceptional costs, the requirement for affordable housing contributions may be reduced to ensure the cumulative burden on the overall development does not make the site unviable. In order to help the Council reach a view on the viability of the development, the developer must be required to provide a financial appraisal for the development that provides detailed financial information on the development costs and viability to be considered by the Council.
- 5.5. In addition to the current policy the Scottish Government wrote to planning authorities on 15 March 2011 on the topic of affordable housing highlighting the Government's desire to remove constraints to the development of housing land in the current economic climate. The letter went on to say that "authorities will also be aware of the significantly lower levels of public funding that are likely to be available to support the development of affordable housing in the coming years. In these circumstances I suggest that authorities, in drawing up and implementing planning policies on affordable housing, should consider whether contributions of 25% or more are likely to be deliverable in the current economic climate. Levels of affordable housing requirement that act to stifle overall levels of housing development are likely to be counter-productive. In certain cases the effect could be that development would not proceed at all."
- 5.6. The current financial circumstances and reductions in grants from the Scottish Government are having a significant impact on the ability for affordable housing to be delivered on-site through the implementation of this policy. With reduced Government funding for affordable housing we will have to consider alternatives, which might include further discounts made by the developer, additional funding found from other sources (which is already being done with the use of money from

Council Tax or commuted payments), mixed tenure developments that can service required finance or a combination.

Commuted payment

- 5.7. Within the current policy there is an allowance for a commuted payment, but this should only be considered for smaller developments, less than 20 units. Currently the commuted payment is set at £25,000 per house, which is a figure consistent across the Aberdeen Housing Market Area (this covers Aberdeen and the surrounding areas of Aberdeenshire).
- 5.8. Given the difficulties in the delivery of housing on-site the simple £25,000 commuted payment is an easier way for the developer to meet the requirements of the policy and there is the incentive that, depending on the location, there could be significant gains in providing more open market housing on-site instead of an affordable unit. There can in some instances be benefits to a developer of providing on-site affordable housing, especially in the early phases as there will be a guaranteed buyer for a set number of units and this may help to finance some of the early infrastructure investment.
- 5.9. There is currently a strong presumption in favour of on-site provision for developments larger than 20 units. Making an allowance for a developer to provide a commuted payment instead of on-site provision must be treated with caution, as this will generally be the preferred option for a developer who is seeking to maximise profit and remove any hurdles to development. A strong policy on this can help to ensure that the full cost of providing affordable housing is factored into development appraisals. Any negotiations with developers should, where applicable, start from the position of on-site provision and only after all else fails should commuted payments be considered.

Option to amend commuted sums

- 5.10. The figure for commuted sums is set by the Council, and the figure per plot is currently £25,000 (as of August 2010). This figure can be reviewed, but supplementary guidance has committed the Council to consult on any changes prior to implementation. As stated in paragraph 5.3 this figure is not equal to the opportunity value that is lost by a developer if they are providing units on-site.
- 5.11. Whilst increasing the commuted sum will not practically help to deliver additional affordable housing on-site it would make the option of a commuted payment less attractive and with a result the delivery of on-site may become more attractive or a more realistic commuted payment will be received, which can meet a greater proportion of housing need.

- 5.12. Any change to the commuted payment should be based on robust evidence and further work is required to identify either what a payment should be or an alternative means for calculating the commuted payment.

Proposal

- 5.13. There are a number of issues to research further in order to improve the delivery of affordable housing and it is proposed that we undertake a review of the affordable housing policy, but that the most appropriate time to do this is through a review of the Local Development Plan. The timetable for this is set out in the Development Plan Scheme, Report Number EPI/12/257.
- 5.14. In the short-term it is proposed that a review of the commuted payment will be undertaken to ensure that it is closer aligned to the opportunity value that is lost by a developer. The focus will remain for on-site delivery, but with a closer matched commuted sum it will lead to there being no or reduced benefit to be gained from making a commuted payment.

6. IMPACT

- 6.1 This Report is focused on ways that we can maximise the delivery of affordable housing and sustainable mixed communities. This has a direct link to the high-level priority in the 5 Year Business Plan 2013/14 – 2017/18 to “improve access to affordable housing in both the social rented and private sectors, by supporting first time buyers, regenerating areas within the city and by working with developers to maximise the effective use of planning gain contributions.” This would also support priorities under Smarter Living to reduce levels of inequality and meet national targets on homelessness.
- 6.2 This report is seeking agreement to undertake further work and consultation and there is no impact on equalities and human rights resulting from this report.

7. BACKGROUND PAPERS

Supplementary Guidance: Affordable Housing:

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=31814&slD=14394>

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Adoption of Supplementary Guidance in support of the Aberdeen Local Development Plan
REPORT NUMBER:	EPI/12/262

1. PURPOSE OF REPORT

- 1.1 The Planning etc. (Scotland) Act 2006 paragraph 22 (1) states that a planning authority may adopt and issue guidance in connection with a local development plan. During the preparation of the Aberdeen Local Development Plan (ALDP 2012) Aberdeen City Council prepared a number of draft Supplementary Guidance (SG) documents in support of the ALDP. Following examination, the ALDP was adopted on 29 February 2012 with a number of SG documents adopted in the months following. It is intended that further tranches of approved SG will be forwarded to Scottish Ministers in due course for adoption, whilst other SG documents will be reported to Committee as they come forward.
- 1.2 The purpose of this report is to outline the results of several consultation periods that have been carried out on five draft SG documents by presenting a summary of the representations received on each document, officers' responses to these representations and to detail any resulting action from this. A summary of this information is attached at Appendix 1 of this report. Full, un-summarised copies of representations are detailed in Appendix 2 of this report.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
 - a) Note the representations received on the draft Supplementary Guidance documents;
 - b) Approve Appendix 1, which includes officers' responses to representations received and any necessary actions to the draft Supplementary Guidance documents; and
 - c) Agree for officers to send the requested finalised Supplementary Guidance documents to be ratified by the Scottish Government

3. FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications arising from this report. Any future publication costs can be met through existing budgets.

4. OTHER IMPLICATIONS

- 4.1 This is the continuation of a significant piece of work that has involved and will impact upon many other council services, public bodies, the business and development industries and the citizens of Aberdeen. An Action Programme has been prepared to consider the implementation of the ALDP and SG.

- 4.2 The progression of these SG documents will provide a clear framework for decision making, allowing comprehensive guidance for both applicants and officers, thereby making a significant contribution towards the Council's aim of promoting and achieving sustainable development. Detailed area-based SG also has value in reducing officer time spent on pre-application discussions.

5. BACKGROUND/MAIN ISSUES

- 5.1 This Committee Report relates to five draft SG documents which have recently been subject to a public consultation. These five draft SG documents and their respective public consultation periods are detailed below:

SG Document Name	Public Consultation Period
BP Headquarters Complex Development Brief	9 November to 21 December 2012
Friarsfield Development Framework	16 July to 27 August 2012
Loirston Development Framework	12 November to 10 December 2012
Maidencraig Masterplan	12 November to 10 December 2012
Oldfold Development Framework	16 July to 27 August 2012

It should be noted that both the Loirston Development Framework and the Maidecraig Masterplan were consulted on in accordance with the Council's adopted masterplanning process approved by the Enterprise, Planning and Infrastructure Committee at their meeting on 6 November 2012. Respective Community Council's for both areas were given advance copy of the proposed supplementary guidance on 19th October 2012. In addition, a requested extension to the closing date for responses was also granted to Nigg Community Council.

- 5.2 The Friarsfield Development Framework, Loirston Development Framework, Maidencraig Masterplan and Oldfold Development Framework have been prepared as a requirement of the ALDP and the BP Headquarter Complex Development Brief is an existing document which has been carried over from the previous Aberdeen Local Plan (2008) to the ALDP.

- 5.3 Due to the size of the draft documents, hard copies have not been attached to this report but are available on request from the Local Development Plan team. Full copies of the draft documents can also be accessed from http://www.aberdeencity.gov.uk/planning_environment/planning/local_development_plan/pla_aldp_committee_reports.asp
- 5.4 For the SG an assessment of the environmental impact was made alongside the ALDP. Since the adoption of the Plan there has been additional consultation undertaken, additional detail added and amendments made. Therefore, these documents will have to go through the Strategic Environmental Assessment Process. Given the assessment made at the Plan level and the mitigation incorporated into the Plan there would be no likely significant effect as a result of the SG. To ensure that this is properly documented a Screening report has been prepared and submitted to the SEA Gateway and the Consultation Authorities. In the case that any unforeseen issues are raised any affected SG will be reported back to committee.
- 5.5 Following analysis of the representations received during the consultation, these draft documents are now proposed for adoption as supplementary guidance to the ALDP. Each document is named and detailed below with a summary of any amendments that have been made to the document either as a result of representations received during the public consultation period or by officers to provide greater clarity.
- 5.6 It should be noted that all comments received as part of the consultation are shared with the developers and their design teams for consideration in the preparation of any necessary detailed phased masterplans and/or detailed planning applications.
- 5.7 BP Headquarters Complex Development Framework
The BP Headquarters Complex Development Brief was produced in April 2008 to help guide the redevelopment of the former BP Headquarter Offices at Burnside Road, Dyce. This document covers OP16: BP Dyce (part) Centre as identified in the ALDP, which is zoned under the Mixed Use Policy (H2). No representations were received during the consultation period and therefore no amendments have been suggested to the document.
- 5.8 Friarsfield Development Framework
The Friarsfield Development Framework was produced in January 2012 and covers OP51: Friarsfield as identified in the ALDP, this site is zoned under the Residential Policy (H1). Approximately 280-380 homes are planned for the site, in addition to roads, drainage infrastructure and open space. A total of three representations were received, one from SEPA, one from Camphill Communities (including the Waldorf School) and one from Ryden on behalf of CALA

Management Ltd. The issues raised through this representation were not felt to require any amendments to be made to the document.

5.9 Loirston Development Framework

The Loirston Development Framework (November 2012) was prepared as a strategy for the future development of land identified in the Aberdeen Local Development Plan (ALDP) as Opportunity Sites OP77, OP80 and OP78, to inform development of a new residential community to the south of the City. The OP77 Loirston site is zoned under the Land Release Policy (LR1) and identified for provision of 1500 homes, 11 hectares of employment land, with the potential to accommodate a football or Community Stadium. The housing provision is split into land release phases, 1100 homes proposed for the period up to 2016 and 400 homes up to 2023.

The Local Development Plan identifies land at Charleston (OP78) to the south Wellington Road for 20.5 hectares of employment land for the period 2024-2030; and land at Calder Park OP80 for a new stadium and sports facilities for Cove Rangers Football Club. The Development Framework also considers the surrounding ALDP allocations and sites, including a 2 hectare extension to the existing employment site OP69 Aberdeen Gateway, the Cove Masterplan and existing Aberdeen Football Club planning permission. A total of 12 representations were received from the following:

- Aberdeen Cycle Forum,
- Cove and Altens Community Council,
- Historic Scotland,
- Scottish Environmental Protection Agency,
- Scottish Natural Heritage,
- Scottish Water,
- Nigg Community Council,
- Kincorth Hill LNR Management Committee,
- Mr George Urquhart (x2),
- Nestrans and
- Transport Scotland

The issues raised through representations resulted in some minor text changes to the Development Framework document as detailed in Appendix 1 'Action as a result of representation' column.

5.10 Maidencraig Masterplan

The Maidencraig Masterplan was also produced in November 2012 and covers OP43: Maidencraig South East and OP44 Maidencraig North East as identified in the ALDP. These sites are zoned under the Land Release Policy (LR1) and together provide an opportunity for 750 homes. A total of 8 representations were received from the following:

- Nestrans,
- Historic Scotland,
- Transport Scotland,

- Scottish Natural Heritage,
- Scottish Water,
- Management Committee of Maidencraig LNR,
- Hazlehead Academy Eco-Committee and
- Mr Ian Mitchell

The issues raised through these representations were not felt to require any amendments to be made to the document.

5.11 Oldfold Development Framework

The Oldfold Development Framework was produced in January 2012 and covers OP62: Oldfold as identified in the ALDP, this site is zoned under the Land Release Policy (LR1). The Oldfold site provides an opportunity for the development of 550 homes and 5ha of employment land. A total of two representations were received, one from SEPA and one from Keppie Planning and Development on behalf of CALA Management Ltd. Both representations were supportive and did not require any amendments to be made to the document.

Habitats Regulation Assessment (HRA)

- 5.12 The Friarsfield, Oldfold and Loirston Development Framework documents have all been subject to a Habitats Regulation Assessment (HRA) in accordance with Article 6(3) and 6(4) of the Habitats Directive (92/43/EEC). Any formally adopted Supplementary Guidance which would be likely to have a significant effect on an identified European Site shall be subject to an 'appropriate assessment' of its implications.

The aim of these HRA's was to assess whether the Development Frameworks has the potential to have any likely significant effect on the qualifying interests of the River Dee Special Area of Conservation (SAC) (Natura site). The impacts of any likely significant effects which cannot be avoided need to be considered in terms of their impacts on the conservation objectives of the site through a stage known as an 'appropriate assessment'.

- 5.13 The screening process for Friarsfield, Oldfold and Loirston concluded that some aspects of the Development Framework documents do have the potential to have likely significant effects on the qualifying interests of the River Dee Special Area of Conservation, either in alone or in combination with other elements of the document or other projects or plans in the River Dee catchment. All documents do however include positive policies and use of buffer zones which would minimise or eliminate the potential for likely significant effects. For Loirston, the document included details of mitigation measures and topics for examination during the forthcoming Environmental Impact Assessment process. Scottish Natural Heritage (SNH) were consulted on the sufficiency of the proposed measures to avoid a likely significant effect, for all 3 Development Framework documents.

- 5.14 With reference to the Friarsfield and Oldfold Development Frameworks SNH suggested some further project level mitigation measures to take into account when considering applications which would further minimise or avoid the potential for likely significant effects and these have been incorporated in the appraisal. It was concluded that if the mitigation proposed in the HRA is implemented then the Friarsfield Development Framework and Oldfold Development Framework are not likely to have a significant effect on the River Dee Special Area of Conservation, either alone or in combination with other plans or projects. An appropriate assessment is therefore not required.
- 5.15 For the Loirston Development Framework it was also concluded that if the mitigation proposed within the HRA is implemented then the Loirston Development Framework is not likely to have a significant effect on the River Dee Special Area of Conservation, either alone or in combination with other plans or projects. An appropriate assessment is therefore not required. Final consultation results from SNH to support this conclusion will be verbally reported to Committee on the day, along with any suggested additional mitigation measures for inclusion.
- 5.16 At this stage the Masterplans and Development Framework represent a guide as to how development will take shape on the respective sites. As the detail of each proposal progresses, it is essential that other Council services are involved in that process, including appropriate services from the Education, Culture & Sport and Housing & Environment Directorates.

6. IMPACT

- 6.1 The Local Development Plan and associated SG contribute to the following Single Outcome Agreement priorities:
1. We live in Scotland that is the most attractive place for doing business in Europe
 10. We live in well-designed, sustainable places where we are able to access the amenities and services we need;
 12. We value and enjoy our built and natural environment and protect and enhance it for future generations.
 14. We reduce the local and global environmental impact of our consumption and production.
 15. Our public services are high quality, continually improving, efficient and responsive to local people's needs.
- 6.2 The Local Development Plan and associated SG supports the Council's Corporate Plan, in particular the aim of delivering high levels of design from all development, maintaining an up to date planning framework, promoting sustainable development and ensuring an appropriate open space provision.

- 6.3 The Local Development Plan and associated SG contribute to “Aberdeen – A Smarter City” in terms of providing a clean, safe and attractive streetscape and by promoting biodiversity 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 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.
- 6.5 Given the wide range of policy areas the ALDP and associated SG covers, an Equality and Human Rights Impact Assessment (EHRIA) was carried out on the Proposed Plan, it showed that there will be some positive impacts of the Plan on a range of equalities groups. The Equality and Human Rights Impact Assessment is available to view on the City Council’s website at http://www.aberdeencity.gov.uk/Planning/ldp/pla_aldp_tech_appendix.a_sp or a hard copy can be obtained from the Local Development Plan Team. Alongside this, the Masterplans and Development Frameworks have individually received EHRIA’s through previous committee cycles.

7. BACKGROUND PAPERS

- Appendix 1 - Summary of representations received, officers’ responses and any resulting amendments
- Appendix 2 – Full un-summarised representations

Aberdeen Local Development Plan

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=42278&slD=9484>

Aberdeen Local Development Plan –Action Programme

http://www.aberdeencity.gov.uk/planning_environment/planning/local_development_plan/pla_aldp_action_programme.asp

Aberdeen City and Shire Strategic Development Planning Authority: Aberdeen City and Shire Structure Plan

<http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=423&slD=149>

Planning etc. (Scotland) Act 2006

http://www.opsi.gov.uk/legislation/scotland/acts2006/asp_20060017_en_1

Scottish Planning Series: Planning Circular 1/2009: Development Planning

<http://www.scotland.gov.uk/Resource/Doc/261030/0077887.pdf>

The Town and Country Planning (Development Planning) (Scotland) Regulations 2008

http://www.opsi.gov.uk/legislation/scotland/ssi2008/ssi_20080426_en_1

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Appendix 1 – Summary of Representations

BP Headquarters Complex Development Brief		
No representations received.		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
N/A	N/A	No amendments required.
Friarsfield Development Framework		
SEPA		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
Pleased to note that the Cults Burn has been identified as an important feature for the site and welcome the proposals to retain and enhance the Burn in the vicinity of the site through the creation of an open space buffers strip extending along the burn corridor. Welcome the recognition of the need for a Flood Risk Assessment (FRA) to be undertaken. The section on foul drainage is in principle acceptable to SEPA.	Comments Noted.	No amendments required. Further consultation with SEPA regarding Flood Risk & Drainage will be undertaken as part of any planning application.
Camphill Communities		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>

Appendix 1 – Summary of Representations

<p>Welcome the preparation of a development framework for the proposed development at Friarsfield, but still have a number of issues which continue to be of concern. Important issues include:</p> <p>The description on page 25 of the Framework suggests that there could be potential to accommodate between 280 and 380 houses on the site, reflecting Structure Plan policy requirements. This suggests that the scheme could be around 30% larger than originally planned in terms of numbers of homes, creating issues in terms of the volume of traffic generated. This could exacerbate negative impacts on the safety of pupils, staff and the general public accessing the Aberdeen Waldorf School by foot, cycle or car. The entrance to the Aberdeen Waldorf School is located at a bend and junction on Craigton Road, so any increase in traffic could affect access into the school as well as raising road safety issues.</p> <p>The Camphill Communities have previously raised concerns around the provision for pedestrians and cyclists within and adjoining the proposed development. This reflects the likelihood that pupils and others walking or cycling from the existing urban area to the Aberdeen Waldorf School will</p>	<p>The information under 'Height, Density and Housing Mix' on Page 25 of the document refers to the sites <i>potential</i> to accommodate between 280 and 380 houses. This range reflects the varying housing densities that could be achieved across the site whilst taking into account that parts of the site will be undevelopable due to the retention of key landscape features. The Development Framework also highlights that additional infrastructure mitigation would be required for any housing above the 280 allocation; this mitigation would take into account the impact of any additional traffic.</p>	<p>No amendments required. Comments have been passed on to the Development Management Team for consideration during assessment of planning application for this site.</p>
<p>The Camphill Communities have previously raised concerns around the provision for pedestrians and cyclists within and adjoining the proposed development. This reflects the likelihood that pupils and others walking or cycling from the existing urban area to the Aberdeen Waldorf School will</p>	<p>The Development Framework shows core path 63 (Figure 12) linking the existing built up areas with the Aberdeen Waldorf School. The document also states that core paths will be, "protected and enhanced." Although this core path is not identified in figure 12 as a safe route to school we would consider it to carry out the functions of such a route. This core path will be retained and enhanced through the</p>	<p>No amendments required. Comments have been passed on to the Development Management</p>

Appendix 1 – Summary of Representations

<p>pass through the proposed development at Friarsfield. Pedestrian and cycle routes through the development to the school should form part of the safe routes to school network which is currently limited to routes linking the proposed development with Cults Academy and Cults Primary School. Key concerns include the provision for people on foot or bike at key junctions such as that proposed between Kirk Brae and the new distributor road, together with the provision of adequate safe crossings on Friarsfield Road, Kirk Brae and particularly on the new distributor road where it crosses the Core Path leading north to the Aberdeen Waldorf School. This path will be severed by the new distributor road and it will be essential to consider how continued safe use of this footpath by pedestrians and cyclists is ensured. This could be achieved by providing a separated pedestrian / cyclist footbridge over the distributor road, or, less satisfactorily, by an at-grade signal controlled pedestrian / cyclist crossing. The lack of detail and clear commitment to pedestrian provision is a concern which it is hoped will be addressed fully at the detailed planning stage.</p>	<p>proposed development at Friarsfield. The Development Framework also highlights its commitment to increased integration through the identification of new footpaths (figure 20) which will provide a network of linkages between paths and open space both within the site and the surrounding areas. A Transport Assessment will be required to be carried out as part of the planning application process, it will be at this stage that any mitigation measures such as new pedestrian/cyclist crossings will be identified.</p>	<p>Team for consideration during assessment of planning application for this site.</p>
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Appendix 1 – Summary of Representations

<p>The Framework outlines the potential for public transport provision, making use of existing services along North Deeside Road and through the possible provision of a new loop accessed from Craigton Road and the distributor road. The provision of such additional bus services has not yet been agreed and details such as the provision of bus stops on the distributor road (it was previously suggested by the Camphill Communities that bus stops could be provided close to the Core Path leading north to Aberdeen Waldorf School), will be carried forward to the detailed design and planning stage. Any provision of bus services along the distributor road underlines the importance of providing safe crossings for pedestrians and walkers.</p>	<p>The Development Framework highlights one option that may be feasible in principle to serve the new development with public transport. Any new or amended public transport services would have to be agreed with the two public transport providers, First and Stagecoach and assessed through a Transport Assessment. The layout and provision of bus stops would form part of these discussions and agreements.</p>	<p>No amendments required.</p>
<p>The Camphill Communities previously suggested that 20mph speed limits should also be considered throughout the development and along the distributor road. This should be considered through the detailed design and planning process.</p>	<p>Comment noted, however, the speed limit of any new road would be considered through the Transport Assessment as part of the planning application process.</p>	<p>No amendments required.</p>

Appendix 1 – Summary of Representations

<p>It would be of concern if plans were to be developed too close to Friarsfield Road at any point along its length (e.g. where it meets Craighton Road running east) due to the new distributor road as this would serve to increase traffic on those roads remaining open, with a potentially detrimental impact on safety issues. It is understood from the Framework that the road will remain open but subject to traffic calming measures.</p>	<p>The Development Framework proposes an area of existing woodland and green space at the corner of the site where Friarsfield Road meets Craighton Road (figure 20).</p>	<p>No amendments required.</p>
<p>The Camphill Communities welcome the proposal to include a three metre pedestrian and cycle path along the line of the distributor road. It may be appropriate to segregate cyclists and walkers along the route, depending on the numbers of people likely to use it.</p>	<p>Supportive comments on pedestrian and cycle path noted. Detailed aspects of path provision would be determined through the planning application process.</p>	<p>No amendments required.</p>
<p>We would welcome an early opportunity to discuss these issues with representatives from Cala Homes / Stewart Milne Homes in order that they can be reflected fully in detailed designs and proposals for the site.</p>	<p>Comments noted.</p>	<p>No amendments required. Developer to be advised.</p>
<p>Ryden on behalf of CALA Management Ltd</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>

Appendix 1 – Summary of Representations

<p>Development Framework should be adopted as Supplementary Guidance without any further changes. However, should amendments be necessary CALA would wish to be informed in order to consider the implications and ensure that any changes do not prejudice the delivery of the wider allocation.</p>	<p>Comment noted.</p>	<p>No amendments required.</p>
<p>Loirston Development Framework</p>		
<p>George Urquhart (2 separate representations received)</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p><u>Rep 1:</u> Development Framework ignores council policies on district wildlife sites of scientific interest, nature conservation areas and the core public footpath network. For a city that has aspirations to be a City of Culture this would be an environmental disaster and the kiss of death for any such plan. The council has a civic duty to protect all the above mentioned policies.</p>	<p>Loirston Loch is currently designated as a Local Nature Conservation Site (LNCS). LNCS's are non statutory, locally designated sites. Protection for LNCS's is through Local Planning Policy.</p> <p>In order to avoid negative impact on locally significant sites through the Aberdeen Local Development Plan 2012 (ALDP), the boundary of OP77: Loirston excludes Kincorth Hill from the allocation and Loirston Loch and its immediate environs are designated as Green Space Network (NE1). In paragraph 2.6.1 (page 18) of the Framework it states, "The design team have, following advice from Environmental Officers, removed built development from within the LNCS boundary and will look to include an enhanced or re-aligned lochside path, landscape and</p>	<p>No amendments required. SNH will be consulted on any Environmental Report as part of future planning applications.</p>

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	<p>habitat planting to maximise biodiversity, contribute to open space provision and landscape quality and minimise disturbance to species that use the loch in this area”.</p> <p>Connections to the existing Core Path network and the provision of new footpaths and cycle ways within the Loirston Area are a key part of the Development Framework, including Aspirational Core Path 3 (AP3). Footpath links around Loirston Loch are integrated into the development to ensure public access to the Loch is maintained for a variety of users.</p>	
<p>Much of the site is marshy, boggy ground that floods on a regular basis. This has not been taken into account. It has extensive tree belts, part of the Woodland Around Towns planted in partnership with Forestry Commission as well as new tree planting at south end of the Loch and at Calder Park also extensive drystone dykes which is part of our heritage.</p>	<p>The scale and potential sensitivities of the proposed development require that a statutory Environmental Impact Assessment (EIA) process and Environmental Report be produced to support any planning application for this site. The Environmental Report is currently under preparation and will assess potential impacts of the proposals on the water environment together with recommending appropriate mitigation where required. Technical Flood Risk and Drainage assessment will also be submitted.</p> <p>Section 5.4 of the Framework details the strategic landscape framework for the Loirston site, with details of open space including tree belts. Existing trees will be retained where possible throughout the detailed design stages of future masterplans and planning applications.</p> <p>Section 5.2.1 (page 36) of the Framework highlights how the consumption dykes will be incorporated into the development. It states that, “The mainly agricultural nature of the site has resulted in the creation of several good</p>	<p>No amendments required to the DF document.</p> <p>SNH will be consulted on any Environmental Report as part of future planning applications.</p> <p>Continued consultation with ACC’s Arboricultural Planner as part of future phased masterplans</p>

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	<p>examples of 'consumption dykes' which have been generated over time... These contribute towards a specific character and identity to the area and good examples have been retained and integrated into the Framework where possible".</p>	<p>and planning applications.</p>
<p>Request that all councillors refer to the submission sent to them by Nigg Community Council at the time the Football Stadium was up for consideration. It shows in great detail the amazing Flora and Fauna and wildlife this area possesses and highlights the councils own notice board endorsed by Grampian Enterprise; SNH and the Forestry Commission which states that this fragile area should be kept free from any development.</p>	<p>It would be outwith the remit of this officer response to refer to a representation that was received from Nigg Community Council during a previous consultation period. Any representations that are received during this consultation period (Loirston Development Framework) will be responded to appropriately.</p>	<p>No amendments required.</p>
<p><u>Rep 2:</u> A second representation was received (as attached in Appendix 2) which raised similar comments as discussed above with the addition of the following points: Object to proposal to demolish the Lochinch Interpretative Centre this would be a scandalous waste of public money and destroy a very fine traditional barn and home to the Ranger Service who do a vital job of teaching our youngsters how to look after the environment.</p>	<p>The Framework details options for the possible relocation of the Lochinch Farm Countryside Interpretation Centre and the layout can accommodate any scenario. The final decision on whether the Centre would be retained in situ or relocated is a matter for the Council's Asset Management service, as yet to be determined.</p>	<p>No amendments required.</p>

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<p>Object to inappropriate high rise, high density blocks crammed together to meet notional numbers in local plan and completely out of character with this site and having no thought for the topography or hydrology present here.</p>	<p>Section 5.5.4 of the Framework details the distribution of indicative building heights across the site; this includes a range of house types and sizes to suit a diverse community whilst meeting the housing numbers proposed in the Local Development Plan for this site.</p> <p>5 five storeys is a maximum that could potentially be accommodated in certain locations which have long distance views across the loch and also would be viewed adjacent to the proposed stadium and larger scale development on employment land to the east.</p> <p>The higher density category of 55-85 units per hectare is a net figure range which offers flexibility in the type and size of residential units provided. The higher density is restricted to specific locations which relate to the height issues above. Final specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>	<p>No amendments required.</p> <p>Detailed assessment of specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>
<p>Nestrans</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Welcome the references made in each to the requirement for developments to contribute to the Strategic Transport Fund as this is something that should be raised with developers at the earliest opportunity.</p> <p>In addition I would like to make you aware</p>	<p>Comments noted.</p>	<p>No amendments required.</p>

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<p>that the Regional Transport Strategy is currently undergoing a re-fresh. Although this is unlikely to significantly change the strategic direction for the development of the transport network in the North East, some policies will be updated and amended and new policies introduced.</p>		
<p>Historic Scotland</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>None of our statutory interests will be affected by the proposals for the area in question. Welcome preparation of this framework I can confirm we have no further comments to offer.</p>	<p>Comment noted.</p>	<p>No amendments required.</p>
<p>SEPA</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>On the whole we consider the Framework to be comprehensive and we consider the key issues of relevance to SEPA have been identified.</p> <p>We have already provided Scoping advice to Aberdeen City Council (SEPA Ref PCS/123174) on issues to be identified in a forthcoming EIA for development in this</p>	<p>Comment noted. All of these comments and detailed guidance will be used in determining any future planning applications for this area.</p>	<p>No amendments required. Further consultation with SEPA regarding Flood Risk & Drainage will be undertaken as</p>

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<p>area.</p> <p>A number of comments have been made to offer assistance in shaping any future development coming forward as it enters the planning application process.</p> <p>Please refer to full SEPA response in Appendix 2 for detailed guidance on the following issues:</p> <ul style="list-style-type: none"> • Drainage, • Pollution prevention and environmental management • Improvements to the water environment: 		<p>part of any planning application.</p>
<p>Aberdeen Cycle Forum</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>There are several very general statements about cycle paths within the development, and about connecting new paths to existing ones etc but we will need to see more detailed plans for the site as they emerge.</p> <p>A number of detailed comments relating to specific paths/routes were included in the representation. Please see Appendix 2 for full comments.</p>	<p>The Development Framework sets out a baseline spatial framework for the entire Loirston site. Masterplans will be developed for each emerging phase of the development and these will give further detail on the exact type and location of routes. These will be reported to the Development Management Sub-Committee in due course.</p> <p>A number of detailed comments relating to specific paths/routes were included in the representation. Access and connectivity (including cyclists) is considered in Section 5.3 of the Framework. Connections by cycle to the external</p>	<p>No amendments required. Comments to be used to aid assessment and production of future phased masterplans and detailed planning applications.</p>

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	<p>network, and any necessary improvements, will be examined as part of the Transport Assessment which is required as part of the planning application process.</p> <p>It is not considered appropriate to provide the level of detail sought within the Development Framework. If deemed appropriate, these matters could be considered as part of a phased masterplan or detailed planning application.</p>	
<p>Scottish Natural Heritage</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Note the concerns raised by the local communities and other stakeholders during the consultation period. We share some of these concerns, especially the potential impact of development which does not contribute to the aspirations for biodiversity, green networks etc. We have already provided comments on the screening/scoping of an Environmental Impact Assessment for this development area. As we have provided comments in that respect, I don't propose to repeat them.</p>	<p>Comments noted. These comments have been used to inform the Habitat's Regulation Appraisal (HRA) which has been undertaken on the Loirston DF. As mentioned in SNH's representation, the comments have also informed the Scoping Opinion (P121437) for the Loirston EIA Screening Report.</p>	<p>No amendments required. Comments will be used during assessment of future planning applications. Planning applications at Loirston will include further consultation with SNH.</p>
<p>Scottish Water</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>

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<p>No additional comments to those previously submitted in regards to the Loirston Masterplan Zone for the ALDP Action Programme. As identified in the delivery requirements set out in the Loirston Development Framework, a Water Impact Assessment and Drainage Impact Assessment will be essential in order to identify the detailed requirements for the water and wastewater infrastructure. Scottish Water supports the principal of Sustainable Urban Drainage Systems (SUDS) as part of the design.</p>	<p>Comments noted.</p>	<p>No amendments required.</p>
<p>Cove and Altens Community Council</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Connectivity to Cove and other adjoining communities.</p>	<p>The need to ensure connectivity with Cove and other existing communities is a key consideration and highlighted in the Framework. The Framework proposes two key connections/crossing points in order to provide linkages to the surrounding communities and existing networks. The exact detail and design of such connections, along with any necessary improvements, will be examined as part of the Transport Assessment. This includes connections to Cove, within OP77, across Wellington Road, Redmoss Road and Wellington Circle.</p>	<p>No amendments required. Comment will be used to inform the detailed design and specific location of connections for future phased masterplans and planning applications.</p>

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<p>Access to health facilities across A956.</p>	<p>Crossing points as discussed above. These crossing points will facilitate movement to extended health facilities at Cove Bay Health Centre as per the ALDP Developer Contributions Manual and Action Programme. This includes one Community Pharmacy within the new settlement area.</p>	<p>No amendments required.</p>
<p>Safety concerns of school children from Cove and Altens crossing A956 to attend the proposed Secondary School.</p>	<p>A potential site for a Secondary School has been identified as an option within the Development Framework and will be reserved until the ACC decision is made regarding a new secondary school location to the south of the city. A pedestrian crossing point is proposed with the detailed design to be established through a Transport Assessment (TA) and planning applications. This will include assessment of safe routes to school.</p>	<p>No amendments required. TA will consider Safe Routes to School.</p>
<p>Concern of lack of facilities in development.</p>	<p>The Development Framework details a mix of uses on the OP77 site. This includes commercial/ employment, local retail, open space/leisure and contributions to health facilities.</p>	<p>No amendments required.</p>
<p>Suggest at least one underpass or walkway over the A956.</p>	<p>The Framework identifies the need for the crossing of Wellington Road (A956). As a general rule, underpasses are not a desired option with regard to “secure by design” principles. The feasibility and detail of crossing points will be considered as part of the TA and planning applications.</p>	<p>No amendments required.</p>
<p>Concern A956 not able, as proposed, to cope with traffic generated from development. Concern that 2 access roads are inadequate for the amount of housing.</p>	<p>A full list of requirements, including mitigation and number of access points, in order to ensure there is no net detriment on the road network will be identified as part of the TA and submitted as part of the planning application process.</p>	<p>No amendments required.</p>

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<p>Thoroughfares lack of any sizable, usable greenspace. Loch cannot be considered usable as open space.</p>	<p>The Framework has been designed with reference to ACC's Open Space Supplementary Guidance and consultation with relevant planning officers to ensure proposed open spaces have appropriate use and function. The Open Space SG specifies that types of open space can include natural green spaces such as Loirston Loch (LNCS).</p>	<p>No amendments required. Exact location of open space provision will be provided in any future phased masterplan.</p>
<p>Larger buffer zones are needed for Loch and Kincorth LNR to protect from the development. Concern there is no proper Wildlife Corridor between Kincorth Hill, loch and other areas.</p>	<p>Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development blocks encroach and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment.</p>	<p>No amendments required. Exact location of open spaces, including natural greenspaces, will be provided in any future phased masterplan.</p>
<p>Protected access to LNR required stopping access to quad bikes etc.</p>	<p>Concerns noted. Detailed path design and access to Kincorth LNR will be determined as part of the planning application process.</p>	<p>No amendments required.</p>
<p>Concerns stream coming into and out of the loch requires more consideration to keep in healthy condition and suitable for wildlife.</p>	<p>The Framework proposes a Sustainable Urban Drainage System strategy for the Loirston site which will ensure no direct drainage into the burn, streams or loch. This will ensure there is no detrimental impact on the water environment. The Framework identifies the water courses which enter and exit the loch as good landscape value and have been identified for landscape and channel improvements.</p>	<p>No amendments required.</p>

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<p>A Trust should be set up to protect and look after the Loch and its perimeter before any development takes place.</p>	<p>The suggestion of a community trust to oversee the future management of Loirston Loch and its environs is one the site developers are willing to explore with the local community and ACC, this can be discussed further at the planning application stage.</p>	<p>No amendments required.</p>
<p>All householders should have some agreement written into their deeds whereby they contribute to the upkeep of the health of the loch and its environment. Either that or the new homes should include a long term or lifelong maintenance payment. Concerns over provision for upkeep of open spaces to ensure adoption by the City Council.</p>	<p>A legal agreement between the Council and the developer/landowner prior to the release of planning consent would be required to ensure a strategy for maintenance of green/open spaces. Section 5.4.6 of the Framework details options which will be considered.</p>	<p>No amendments required.</p>
<p>No provision for sheltered housing.</p>	<p>The development will provide 25% affordable housing in line with the Aberdeen Local Development Plan; this could include opportunities for sheltered housing.</p>	<p>No amendments required.</p>

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<p>Concerns over 5 storey frontage of development. Concerns over volume and density of housing.</p>	<p>Section 5.5.4 of the Framework details the distribution of indicative building heights across the site; this includes a range of house types and sizes to suit a diverse community whilst meeting the housing numbers proposed in the Local Development Plan for this site.</p> <p>5 five storeys is a maximum that could potentially be accommodated in certain locations which have long distance views across the loch and also would be viewed adjacent to the proposed stadium and larger scale development on employment land to the east.</p> <p>The higher density category of 55-85 units per hectare is a net figure range which offers flexibility in the type and size of residential units provided. The higher density is restricted to specific locations which relate to the height issues above. Final specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>	<p>No amendments required. Detailed assessment of specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>
<p>Community gain should be used for facilities such as Community centre and/or Hall and not frittered away on road improvements, traffic lights etc.. Areas should be earmarked for proper community facilities. Framework should include recommendations and/or proposals for multiple social meeting areas for all ages.</p> <p>Secondary school for the area should be a must have.</p>	<p>Appropriate developer contributions have been identified in the ALDP Action Programme and Infrastructure and Developer Contributions Manual. Detailed discussions between developer and Planning Gain officers will form part of the planning application process. This will include level and provision of community facilities.</p>	<p>No amendments required.</p>
<p>Secondary school for the area should be a must have.</p>	<p>A potential site for a Secondary School has been identified as an option within the Development Framework and will be reserved until the ACC decision is made regarding a new secondary school location to the south of the city.</p>	<p>No amendments required.</p>

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<p>Concerns regarding safety of school children given proximity to proposed football stadium and potential midweek fixtures.</p>	<p>Concerns noted. It would be outwith the remit of this officer response to refer to the community stadium planning application which has already been determined.</p>	<p>No amendments required.</p>
<p>Primary school required for area.</p>	<p>The Framework identifies a site for a Primary School.</p>	<p>No amendments required.</p>
<p>Nigg Community Council</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>The Land Use and Density appears to be more suited for an urban area, rather than a rural development.</p> <p>Buildings throughout the Development, especially adjacent to Loirston Loch, be limited to a maximum of 3 storeys.</p> <p>The residential density for any development block should be limited to a maximum of 55 units per hectare. No developmental blocks should be in the higher residential density of 55-85 units per hectare category.</p> <p>Aberdeen City Council, should reassess the number of residential units required in the Loirston Development and reconsider the original intention of 1200 units.</p>	<p>Aberdeen City and Shire Structure Plan (2009) states that all housing development of over one hectare in strategic growth areas are to generally have no less than 30 dwellings per hectare.</p> <p>5 five storeys is a maximum that could potentially be accommodated in certain locations which have long distance views across the loch and also would be viewed adjacent to the proposed stadium and larger scale development on employment land to the east.</p> <p>The higher density category of 55-85 units per hectare is a net figure range which offers flexibility in the type and size of residential units provided. The higher density is restricted to specific locations which relate to the height issues above. Final specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p> <p>Land allocations and use are reviewed during each Local</p>	<p>No amendments required.</p> <p>Detailed assessment of specific densities and height will be subject to assessment in future detailed phased masterplans and at the planning application process.</p>

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	<p>Development Plan process. The OP77 site is allocated in the adopted Aberdeen Local Development Plan (2012) for delivery of 1500 units. Any review of this requirement would only take place through a Local Development Plan review.</p>	
<p>In Sections 2.6.1 and 2.6.3 of the Framework it refers to the loch as being a “man made feature”. This is not true. Loirston Loch was originally a natural feature, identified on a 400 year old map that is available on the National Library of Scotland website. The Framework wording should be corrected to fully represent the natural origins of Loirston Loch.</p>	<p>Noted. References to “man made” and “created to drain the surrounding area” in Sections 2.6.1 and 2.6.3 will be removed.</p>	<p>Textual changes. References to “man made” and “created to drain the surrounding area” in Sections 2.6.1 and 2.6.3 to be removed.</p>
<p>The LNCS and its boundary, should be fully recognised and all developments, buildings, roads, car parking should not encroach in any way within the LNCS.</p>	<p>The LNCS is detailed in Section 5.18 of the Framework, and the importance of the site’s designation is recognised. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development blocks (buildings) encroach. The only potential intervention relates to supporting infrastructure at the southern access point from the A956 Wellington Road. Full confirmation of the exact location and detail will be determined through the Transport Assessment (TA), Phase 1 Masterplan and Environmental Report.</p>	<p>No amendments required. Detailed junction and road alignment with regard to the Primary Street to be determined at Phase 1 masterplan.</p>
<p>Concerned, that a fully protected footpath marked “Right of Way”, as shown in Section 5.3.2 and accompanying “Pedestrian Connectivity” map (page 40) is being replaced by a path that is, merely</p>	<p>Any decision to alter the Existing Right of Way will require a separate legal process and cannot be removed without an alternative being in place. The Aberdeen Local Development Plan: Action</p>	<p>No amendments required at this stage, although all comments are shared with</p>

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<p>“aspirational”. We recommend, that full legal protection be given to any alternative to the Existing Right of Way, and that any such protected alternative be established before the Existing Right of Way is removed.</p> <p>Greater consideration should be given to incorporating Core Paths with Green Corridors rather than the road network.</p>	<p>Programmes specifies that within OP77 there is a requirement to connect and implement ‘Aspirational Path 3’. This terminology is taken from the adopted Core Path Plan (2009). Once implemented it will have Core Path status.</p> <p>A Core Path can take many forms, including formal paths with tarmac surface incorporated into a street network. It is essential that Core Paths are easy to find and meet the ‘Aims’ of the core path network as outlined the Core Path Plan (2009).</p>	<p>the developers and their design team for consideration in the preparation of detailed phased masterplans.</p>
<p>An effective, direct and continuous Green Corridor link, between the northern end of the Loirston Loch LNCS and Kincorth Hill LNR should be included. This would include a minimum of road crossings, obtained by making some roads cul-de-sacs, thus allowing the desired corridor links as uninterrupted as possible.</p> <p>There should be a greater commitment within the Framework to keeping the Loirston Loch LNCS and Kincorth Hill LNR Green Corridors as “natural” as possible and devoid of wildlife-threatening features such as “play areas”.</p>	<p>Key landscape features have been incorporated into the design proposals and consideration given to landscaping, green networks and corridors in the design of the development. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development occurs and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The principle and importance of the connection between Kincorth Hill and Loirston Loch is identified in the Development Framework. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment.</p> <p>As detailed on page 47 of the Framework all play areas are located outwith the Loirston LNCS and Kincorth Hill LNR. Large Scale Play Zones which are located close to the LNCS will have uses appropriate for their location and not affect the integrity of the LNCS.</p>	<p>No amendments required. Exact location of open spaces, including natural greenspaces, will be provided in any future phased masterplan.</p>

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<p>Redmoss Road through the existing Redmoss Estate, should <u>not</u> be used as a bus thoroughfare.</p> <p>Road closure or severe traffic calming measures, should be effected on Redmoss Road between the existing Redmoss estate and the Loirston Development to ensure that congestion at the junction of Redmoss Road and West Tullos Road is not further exacerbated.</p> <p>Section 5.3.4 “Public Transport” fails to recognise the value of the existing bus services along the A90 and the bus stop known as Maryculter Road End (both sides of the A90). The Framework should take into account bus services and pedestrian access from the A90 at the southern end of Redmoss Road.</p>	<p>An option remains in the Framework and will be explored further through a Transport Assessment. This will determine the suitability and any necessary improvements required to utilise Redmoss Road as a bus, pedestrian and cycle route. The design team’s early discussions with both bus operators indicated a preference to use Redmoss Road for public transport. The TA would need to consider the following;</p> <p>(a) Improvements to the quality of Redmoss Road. (b) Its ability to be used by means of a bus gate or similar to allow its use by buses but not by general traffic.</p> <p>Concerns noted. Page 41 and ‘Public Transport Provision’ diagram makes reference to all existing bus routes nearby, including Stagecoach services along the A90.</p> <p>The ALDP Action Programme identifies a need for a new bus route to serve the whole Loirston development. The proposed bus route will meet this requirement and ensure public transport facilities are provided within 400m of all development blocks.</p> <p>The crossing of a Dual Carriageway (A90) is not considered ideal or safe and would not be promoted to access public transport provision.</p> <p>In order comply with the Aberdeen Local Development Plan and Policy H7: Gypsy and Traveller Requirements for New Residential Developments this Development Framework had to identify provision for an on-site Gypsy / Traveller site of approximately 0.5 ha in size. Any review of this requirement would only take place through a Local Development Plan review. Detailed aspects of design,</p>	<p>No amendments required.</p>
<p>Convinced that any permanent authorised gypsy traveller encampment site, located within the development is unlikely to be successful, for both the Gypsy/Travellers and the settled community. A more rural site, possibly linked to the AWPR project, would be better suited to both the settled</p>	<p>Change ‘Landuse and Density’ diagram key on Page 49 of the DF to clearly identify 5 potential sites for Gypsy / Travellers.</p>	<p>No amendments required.</p>

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<p>and travelling communities. Aberdeen City Council should review the requirement of a permanent authorised site within the Loirston Development acreage, by looking at alternative locations outwith the area.</p> <p>Any permanent Gypsy/Traveller site appropriate within the Loirston Development be sympathetically located with respect to <u>BOTH</u> the settled community and the Gypsy/Travellers.</p> <p>Since publication of the Framework, we believe that the approved Cove Rangers Stadium development at Calder Park has now lapsed. For many years, the community of Nigg has been deprived of a “Community Centre” and general community facilities. Calder Park, should now be fully considered as a suitable location for either a Framework-relocated Primary or a new Secondary school, which should include a Community Centre with the following facilities :</p> <p>(a) Versatile, large sports hall that can accommodate various sports including indoor football, badminton, basketball, tennis, volleyball etc. (b) Smaller sports hall. (c) Outdoor all weather 11 a-side football/hockey pitch(s)</p>	<p>location, delivery and phasing of the Gypsy / Traveller site will be agreed with ACC through the Phase 1 masterplanning process. This process will take into account the Supplementary Guidance: Gypsy and Traveller Sites in order to achieve a site that is sympathetic to both existing and new residents.</p>	
	<p>Comments noted. A formal decision on the future use of Calder Park (OP80) has yet to be made. The Framework options have been developed to offer flexibility where necessary due to the present uncertainty regarding final decisions for the OP80 site and a potential site for a new Secondary School. The ALDP Action Programme identifies the requirements for health and education facilities.</p>	<p>No amendments required.</p>

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<p>(d) Outdoor 400 metre running track. (e) A dedicated fitness studio with weights, cardio machines etc. (f) At least two function rooms with infrastructure for video/audio presentations and for a PlayGoup/Creche etc. (g) A catering facility useable by community members to provide coffee/teas/snacks/sandwiches. (h) Stage facilities for the presentation of plays etc (within the sports hall?). (i) Library (branch of Aberdeen City Council Library). (j) Doctors Surgery. (k) Dedicated Community Centre toilet facilities.</p>	
<p>Kincorth Hill Local Nature Reserve Management Committee</p>	
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>
<p><i>Action as a result of Representation</i></p>	

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<p>Concerned about the detrimental impact this proposed development will have on the wildlife habitat and the integrity and overall eco-system of the Kincorth Local Nature Reserve, the Loch of Loirston and their environment.</p> <p>Impact on area from intense building, vehicles, people and their cats and dogs, along with litter and pollution, will be detrimental to the natural environment.</p>	<p>The Loirston site is allocated as Opportunity Site OP77 in the adopted Aberdeen Local Development Plan (ALDP). In order to avoid negative impact on locally significant sites through the ALDP, the boundary of OP77: Loirston excludes Kincorth Hill from the allocation and Loirston Loch and its immediate environs are designated as Green Space Network (NE1). The LNCS is detailed in Section 5.18 of the Framework, and the importance of the site's designation is recognised. Buffer zones and set-backs have been included in the Framework.</p> <p>In paragraph 2.6.1 of the Framework it details that development blocks (buildings) have been removed from within the LNCS boundary. The only potential intervention relates to supporting infrastructure at the southern access point from the A956 Wellington Road. Full confirmation of the exact location and detail will be determined through the Transport Assessment (TA), Phase 1 Masterplan and Environmental Report.</p> <p>The Framework looks to include an enhanced or re-aligned lochside path, landscape and habitat planting to maximise biodiversity, contribute to open space provision and landscape quality and minimise disturbance to species that use the loch in this area.</p>	<p>No amendments required. Exact location and dimensions, of open spaces, including natural greenspaces, will be provided in future phased masterplans.</p> <p>Detailed junction and road alignment with regard to the Primary Street to be determined at Phase 1 masterplan.</p>
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Appendix 1 – Summary of Representations

<p>Kincorth LNR and the Loch of Loirston are not separate entities in wildlife terms but are linked eco-systems. Not treated as such in the Framework and will be isolated from each other. The proposed Buffer Zones for Kincorth Hill LNR and Loirston Loch LNCS are inadequate.</p>	<p>Key landscape features have been incorporated into the design proposals and consideration given to landscaping, green networks and corridors in the design of the development. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development occurs and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The principle and importance of the connection between Kincorth Hill and Loirston Loch is identified in the Development Framework. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment process.</p>	<p>No amendments required.</p>
<p>The impact of many people accessing the Reserve from single point (Proposed connection between AP3 Core Path and existing Kincorth Hill Core Path 79) will reduce the wealth of secluded habitat that is now there. Any access point must be restricted to prevent motorcycles, etc. from gaining entry.</p>	<p>AP3 is an aspirational Core Path; it was identified within the Core Paths Plan which was adopted in April 2009. A desire to connect Core Path 79 with surrounding communities was identified.</p>	<p>No amendments required.</p>
<p>A procedure should be put in place to minimise the detrimental effect of fly-tipping and litter.</p>	<p>Concerns noted. Detailed path design and access to Kincorth LNR will be determined as part of the planning application process.</p>	<p>No amendments required.</p>
<p></p>	<p>Concerns noted, however it is not within the remit of the Development Framework to consider specifics of these issues. Any necessary procedures will be determined as part of the planning application process.</p>	<p>No amendments required. Developer and design team to be advised.</p>

Appendix 1 – Summary of Representations

<p>Noise and light pollution is not conducive to maintaining the status quo and will be detrimental to wildlife in the area.</p>	<p>Concerns noted. The Environmental Report (EIA process) for Loirston which will form part of the Planning Application in Principle includes a series of technical reports, including assessments of pollution issues. However this level of detail is not considered appropriate for the Development Framework but will be considered during later detailed design stages.</p>	
<p>Wildlife Corridor shown on the drawings linking Hill and Loch is unacceptable and a full linked corridor should be provided. Wildlife needs uninterrupted access to water.</p>	<p>Key landscape features have been incorporated into the design proposals and consideration given to landscaping, green networks and corridors in the design of the development. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development occurs and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The principle and importance of the connection between Kincorth Hill and Loirston Loch is identified in the Development Framework. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment.</p>	<p>No amendments required. Continued consultation with ACC Environmental Planners.</p>
<p>The proposal will pocket and isolate Roe Deer and reduce access to drinking water causing detrimental impact to them.</p>	<p>The Framework highlights the importance of a green link between Kincorth Hill and Loirston Loch (as mentioned above). In addition is promotes a strategic landscape framework to be delivered and supports the creation of natural green spaces which should avoid any significant habitat loss.</p>	<p>No amendments required. SNH will be consulted as part of any planning application.</p>

Appendix 1 – Summary of Representations

<p>Limited finances are available to maintain and protect the Nature Reserve. Financial provision should be made by developers to enhance and maintain the Reserve from this development, for the long term protection.</p> <p>Developers should ensure that fire risk on Kincorth Hill is minimised.</p>	<p>Detailed discussions between developer and Planning Gain officers will form part of the planning application process. This will include any necessary contribution to the management of the Kincorth LNR if deemed appropriate.</p>	<p>No amendments required.</p>
	<p>Concerns noted, however it is not within the remit of the Development Framework to consider specifics of these issues. Any necessary procedures will be determined as part of the planning application process.</p>	<p>No amendments required.</p>

Appendix 1 – Summary of Representations

<p>No consideration given to the impact of this development on the Loch and its surrounding area.</p>	<p>The Loirston site is allocated as Opportunity Site OP77 in the adopted Aberdeen Local Development Plan (ALDP). In order to avoid negative impact on locally significant sites through the ALDP, the boundary of OP77: Loirston excludes Kincorth Hill from the allocation and Loirston Loch and its immediate environs are designated as Green Space Network (NE1). In paragraph 2.6.1 of the Framework it details that built development has been removed from within the LNCS boundary and the Framework will look to include an enhanced or re-aligned lochside path, landscape and habitat planting to maximise biodiversity, contribute to open space provision and landscape quality and minimise disturbance to species that use the loch in this area.</p> <p>Key landscape features have been incorporated into the design proposals and consideration given to landscaping, green networks and corridors in the design of the development. Buffer zones and set-backs have been included in the Framework. These buffers incorporate the LNCS boundary where no development occurs and the OP77 site excludes Kincorth Hill. Section 5.4 of the Framework details the strategic green space network to be provided at Loirston. The principle and importance of the connection between Kincorth Hill and Loirston Loch is identified in the Development Framework. The exact size and location of buffers and green thoroughfares will be determined through the planning application process and will be informed by the Environmental Impact Assessment.</p>	<p>No amendments required. Continued consultation with ACC Environmental Planners, SEPA and SNH during phased masterplans and any future detailed planning applications.</p>
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Appendix 1 – Summary of Representations

<p>Otters and many small water birds such as ducks and coot, along with invertebrates, use the grasses and weeds along the water's edges. Close development and easy access to the water's edge will deter wildlife utilising the area and reduce their natural habitat and ecosystems.</p>	<p>The Framework shows a set-back which corresponds to the LNCS boundary which should avoid any significant impacts. Any interventions at and/or to the water's edge will need to be carefully designed to avoid sensitive areas. Detailed ecological surveys as part of the EIA process will inform appropriate locations for any potential interventions and avoid sensitive locations.</p>	<p>No amendments required. SNH will be consulted on the Environmental Report as part of the planning application.</p>
<p>Thought needs to be given to the fishermen who will require bank space that is relative to their sport in order to the use to continue.</p>	<p>Comments noted. Specific requirements for fisherman will be considered during detailed design stages.</p>	<p>No amendments required.</p>
<p>Page 63: Potential for building line to push forward to edge of Framework block to slow traffic. This seems to be a push into the proposed riparian protected area.</p>	<p>Development blocks shown within the Development Framework and on Page 63 are indicative. The exact location will be determined at detailed planning application stage and requires complying with ACC Supplementary Guidance "Buffer Strips adjacent to Water".</p>	<p>No amendments required.</p>
<p>Large birds such as Geese and Swans regularly land and take off from these waters, high buildings and lights will affect their flight paths, will be detrimental to their well being and continued use of the Loch. Geese in large numbers use the protection the Loch for overnight roosting.</p>	<p>The 50m set-back to the loch should avoid any significant impacts on such species, with the EIA process determining any significant displacement affects out with any disturbance as a result of the OP77 allocation.</p>	<p>No amendments required. SNH will be consulted on the Environmental Report as part of the planning application.</p>
<p>Developers should be required to set up and fund a Trust to protect and enhance the Loch and its environs in advance of any ground-works taking place, and this should be documented to show how the Trust can be financed now and for the future.</p>	<p>The suggestion of a community trust to oversee the future management of Loirston Loch and its environs is one the site developers are willing to explore with the local community and ACC; this can be discussed further at the planning application stage.</p>	<p>No amendments required.</p>

Appendix 1 – Summary of Representations

<p>A full Environmental Impact Assessment of this site is required and we would be pleased to receive a copy of it so that we can comment on it.</p>	<p>The Environmental Statement (result of EIA process) will form part of the Planning Application in Principle which will be available for representations along with the other supporting documentations as part of the planning application.</p>	<p>No amendments required. SNH will be consulted on the Environmental Report as part of the planning application.</p>
<p>Transport Scotland</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>We welcome that the Masterplan recognises the need to contribute to the Strategic Transport Fund. Provision of a new access onto the A90 following detrunking is a matter for the Council. However, the Masterplan is correct to state that a new access would not be appropriate in advance of completion of the AWPR.</p>	<p>Comments noted.</p>	<p>No amendments required.</p>
<p>Maidencraig Masterplan</p>		
<p>Nestrans</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Welcome the references made in each to the requirement for developments to contribute to the Strategic Transport Fund</p>	<p>Comments noted.</p>	<p>No amendments required.</p>

Appendix 1 – Summary of Representations

<p>as this is something that should be raised with developers at the earliest opportunity.</p> <p>In addition I would like to make you aware that the Regional Transport Strategy is currently undergoing a re-fresh. Although this is unlikely to significantly change the strategic direction for the development of the transport network in the North East, some policies will be updated and amended and new policies introduced.</p> <p>A further document that may be of relevance to you in finalising these documents is the North East's Regional Parking Strategy.</p>	
<p>Historic Scotland</p>	
<p><i>Summary of Representation</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Having studied the supplied Masterplan I note that none of our statutory interests will be affected by the proposals for the area in question. However, the consideration of the need to protect the setting of the listed buildings close to the site, as well as the recommendation to retain as many as possible of the existing stone walls on the site is to be welcomed.</p>	<p>Comments noted.</p> <p>No amendments required.</p>

Mr Alastair Duncan and Mr Stephen Ballard - Management Committee of the Maidencraig Local Nature Reserve		
<i>Summary of Representation</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
<p>Our concerns are how the development of the area identified as Maidencraig South East on the plan will affect the reserve which borders it to the south.</p> <p>We feel that the proposed development will adversely affect the nature reserve's habitat and resident wildlife. The land proposed for development currently acts as an extension to the nature reserve; it is an important buffer zone between the nature reserve and adjacent housing and roads and is used for breeding and raising young by some of the larger mammals such as Roe Deer and Foxes.</p>	<p>The southern site was identified as strategic land reserve in the 2008 Local Plan and this allocation has been carried forward is allocated in the Aberdeen Local Development. The site was considered as part of both the Public Local Inquiry for the 2008 plan and the more recent examination into the 2012 plan. The principle of housing development on this site was deemed appropriate.</p> <p>The masterplan has carefully considered the site and the adjacent Den of Maidencraig and the layout incorporates a substantial amount of green space network particularly adjacent to the Den of Maidencraig.</p>	<p>No amendments required.</p>
<p>We note that in the Ecological Report (Bancon website), page 7 under Mitigation Recommendations, it is suggested that the south facing slope running down to the Denburn be given over to the reserve. This slope is too steep to be built on. This would be a welcome addition to the reserve.</p> <p>a) There appears to be provision on the plans for two or perhaps three footpaths</p>	<p>Comments noted</p> <p>a) The paths within the Den of Maidencraig are shown as indicative with aspiration to connect to the Den and core</p>	<p>No amendments required.</p>

<p>across the Denburn into the reserve. We object strongly to this as:</p> <ul style="list-style-type: none"> • This would lead to fragmentation of the reserve. • This would obstruct the free passage of wildlife, particularly Roe Deer, along the valley. • This would encroach on a wild area that is valuable for breeding birds and other wildlife. • This could dramatically increase through traffic and risk turning a relatively wild nature reserve into another city playground or park. <p>People wishing to access the reserve should do so at the existing entry points.</p> <p>b) At the top of the slope there should be a robust barrier such as a fence, wall or hedge to inhibit access to the reserve down the slope and prevent fly tipping (this has been a recurring issue in the existing nature reserve car park).</p> <p>c) The vista from the nature reserve across the Denburn valley, currently onto open land and trees, will be spoilt by the development. The planting of tall trees, such as Scots Pine (<i>Pinus Sylvestris</i>), on the south facing slope down to the Denburn would mitigate this and would also support plans to</p>	<p>path network. These are subject to detailed site assessment and discussions with the Council and other interested parties at the planning application stage and would only be put in place if it was demonstrated that there would be no detrimental impact on the Den or associated wildlife.</p> <p>b) It is not deemed appropriate to block the Den with a barrier, this would be visually undesirable and have the potential to inhibit animal movements around the network. The slope would likely stop access being easily gained and natural surveillance given by houses should stop fly-tipping.</p> <p>c) Woodland planting in this location is proposed (section 4.1.4). Detailed landscaping scheme will be produced as part of the planning application process.</p>	
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Appendix 1 – Summary of Representations

<p>increase habitat for the Aberdeen Red Squirrel population.</p>	
<p>Scottish Natural Heritage</p>	
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>
<p>There are no designated sites, for which Scottish Natural Heritage has responsibility, directly involved so my comments relate to the way in which this development contributes to the Council's aspirations for biodiversity, green networks etc. as outlined in the Aberdeen Local Development Plan.</p> <p>On page 9, the masterplan states – The area to the south of the Maidencraig south east is identified as a Local Nature Reserve and is a valuable and popular recreation area. It is important that development of the Maidencraig masterplan area does not detract from or impact on the value of this area. As the masterplan identifies in the Vision and Over-arching Principles, it is the connectivity of green/open space that is key, especially as urban development extends on to Greenfield sites. Green infrastructure is an element which is just as essential to a modern city as roads and</p>	<p><i>Action as a result of Representation</i></p> <p>No amendments required.</p> <p>Comments noted.</p>

Appendix 1 – Summary of Representations

<p>utility services. There has been a lot of successful work recently around Aberdeen to control the non-native grey squirrel. SSRS may be able to advise on ways in which design here could support that programme, which has seen red squirrels return to parts of Aberdeen after an absence of many years.</p> <p>We welcome the approach taken in this masterplan which recognises the range of roles that green/open spaces play, for biodiversity, habitat networks, recreation, outdoor learning, healthier lifestyles and so on.</p>	
<p>Scottish Water</p>	
<p><i>Summary of Representation</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Scottish Water have no additional comments to make at this time. Comments have previously been submitted in regards to sites OP43 and OP44 and these have been included in the Masterplan document. In addition, Scottish Water attended a Development Workshop with the developer, hosted by Aberdeen City Council, and have advised the developer via the development management process that a Water Impact Assessment will be required as well as a Drainage Impact Assessment. In addition, it</p>	<p>Officers Response</p> <p>Comments noted.</p> <p>No amendments required.</p>

Appendix 1 – Summary of Representations

<p>should be noted that Scottish Water supports the principal of Sustainable Urban Drainage Systems (SUDS) as part of the design, which will be required to meet the specifications as detailed in Sewers for Scotland (2nd Edition) should the developer wish the surface water system to vest in Scottish Water.</p>	
<p>Transport Scotland</p>	
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>
<p>We welcome that the Masterplan recognises the need to contribute to the Strategic Transport Fund.</p> <p>It is noted that a Transport Assessment is underway that will look at potential impacts on the road network including North Anderson Drive which will remain a trunk road in advance of the construction of the AWPR.</p>	<p><i>Action as a result of Representation</i></p> <p>No amendments required.</p>
<p>Hazlehead Academy Eco Committee</p>	
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>
<p>Strongly object to the development in this</p>	<p><i>Action as a result of Representation</i></p> <p>No amendments required.</p>
<p>The sites are allocated in the Local Development Plan which has been subject to an examination in public, the</p>	

Appendix 1 – Summary of Representations

area.	principle of development on these sites has been established.	
The development would have an impact on the local environment and the Den of Maidencraig LNR.	Careful consideration and detailed surveys have been carried to ensure that the development gives due consideration to the surrounding environment. Further surveys will be carried out as part of the planning application process and mitigation provided where necessary.	No amendments required.
Development would have a detrimental impact on Roe Deer on OP43 - Unclear how the deer will sustain themselves with such fragmented habitat. The deer could cause damage to properties or cause traffic collisions.	The sites are allocated in the Local Development Plan which has been subject to an examination in public, the principle of development on these sites has been established. The site has a strong landscape framework linking the Den of Maidencraig to the woodland to the north. In addition it promotes a strategic landscape framework to be delivered and supports the creation of natural green spaces which should avoid any significant habitat loss.	No amendments required.
Increased traffic and pollution detrimental to the surrounding area such as the Den of Maidencraig LNR.	A transport assessment will be carried out as part of the planning application process which will examine traffic flows and highlights any areas of mitigation. Traffic will not be directly accessing the nature reserve.	No amendments required.
Visual pollution caused by the proposed development rather than the current natural environment.	The sites are allocated in the Local Development Plan which has been subject to an examination in public, the principle of development on these sites has been established. The masterplan has carefully considered the layout of the site and how the development will look on approach. Additional landscaping is proposed on the southern part of the site to help with integration into the landscape.	No amendments required.
As a school, we are fortunate to have the	Development on this site will not impact on the use of the	No amendments

Appendix 1 – Summary of Representations

<p>Den of Maidencraig on our doorstep and we make sure to utilise that rare privilege as an educational resource the development would impact on these opportunities.</p>	<p>Den of Maidencraig by the school for educational purposes.</p>	<p>required.</p>
<p>Greenspace Scotland plan to transform Hazlehead Park into Scotland's first Climate Change Park. Concern that the adjacency of the proposed development would be counteractive to this initiative.</p>	<p>The development is not within the immediate vicinity of Hazelhead Park and would have no impact on any Climate Change Park proposal.</p>	<p>No amendments required.</p>
<p>Consider the proposed development to be wholly inappropriate, especially as 2013 in the Year of Natural Scotland – which aims to promote and celebrate Scotland's natural beauty and biodiversity. As a group, we aim to do the same and we implore you to consider the natural beauty and biodiversity of the local area and how it can only be adversely affected by any development of this nature.</p>	<p>The sites are allocated in the Local Development Plan which has been subject to an examination in public, the principle of development on these sites has been established.</p>	<p>No amendments required.</p>
<p>Ian Mitchell (Aberdeen Cycle Forum Member)</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>

Appendix 1 – Summary of Representations

<p>P11 "Access and Connectivity" - The proposed southern development has a perimeter path, this should join in a straight line to the existing path that comes from Hazlehead Academy, otherwise users will just make a muddy shortcut rather than take the detour.</p>	<p>The eastern connection of this path to the existing network has been designed to avoid the most important part of the Local Nature Reserve, a path going straight over this section would not be appropriate.</p>	<p>No amendments required.</p>
<p>Fig 20 - There appears to be a path which does not meet at the western crossing from the southern development, if this is the case then I would recommend that it is amended to do so, in order to discourage people from taking a quick short cut option and crossing the open road.</p>	<p>Fig 20 shows the existing paths identified by the Aberdeen Cycle Forum. A signalised junction will be available at the Dobbies entrance to the site.</p>	<p>No amendments required.</p>
<p>Fig 24 - For both the east and west junction proposals, they are referred to as "left in - left out" type. My view is that cyclists would less than keen with being channelled off outwards to Kingswells if they wish to go towards town (or vice versa) and they would most likely just go onto the traffic island in the middle and wait for a chance to join the opposite direction traffic. As an alternative, I'd suggest the incorporation of ASL boxes in the middle so that cyclists can safely know where to sit and additionally to prevent drivers getting annoyed at yet another case of cyclists doing illegal manoeuvres. I would also propose the use ASL boxes at all of these</p>	<p>Comment noted - These junctions will be left in /left out but the designs shown on page 22 are indicative. Detailed designs will be drawn up as part of the Transport Assessment and the planning application process.</p>	<p>No amendments required.</p>

Appendix 1 – Summary of Representations

<p>junctions.</p> <p>Fig 36 & 37 - Within these Figures, I note that there is reference to a segregated cycle path. I would question whether there are potential problems including use by pedestrians, or vice versa cyclists on the pedestrian path. Also there is no indication of how the cycle path would integrate with road junctions within the development although on (p35) there is the suggestion the cyclist should be considered as having priority out with the bus route. There is a suggestion drivers will naturally give way to pedestrians (p33) but from bitter experience I would suggest that this is made a more formal arrangement.</p>	<p>The diagrams are indicative and show the potential for having segregated cycle paths. Detailed matters such and junction arrangements and detailed design of streets and paths will be carried out as part of the Transport Assessment and Planning application process.</p>	<p>No amendments required.</p>
<p>Concern over speed limits - 30mph is given as the speed limit for the bus route (p35), for this development I would suggest it is lowered to 20mph.</p> <p>Concerns about traffic volume both in longterm though particularly during the period between completion of Maidencraig and completion of the AWPR. I think the speed limit proposed around the area of the central access junction is 40mph which in my view may be too high</p>	<p>30 mph on the bus route is given as a maximum speed. This differentiates between the more vehicular nature of the bus route in comparison to the residential streets. Details of road layouts, junctions, predicted traffic flow and traffic speeds will be determined through the Transport Assessment.</p>	<p>No amendments required.</p>
<p>Path Lighting - I did not see reference to lighting of paths throughout the developments paths network, I'd</p>	<p>This Masterplan does not go down to that level of detail. Appropriate lighting within the site will be agreed as part of the planning application process. Careful consideration</p>	<p>No amendments required.</p>

Appendix 1 – Summary of Representations

<p>recommend that lights are included on all core routes so that evening use is not precluded.</p>	<p>needs to be given to any potential impact lighting may have on the Local Nature Reserve.</p>	
<p>Two suggested additions the community may support:</p> <p>i) Provision of a linking section for the eastern leg of the northern development section so that it joins route 45 allowing it to go round the top of the outer Sheddocksley pitch and then down to the path between pitches and onto the farm track which leads to the opening on Howe's Rd beside the existing Women's Refuge Home.</p> <p>ii) Support for the nearest school Kingsford Primary in terms of assessing a set of safe access routes for youngsters to walk and cycle to school, (ie this could be supporting 20's Plenty signs, island in the middle, speed bumps, cycle lane on pavement etc).</p>	<p>This Masterplan shows north/south connection within the site and does not preclude any future pedestrian connection north.</p> <p>If deemed appropriate contributions could be made to enhance existing path networks as part of the planning application process.</p> <p>A detailed assessment of safe routes to schools will be carried as part of the Transport Assessment and any necessary mitigation agreed thereafter.</p>	<p>No amendments required.</p>
<p>Oldfold Development Framework</p>		
<p>SEPA</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Welcome the inclusion of an assessment of the key elements of the water environment</p>	<p>Comment noted.</p>	<p>No amendments required</p>

Appendix 1 – Summary of Representations

<p>within the site as part of the site analysis work. The section on foul drainage is in principle acceptable to SEPA. Also pleased to note that pollution prevention during construction has been recognised as a potentially important issue and that this will be addressed through the production of the relevant construction method statement or environmental management plan.</p>		
<p>Keppie Planning & Development on behalf of CALA Management Ltd.</p>		
<p><i>Summary of Representation</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Development Framework should be adopted as Supplementary Guidance without any further changes. Should matters arise from 3rd parties as a result of the consultation, CALA would be keen to provide additional information to aid the Council's assessment should that be necessary.</p>	<p>Comment noted.</p>	<p>No amendments required.</p>

Appendix 2 – Full Un-summarised Representations

Our ref: PCS/121408
Your
ref:

Ross Maclennan
Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen
AB10 1AB

If telephoning ask for:
Nicola Abrams

23 August 2012

By email only to: LDP@aberdeencity.gov.uk

Dear Ross

Consultation Planning Briefs, Development Frameworks and Masterplans Consultation

Thank you for your consultation email which SEPA received on 17 July 2012. We welcome the opportunity to provide comment on these documents. On many of these areas we have already been involved in direct discussion with the applicants and therefore we reiterate here the general advice we have provided to them, in addition to any specific comments on the documents themselves. We also take this opportunity to highlight any relevant good practice documents which may also assist the developers as they move forward with their proposals, these are included in Appendix 1.

1. Amended Planning Briefs, Development Frameworks and Masterplan consultation.

1.1 We have no additional comments to make on these documents.

2. New Planning Briefs, Development Frameworks and Masterplan consultation.

2.1 Oldfold Development Framework

We welcome the inclusion of an assessment of the key elements of the water environment within the site as part of the site analysis work. We note that this will inform the design of the drainage strategy as the scheme moves forward. We have reviewed the Drainage strategy and note that foul drainage will be directed to the public sewer and surface waters from roads and roofs will be disposed of via swales to a detention basin and car park run off via porous paving with filter trenches beneath. This is in principle acceptable to SEPA as it would provide the required 2 levels of SUDS treatment for this type of development. We are pleased to note that pollution prevention during construction has been recognised as a potentially important issue and that this will be addressed through the production of the relevant construction method statement or environmental management plan. Appendix 1 highlights the relevant SEPA and good practice guidance.

2.2 Friarsfield Development Framework

We are pleased to note that Cults Burn has been identified as an important feature for the site and welcome the proposals to retain and enhance the Burn in the vicinity of the site through the creation of an open space buffer strip extending along the burn corridor. We welcome the recognition of the need for a Flood Risk Assessment (FRA) to be undertaken, this should inform the design and layout of the site. We note from Section 5 of the document that that foul drainage will be directed to the public sewer and surface waters will be subject to 2 levels of treatment for roads and a single level for roof run off, and that an indication that ponds/basins will be incorporated into the drainage strategy within areas of open space. This is in principle acceptable to SEPA as it would provide the required 2 levels of SUDS treatment for this type of development. We have already provided advice on a pre-application enquiry (Council Ref P120340, SEPA Ref PCS/119104) for part of this site. Appendix 1 highlights the relevant SEPA and good practice guidance.

2.3 Foresterhill Development Framework

We have no detailed comments to make on the document and note that much of the work proposed is underway, but would highlight the issues set out in Appendix 1 as being useful for any proposals coming forward as part of stage 2 of the project.

2.4 Dubford Development Framework

Link on website not working.

2.5 Aberdeen Harbour Development Framework

We have already provided comments during the preparation of the Framework and we are pleased to note that many of the suggestions made previously by SEPA have been incorporated into the document. There is still scope for the natural environment (particularly the water environment) to be further emphasised, for example by highlighting that the River Dee may be protected not just as a Special Area of Conservation but also in order to meet the requirements of the EC Water Framework Directive to ensure that all waterbodies reach good ecological status by a set deadline, and by highlighting the pressures and impacts that are influencing the status of the mouth of the River Dee (including the harbour area).

2.6 Kingswells Development Framework

We have already provided pre-application advice directly to a consultant on OP42 SEPA (Ref PCS/119377). We welcome the recognition of the North Burn of Rubislaw as an important feature for the site and welcome the proposals to retain and enhance the Burn in the vicinity of the site. We note from Section 5.21 of the document that that foul drainage will be directed to the public sewer and surface waters will be disposed of via SUDS. Appendix 1 highlights the relevant SEPA and good practice guidance.

2.7 Kingswells Phase One Masterplan (OP40)

We welcome the recognition of the Denburn as an important feature for the site, the watercourse is currently at poor ecological status and so we would support proposals to retain and enhance the watercourse as part of detailed development proposals. Some areas of the site are identified as naturally wet; we promote the retention of such features in their natural state where possible. We note the use of swales and basins/ponds as part of the SUDS strategy and welcome the use of such measures which can present opportunities for habitat creation. We welcome the promotion of water recycling measures into building design on site.

We have already provided detailed comments on a number of planning applications for this site (SEPA Refs PCS/117038, PCS/117031, PCS/117633, PCS/120392).

2.8 Kingswells Prime Four Business Park, Phases Two and Three

We note in Section 4B/4/3 that consideration is given to foul and surface water drainage arrangement on site, proposing to connect foul

drainage to the public sewer subject to the necessary upgrades. We note that the SUDS strategy highlights that the regional SUDS measures (extended detention basin) will be situated within Plot 1 of Phase One.

We have already provided comments on a planning permission in principle application (Aberdeen City ref: P120649, SEPA Ref: PCS/10392)

2.9 Stoneywood Development Framework and Masterplan

We have already provided detailed comments on a planning application for this site (SEPA Ref: PCS/114123).

2.10 Former Davidson's Mill (Bucksburn) Phase 1 Masterplan

We have already commented on a planning application for this site (SEPA Ref: PCS/114176 and associated documents) and have no specific comments to make on the Masterplan.

2.11 Robert Gordon University City Centre Campus Planning Brief

We have no detailed comments to make on the document but would highlight the issues set out in Appendix 1 as being useful guidance for any proposals coming forward.

2.12 North Garthdee Farm Planning Brief

We have already provided detailed comments on a planning application for the site (PCS/119481 and PCS/121464) and have no specific comments to make on the Planning brief.

I trust these comments are helpful at this stage, should you have any queries regarding this letter please do not hesitate to contact me on 01224 266698 or by email via planning.aberdeen@sepa.org.uk.

Yours Sincerely

Nicola Abrams
Senior Planning Officer
SEPA Planning Service

Appendix 1: Summary of relevant SEPA and Good Practice Guidance

1. Flood risk

- 1.1 The site should be assessed for flood risk from all sources in line with Scottish Planning Policy (Paragraphs 196-211). Our [Indicative River & Coastal Flood Map \(Scotland\)](#) is available to view online and further information and advice can be sought from your local authority technical or engineering services department and from our [website](#).
- 1.2 If a flood risk is identified then a Flood Risk Assessment should be carried out following the guidance set out in the Annex to the [SEPA-Planning Authority flood risk protocol](#). Our [Technical flood risk guidance for stakeholders](#) outlines the information we require to be submitted as part of a Flood Risk Assessment, and methodologies that may be appropriate for hydrological and hydraulic modelling.

2. Waste water drainage

- 2.1 Details of the waste water provision for your development should be provided in the ES or planning submission, including consideration of options for waste water treatment facilities. Drainage is a material planning consideration and will be assessed as part of your planning application in line with [PAN 79 Water and Drainage](#) and Policy NE6: Flooding and Drainage in the Aberdeen City Local Development Plan. Where there is a public sewerage system, waste water drainage from development within and close to the settlement envelope should be directed to that system. If the system has insufficient capacity, then early dialogue with Scottish Water will be required to determine if works are planned to overcome this problem, or what developer pro-rata contributions will be necessary to remove the constraint.
- 2.2 If there is no or limited public sewerage infrastructure, given the scale of development we would still expect the development of strategic infrastructure to adoptable standards. Contact should be made with Scottish Water to determine the standards required to ensure adoption of new infrastructure. Please note that we are not likely to support proposals for private foul drainage systems for significant development (eg more than 25 houses) where development of public infrastructure is the sustainable long-term solution. An interim solution may be acceptable provided an appropriate upgrade has been agreed with Scottish Water and there will be no unacceptable impact on the water environment. For further guidance please refer to our [Policy and Supporting Guidance on Provision of Waste Water Drainage in Settlements](#)

3. Surface water drainage

- 3.1 The treatment of surface water runoff by sustainable drainage systems (SUDS) is a [legal requirement](#) for most forms of development, however the location, design and type of SUDS are largely controlled through planning. We encourage surface water runoff from all developments to be treated by SUDS in line with [Scottish Planning Policy](#) (Paragraph 209), [PAN 61 Planning and Sustainable Urban Drainage Systems](#), [PAN 79 Water and Drainage](#) and Policy NE6: Flooding and Drainage in the Aberdeen City Local Development Plan SUDS help to protect water quality, reduce potential for flood risk and release capacity in the public sewerage network where the alternative is use of combined systems. Discharges to combined sewers should be avoided to free up capacity for waste water discharges.
- 3.2 It is important to ensure that adequate space to accommodate SUDS is incorporated within the site layout. Consideration should be given to this matter early in the planning process when proposals are at their most fluid and modifications to layout can be easily made with less expense to the developer. Each individual type of SUDS facility, such as a filter drain, detention basin, permeable paving or swale, provides one level of surface water treatment. The level of SUDS required is dependant on the nature of the proposed development, for example residential or non residential, the size of development, and the environmental risk posed by the development which is principally determined by the available dilution of the receiving waterbody. Best practice requires the following levels of treatment:
- Residential developments of 50 houses or less and retail/commercial/business parks with car parks of 50 spaces or less require one level of treatment for all hardstanding areas including roads. We encourage this first level of SUDS to be source control.
 - Residential developments of more than 50 houses and retail/ commercial/ business parks with car parks of more than 50 spaces require two levels of treatment for all hardstanding areas including roads. An exception is run-off from roofs which requires only one level of treatment. We recommend, as best practice, the second level of treatment to be a basin or pond designed in accordance with Sewers for Scotland Second Edition.
 - Industrial developments require three levels of treatment for hard standing areas and two levels of treatment for roads. An exception is run-off from roofs which requires only one level of treatment. We recommend, as best practice, the second level of treatment to be a basin or pond designed in accordance with Sewers for Scotland Second Edition.

- All roads schemes typically require two levels of treatment, except for residential developments of 50 houses or less and retail/commercial/business parks with car parks of 50 spaces or less. For technical guidance on SUDS techniques and treatment for roads please refer to the [SUDS for Roads](#) manual.
- 3.3 For all developments, run-off from areas subject to particularly high pollution risk (eg yard areas, service bays, fuelling areas, pressure washing areas, oil or chemical storage, handling and delivery areas) should be minimised and directed to the foul sewer. Where run-off from high risk areas cannot be directed to the foul sewer we can, on request, provide further site specific advice on what would be the best environmental solution.
 - 3.4 The SUDS [treatment train](#) should be followed which uses a logical sequence of SUDS facilities in series allowing run-off to pass through several different SUDS before reaching the receiving waterbody. Further guidance on the design of SUDS systems and appropriate levels of treatment can be found in the CIRIA C697 manual entitled [The SUDS Manual](#). Advice can also be found in the SEPA Guidance Note [Planning advice on sustainable drainage systems \(SUDS\)](#). Please refer to the [SUDS section](#) of our website for details of regulatory requirements for surface water and SUDS. Comments should be sought from the local authority roads department and the local authority flood prevention unit on the acceptability of post-development runoff rates for flood control.
 - 3.5 Comments from Scottish Water should be sought where the SUDS proposals would be adopted by them. We encourage the design of SUDS to Sewers for Scotland Second Edition standards and the adoption of SUDS features by Scottish Water as we are of the view that this leads to best standards and maintenance.
 - 3.6 SUDS must be used on all sites, including those with elevated levels of contaminants. SUDS which use infiltration will not be suitable where infiltration is through land containing contaminants which are likely to be mobilised into surface water or groundwater. This can be overcome by restricting infiltration to areas which are not affected by contamination, or constructing SUDS with an impermeable base layer to separate the surface water drainage system from the contaminated area. SUDS which do not use infiltration are still effective at treating and attenuating surface water. Please refer to the advice note on [SUDS and brownfield sites](#) for further information.

4. Sustainable Waste Management

- 4.1 In accordance with Scottish Planning Policy and Policy R6 in the Aberdeen City Local Development Plan, space for collection, segregation,

storage and possibly treatment of waste (e.g. individual and/or communal bin stores, composting facilities, bring banks and waste treatment facilities) should be allocated within the planning application site layout. Please consult with your local council's waste management team to determine what space requirements are required within the application site layout. Some local authorities have an information sheet setting out space requirements.

**Friarsfield Development Framework Public Consultation
Submission by Camphill Communities with respect to impacts on the
Aberdeen Waldorf School. August 2012.**

Introduction

1. This written submission has been prepared on behalf of the Camphill Communities (Aberdeen City & Shire), including Aberdeen Waldorf School in response to Aberdeen City Council's public consultation on the Friarsfield Development Framework. It follows a number of previous submissions by the Camphill Communities with respect to the Cala Homes and Stewart Milne Homes public consultation on the development framework for Friarsfield, the Aberdeen Local Development Plan Main Issues Report and the Local Development Plan itself.

2. The Camphill Communities (Aberdeen City & Shire) have an historical relationship within the Dee Valley spanning some 70 years, serving a wide range of users of all ages (estimated in excess of 1800). Currently more than 700 people live and work within the communities. Camphill is particularly valued as a resource for people with special needs. The Camphill Communities provide a range of services and facilities for vulnerable children, young people and adults with special needs.

3. The Aberdeen Waldorf School, Craighton Road, Cults, provides Steiner Waldorf education for around 90 children (3-16years) who do not have special needs. The school runs a parent and toddler group (0-3 years, with 22 places) and provides after school care until 5.30 most weekday evenings. The school also accommodates a range of local groups who use its halls and sports facilities in the evenings.

4. The school is located on an eight acre wooded campus on Craighton Road to the north of Cults. The school currently enjoys a rural location a short distance from the urban edge. From its elevated location, the school enjoys open and extensive views south over the Lower Dee Valley. The school currently leases playing fields (3.56 acres) from Aberdeen City Council immediately to the south.

5. The proposed development at Friarsfield lies between the school and the existing urban edge, and therefore raises a number of issues relating to the access and safety of pupils and other users travelling to the school on foot or by bicycle.

Concerns and Comments

6. While the Camphill Communities welcome the preparation of a development framework for the proposed development at Friarsfield, a number of issues continue to be of concern, reflecting potential impacts on the Aberdeen Waldorf

School and particularly the way that pupils and other users access the school and its facilities.

7. A key concern is that a number of aspects of the development remain unresolved, with the details to be defined at the detailed design and planning stage. Important issues include:

- The scale of development: the description on page 25 of the Framework suggests that there could be potential to accommodate between 280 and 380 houses on the site, reflecting Structure Plan policy requirements. This suggests that the scheme could be around 30% larger than originally planned in terms of numbers of homes, creating issues in terms of the volume of traffic generated. This could exacerbate negative impacts on the safety of pupils, staff and the general public accessing the Aberdeen Waldorf School by foot, cycle or car. The entrance to the Aberdeen Waldorf School is located at a bend and junction on Craigton Road, so any increase in traffic could affect access into the school as well as raising road safety issues.

- The Camphill Communities have previously raised concerns around the provision for pedestrians and cyclists within and adjoining the proposed development. This reflects the likelihood that pupils and others walking or cycling from the existing urban area to the Aberdeen Waldorf School will pass through the proposed development at Friarsfield. Pedestrian and cycle routes through the development to the school should form part of the safe routes to school network which is currently limited to routes linking the proposed development with Cults Academy and Cults Primary School. Key concerns include the provision for people on foot or bike at key junctions such as that proposed between Kirk Brae and the new distributor road, together with the provision of adequate safe crossings on Friarsfield Road, Kirk Brae and particularly on the new distributor road where it crosses the Core Path leading north to the Aberdeen Waldorf School. This path will be severed by the new distributor road and it will be essential to consider how continued safe use of this footpath by pedestrians and cyclists is ensured. This could be achieved by providing a separated pedestrian / cyclist footbridge over the distributor road, or, less satisfactorily, by an at-grade signal controlled pedestrian / cyclist crossing. The lack of detail and clear commitment to pedestrian provision is a concern which it is hoped will be addressed fully at the detailed planning stage.

- The Framework outlines the potential for public transport provision, making use of existing services along North Deeside Road and through the possible provision of a new loop accessed from Craigton Road and the distributor road. The provision of such additional bus services has not yet been agreed and details such as the provision of bus stops on the distributor road (it was previously suggested by the Camphill Communities that bus stops could be provided close to the Core Path leading north to Aberdeen Waldorf School), will be carried forward to the detailed design and planning stage. Any provision of

bus services along the distributor road underlines the importance of providing safe crossings for pedestrians and walkers.

8. The Camphill Communities previously suggested that 20mph speed limits should also be considered throughout the development and along the distributor road. This should be considered through the detailed design and planning process.

9. It would be of concern if plans were to be developed to close Friarsfield Road at any point along its length (e.g. where it meets Craigton Road running east) due to the new distributor road as this would serve to increase traffic on those roads remaining open, with a potentially detrimental impact on safety issues. It is understood from the Framework that the road will remain open but subject to traffic calming measures.

10. The Camphill Communities welcome the proposal to include a three metre pedestrian and cycle path along the line of the distributor road. It may be appropriate to segregate cyclists and walkers along the route, depending on the numbers of people likely to use it.

Next steps

11. The Camphill Communities welcome the opportunity to comment on the Friarsfield Development Framework. We would also welcome an early opportunity to discuss these issues with representatives from Cala Homes / Stewart Milne Homes in order that they can be reflected fully in detailed designs and proposals for the site.

24 July 2012

Ema

Dear Sirs

FRIARSFIELD DEVELOPMENT FRAMEWORK

I refer to the consultation currently being undertaken in respect of the above Supplementary Guidance. On behalf of my client, CALA Management Ltd, I wish to record support for the Development Framework as presently drafted.

CALA Management Ltd, as part owner of the Friarsfield site participated in the preparation of the Development Framework. The Development Framework was prepared following extensive public consultation previously agreed with Aberdeen City Council. Representations submitted during the public consultation process were given due consideration and the Development Framework addresses, where practical, the issues raised.

- ▶ Following completion of the Development Framework and its approval by the Enterprise, Planning & Infrastructure Committee, CALA Management Ltd prepared and submitted a planning application for the initial phase of development in accordance with the Development Framework. There has been limited objection to that application which would indicate conformity with, and acceptance of, the Development Framework. The application has been the subject to ongoing discussion with Development Management Officers and is likely to be determined by the Development Management Sub-Committee in late September.

24 July 2012

Aberdeen City Council

As a consequence, CALA Management Ltd contend that the Development Framework has been the subject of adequate public consultation and the issues raised have been addressed therein. As such, the Development Framework should be adopted as Supplementary Guidance without further changes.

However, should the Council consider that amendments are necessary to address new matters raised, CALA would wish to be informed in order to consider the implications and ensure that any changes do not prejudice the delivery of the wider allocation.

I would be grateful if you could confirm receipt of this representation and advise of the outcome of the consultation process in due course.

In the meantime, should you have any queries, please do not hesitate to contact me.

Yours sincerely

John Findlay
Partner

LOIRSTON DEVELOPMENT FRAMEWORK

Dear Sir/Madam,

AS a former Convenor of Arts & Recreation who helped to set up the Loiriston Recreational Area and Lochinch Interpretation Centre where the Ranger Service do such great work by teaching school children about environmental and climate change, I am appalled to see this do called master plan for the area. Having been a member of the planning committee for many years I am astonished that a plan cobbled together by developers and rubber stamped by incompetent planners who have totally ignored long standing council policies on district wildlife sites of scientific interest, nature conservancy areas and the core public footpath network. For a city who has aspirations to be a City of Culture this would be an environmental disaster and the kiss of death for any such plan. The council has a civic duty to protect all the above mentioned policies.

It is blatantly obvious that planners do not know this area, as much of it is marshy, boggy ground that floods on a regular basis. It has extensive tree belts, part of the Woodland Around Towns planted in partnership with Forestry Commission as well as new tree planting at south end of the Loch and at Calder Park also extensive drystone dykes which is part of our heritage.

I would respectfully ask for all councillors to refer to the excellent submission sent to them by Nigg Community Council at the time the Football Stadium was up for consideration. It shows in great detail the amazing Flora and Fauna and wildlife this area possesses and highlights the council's own notice board endorsed by Grampian Enterprise; SNH; Forestry Commission which states that this fragile area should be kept free from any development.

Mr George Urquhart

LOIRSTON DEVELOPMENT FRAMEWORK OP77

For a council that has a proud reputation of environmental excellence and has aspirations to be a City of Culture it is really quite extraordinary that they would even consider destroying the Loirston recreational area that the citizens have enjoyed the use of for nearly twenty years. It is a District Wildlife site of Scientific Interest, a local nature conservation area criss crossed with core public footpaths which the council has a legal duty to protect under the right to roam acts etc., it is a lovely peaceful greenspace where anglers, dog walkers, rambles and people with children love to use.

I regard this proposal to destroy this area as an act of criminal environmental vandalism, morally indefensible probably illegal and sure to be legally challenged. I will be contacting the Public Services Ombudsman on this issue.

There is little point in having district wildlife policies and Local Nature Conservancy Areas if you ignore them when developers come calling, even the council's own notice board endorsed by SNH, Grampian Enterprise and Forestry Commission states this fragile area should be kept free from development. It is further compounded by the proposal to demolish the Lochinch Interpretative Centre this would be a scandalous waste of public money and destroy a very fine traditional barn restored by volunteers from B.P. (should have been a listed building) and home to the Ranger Service who do a vital job of teaching our youngsters how to look after the environment. I would urge Audit Scotland to visit this under their best value remit, as hundreds of thousands of pounds from countryside project and other partners were spent on this Centre.

Looking at what is proposed it would seem to me that the author of this report has recycled his previous ideas for the Seaton Area which are gathering dust in City Archives. Inappropriate high rise, high density blocks crammed together to meet notional numbers in local plan and completely out of character with this site and having no thought for the topography or hydrology present here. Given the extreme weather conditions we are facing it would be foolish to build houses on area that flood on regular basis, as this will affect the Leggarts and River Dee catchment area.

The council owned area at Lochinch should be retained as greenspace to protect the Flora and Fauna and wildlife. Given the fiasco with trees at Tullos Hill and the tree for every citizen all tree belts must be protected most of which were

Woodland in and around Town Plantings. the Drystane dykes including a consumption dyke are part of our heritage and must remain.

I also wish to highlight the area next to the Wireless mast in Redmoss Road where council as part of community planning exercise designated a community woodland and had volunteers plant 2,000 trees. This promise must be honoured as it provides a vital wildlife corridor to the vitally important Kincorth Local Nature Reserve

Given this attempt to steal public open space from the citizens of Aberdeen I would respectfully ask elected members to create a by-law or similar legislation that gives statutory protection to all public parks.local nature reserves district wildlife sites local nature conservencies areas across the city.

Mr George Urquhart

Laura Robertson
Senior Planner
Masterplanning, Design and Conservation Team
Planning and Sustainable Development
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen
AB10 1AB

Dear Laura

Consultation on OP77 Loirston Development Framework and Consultation on OP43 Maidencraig South East and OP44 Maidencraig North East Masterplan

Thank you for the opportunity to comment on the above Development Framework and Masterplan. We have no specific comments regarding the detail of either of these documents. We do however welcome the references made in each to the requirement for developments to contribute to the Strategic Transport Fund as this is something that should be raised with developers at the earliest opportunity.

In addition I would like to make you aware that the Regional Transport Strategy is currently undergoing a re-fresh. Although this is unlikely to significantly change the strategic direction for the development of the transport network in the North East, some policies will be updated and amended and new policies introduced. A main issues report is currently being consulted upon and can be found on the Nestrans website at:

<http://www.nestrans.org.uk/regional-transport-strategy-refresh-1.html>

A further document that may be of relevance to you in finalising these documents is the North East's Regional Parking Strategy which can also be found on the Nestrans website at <http://www.nestrans.org.uk/regional-transport-strategy.html>

Although strategic in nature, both these strategies contain a range of policies that we would wish to see supported through in developments across the region.

Yours Sincerely

Kirsty Morrison

Nestrans



3 December 2012

Dear Ms Oakes

**Consultation
OP77 Loirston Development Framework**

Thank you for your letter of 8 November 2012 seeking our comments on the Development Framework for the OP77 site at Loirston from the Aberdeen Local Development Plan. The following comments are based on our statutory historic environment interests. That is scheduled monuments and their setting, category A listed buildings and their setting and gardens and designed landscapes and battlefields in their respective Inventories. We would advise you also seek comments from Aberdeen City Council's Conservation and Archaeology Services who will also be able to advise on the potential for significant impacts on the historic environment and of potential impacts and mitigation for any sites of regional and local importance.

Having studied the supplied development framework I note that none of our statutory interests will be affected by the proposals for the area in question. Therefore, other than welcoming the preparation of this framework I can confirm we have no further comments to offer.

Our ref: PCS/123426
Your ref: OP77
ref:

Rebecca Oakes
Aberdeen City Council
Planning and Sustainable Development
Business Hub 4, Marischal College
Broad Street
Aberdeen
AB10 1AB

If telephoning ask for:
Nicola Abrams

4 December 2012

By email only to: pi@aberdeencity.gov.uk

Dear Rebecca

OP77 Loirston Development Framework - consultation

Thank you for your consultation letter of 8 November 2012 which SEPA received on 12 November 2012. We welcome the opportunity to comment on the Development Framework. On the whole we consider the Framework to be comprehensive and we consider the key issues of relevance to SEPA have been identified. We have already provided Scoping advice to Aberdeen City Council (SEPA Ref PCS/123174) on issues to be identified in a forthcoming EIA for development in this area. We make the following comments which we trust will be of assistance in shaping any development coming forward.

1. Drainage

- 4.2 The treatment of surface water runoff by sustainable drainage systems (SUDS) is a [legal requirement](#) for most forms of development, however the location, design and type of SUDS are largely controlled through planning. We encourage surface water runoff from all developments to be treated by SUDS in line with [Scottish Planning Policy](#) (Paragraph 209), [PAN 61 Planning and Sustainable Urban Drainage Systems](#), [PAN 79 Water and Drainage](#) and Policy NE6 Aberdeen City Local Development Plan. SUDS help to protect water quality, reduce potential for flood risk and release capacity in the public sewerage network where the alternative is use of combined systems. Discharges to combined sewers should be avoided to free up capacity for waste water discharges.
- 4.3 We welcome the recognition in the Development Framework of the need to incorporate SUDS into the development. It is important to ensure that adequate space to accommodate SUDS is incorporated within the site

layout. Consideration should be given to this matter early in the planning process when proposals are at their most fluid and modifications to layout can be easily made with less expense to the developer. Each individual type of SUDS facility, such as a filter drain, detention basin, permeable paving or swale, provides one level of surface water treatment. The level of SUDS required is dependant on the nature of the proposed development, for example residential or non residential, the size of development, and the environmental risk posed by the development which is principally determined by the available dilution of the receiving waterbody. Best practice requires the following levels of treatment:

- Residential developments of 50 houses or less and retail/commercial/business parks with car parks of 50 spaces or less require one level of treatment for all hardstanding areas including roads. We encourage this first level of SUDS to be source control.
- Residential developments of more than 50 houses and retail/commercial/ business parks with car parks of more than 50 spaces require two levels of treatment for all hardstanding areas including roads. An exception is run-off from roofs which requires only one level of treatment. We recommend, as best practice, the second level of treatment to be a basin or pond designed in accordance with Sewers for Scotland Second Edition.
- Industrial developments require three levels of treatment for hard standing areas and two levels of treatment for roads. An exception is run-off from roofs which requires only one level of treatment. We recommend, as best practice, the second level of treatment to be a basin or pond designed in accordance with Sewers for Scotland Second Edition.
- All roads schemes typically require two levels of treatment, except for residential developments of 50 houses or less and retail/commercial/business parks with car parks of 50 spaces or less. For technical guidance on SUDS techniques and treatment for roads please refer to the [SUDS for Roads](#) manual.

4.4 For all developments, run-off from areas subject to particularly high pollution risk (eg yard areas, service bays, fuelling areas, pressure washing areas, oil or chemical storage, handling and delivery areas) should be minimised and directed to the foul sewer. Where run-off from high risk areas cannot be directed to the foul sewer we can, on request, provide further site specific advice on what would be the best environmental solution.

4.5 The SUDS [treatment train](#) should be followed which uses a logical

sequence of SUDS facilities in series allowing run-off to pass through several different SUDS before reaching the receiving waterbody. Further guidance on the design of SUDS systems and appropriate levels of treatment can be found in the CIRIA C697 manual entitled [The SUDS Manual](#). Advice can also be found in the SEPA Guidance Note [Planning advice on sustainable drainage systems \(SUDS\)](#). Please refer to the [SUDS section](#) of our website for details of regulatory requirements for surface water and SUDS. Comments should be sought from the local authority roads department and the local authority flood prevention unit on the acceptability of post-development runoff rates for flood control.

5. Pollution prevention and environmental management

- 5.1 One of our key interests in relation to major developments is pollution prevention measures during the periods of construction, operation, maintenance, demolition and restoration. The construction phase includes construction of access roads, and any other site infrastructure.
- 5.2 We note that the Development Framework highlights that a Draft Construction Environmental management Plan (CEMP) will be developed, this will enable the applicant to systematically identify all aspects of site work that might impact upon the environment (not just the water environment), potential pollution risks associated with the proposals and identify the principles of preventative measures and mitigation.. Details of the specific issues that we expect to be addressed are available on the Pollution Prevention and Environmental Management section of our [website](#).

6. Improvements to the Water Environment

- 6.1 We welcome the recognition of the opportunity for the development of this site to contribute to improvements to the water environment related to the objectives of the Area Management Plan. In order to meet the objectives of the [Water Framework Directive](#) of preventing any deterioration and improving the water environment, developments should be designed to avoid engineering activities in the water environment wherever possible. The water environment includes burns, rivers, lochs, wetlands, groundwater and reservoirs. We require it to be demonstrated that every effort has been made to leave the water environment in its natural state and we note that this approach is promoted in the Development Framework.
- 6.2 If the engineering works proposed are likely to result in increased flood risk to people or property then a flood risk assessment should be submitted in support of the planning application and we should be consulted.

6.3 Where developments cover a large area, there will usually be opportunities to incorporate improvements in the water environment required by the Water Framework Directive within and/or immediately adjacent to the site either as part of mitigation measures for proposed works or as compensation for environmental impact. We encourage applicants to seek such opportunities to avoid or offset environmental impacts. We note that the site is in proximity to Loirston Loch and a number of small watercourses which are in poor condition due to point source a diffuse pollution and channel modifications. Improvements which might be considered could include the renaturalisation of channels, the creation of buffer strips and provision of fencing along watercourses. Fencing off watercourses and creating buffer strips both helps reduce the risk of diffuse water pollution and affords protection to the riparian habitat, this is in line with Aberdeen City Council's Supplementary Planning Guidance on Buffer Strips which is highlighted in the Development Framework.

If you have any queries relating to this letter, please contact me by telephone on 01224 266698 or e-mail at planning.aberdeen@sepa.org.uk.

Yours Sincerely

Nicola Abrams
Senior Planning Officer
Planning Service

Disclaimer

This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in [How and when to consult SEPA](#), and on flood risk specifically in the [SEPA-Planning Authority Protocol](#).

Comments from the Aberdeen Cycle Forum:

1. There are several very general statements about cycle paths within the development, and about connecting new paths to existing ones etc but we will need to see more detailed plans for the site as they emerge.

2. It is important that the site has good cycle connectivity beyond the site:

a) City centre direction via Wellington Rd.

The existing cycle path along Wellington Rd is on the east side only up to the Souter Head roundabout. A path is required on the west side of Wellington Rd to give convenient access to the development, removing the need to cross over the dual carriageway. North of the Souter Head roundabout, the cycle path connects to the Abbotswell Crescent route to the George IV bridge. The opportunity should be taken to develop a cycle route all the way down to the river Dee to connect with National Cycle route 1 over the Wellington bridge.

b) West end direction via A90 Stonehaven Rd.

The path along the A90 should be developed into a quality cycle path. There is a path along the road (although not clearly marked as a cycle path) used by cyclists and there are two problems here.

Firstly, the path is very narrow and it is not wide enough for two bicycles to pass without slowing down significantly, not mentioning that the path is used by pedestrians too. The path should be widened and signed as pedestrian & cycle use.

Secondly, almost all kerbs (if not all of them) that are located along the path are not dropped, extremely frustrating and with absolutely no reason.

c) City centre via Nigg Way & Provost Watt Dr.

This could be an alternative way to the city centre. In the report they claim they would provide connection to Kincorth area through or close to Kincorth hill which ACF would support. The site definitely requires a recreational cycle link to Kincorth Hill.

d) Remoss Road

At present, this is a relatively quiet road with a rural aspect. It should be protected as a cycle and walker friendly route, offering connections for cyclists to routes north east to Abbotswell Cres, north to Kincorth Hill, east through the site to Cove and south via an enhanced connection towards the 'old' Wellington Rd. Achieving this will require Redmoss Rd to not be a through road and for the main access to the site to be via Wellington Rd.

Regards

Aberdeen Cycle Forum

Rebecca Oakes
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen, AB10 1AB
Date: 5 December 2012

Dear Rebecca

OP77 Loirston Development Framework

Thank you for the notification of consultation re the above development framework, which we received on 12 November 2012.

Although there are no designated sites for which Scottish Natural Heritage has responsibility directly involved within these opportunity sites, I do note the concerns raised by the local communities and other stakeholders during the consultation period. We share some of these concerns, especially the potential impact of development which does not contribute to the aspirations for biodiversity, green networks etc. outlined in the Aberdeen Local Development Plan.

My colleague Gillian Forbes has recently been consulted by your colleague, Gavin Evans, seeking our comments on the screening/scoping of an Environmental Impact Assessment for this development area. For your information, I attach a copy of that response. As we have provided comments in that respect, I don't propose to repeat them here. We will continue to engage with the EIA process and provide any further comments in that way.

I trust that is satisfactory.

Sincerely

Ewen Cameron
Operations Manager
Tayside and Grampian

Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen
AB10 1AB

For the attention of Gavin Evans

13 November 2012

Our ref: Development Control/Aberdeenshire
Your ref: P121437

Dear Gavin

**Environmental Impact Assessment (Scotland) Regulations 2011
Proposed development to include residential 1500 units, employment
(11ha) and associated supporting development including education and
community facilities, infrastructure/access and landscaping works
Loirston, Aberdeen**

Thank you for your consultation received on the 29th October 2012 requesting comments from Scottish Natural Heritage (SNH) on an Environmental Impact Assessment (EIA) screening and scoping opinion, for the development specified above.

Background

The application is for residential led mixed-use development of up to 1500 units in association with around 11 hectares of supporting employment land, a new neighbourhood centre comprising local retail and commercial units, community facilities, new education facilities including a new primary school. There is also the potential to accommodate a new football or community stadium. The applicants are seeking to secure Planning Permission in Principle (PPP) at this site. Presently a Development Framework is being progressed for a wider area showing how these proposals fit with other proposed schemes within the Local Development Plan (LDP).

This development requires to be considered in relation to the Environmental Impact Assessment (Scotland) Regulations 2011. In answer to your first query then given the scale of development, 130.5ha, we consider that this proposal may require an EIA.

Should Aberdeen City Council decide that an EIA is required then we would like the following topics to be considered in the Environmental Statement (ES). We note that some of these topics have already been identified within the Environmental Screening and Scoping Report;

1. Nature Conservation Designations
2. Ecology and Biodiversity
3. Landscape and Visual Impacts,
4. Open Space, Access and Recreation

We provide these comments in Annex A under the headings above. Please note that the comments provided are made without prejudice to any comments we may make at a later date. If you require any further advice or information please do not hesitate to contact me.

Yours sincerely

Gillian Forbes
Operations Officer
City of Aberdeen and Aberdeenshire

Annex A

1. Nature Conservation Designations

River Dee Special Area of Conservation (SAC)

The development site drains into Loirston Loch which eventually discharges via an un-named burn into the Burn of Leggart and then into the River Dee, approximately 1.5km away.

The River Dee is designated as a SAC under the EC Habitats Directive for the important populations of fresh-water pearl mussel, otter and salmon that it supports. Further information on this European site, can be found via our website at www.snh.org.uk under 'Sitelink'. See <http://www.snh.gov.uk/docs/A423286.pdf> for a summary of the legislative requirements.

There is potential for runoff of sediment and pollution, to enter the River Dee SAC, during construction and operation of the development. We therefore advise that such impacts should be adequately addressed as part of the EIA. Highlighted in the scoping report, the preparation of a draft construction environmental management plan, adherence to the River Dee Area Management Plan, suitable SUDS scheme and compliance with SEPA Pollution Prevention Guidelines, are various means we welcome to mitigate impacts on the River Dee SAC.

We are supportive of SEPA's suggestion for a review of options for water course enhancement.

Local Nature Conservation Site (LNCS) and Local Nature Reserve (LNR)

Loirston Loch is designated as a LNCS. As you will be aware LNCS are sites designated by the City Council, with support from SNH, as the best examples of habitat types in the local area or are particularly valued by the local community as a recreational, landscape and educational resource.

Loirston is notified as one of the largest open water bodies in the Council area. The open water, reed beds and marshy grassland support wetland vegetation communities and the site is important for overwintering wildfowl and other bird species. In addition, the loch is valuable for amenity and education.

Kincorth Hill to the north west of the proposed Loirston site is also a LCNS and a LNR. Kincorth is dominated by scrub and heathland vegetation, with smaller areas of woodland and grassland. This site is also important for recreation and education.

The potential impacts of the proposals on the LNCS and LNR should be considered and reported within the EIA. Further information about these sites can be sought from the Aberdeen City Council Environmental Planners and Ranger Service.

Given the scale of the proposal, we recommend Aberdeen City Council consider how the development contributes to objectives for habitats and species in the Local Biodiversity Action Plan. It should also link to the findings of the City's Nature Conservation Strategy.

2. Ecology and Biodiversity

We welcome the fact that contact has already been made with the North East Scotland Biological Records Centre (NESBReC) for species records in the area. In addition we note that advance ecological surveys have already been undertaken in the autumn/winter of 2011 through to spring/summer 2012, to inform the detail of the Development Framework. Results gained can be used to identify if further survey is required, using appropriate methodologies for specific species. Reports should include the presence, status, potential impacts of the proposal, suitable mitigation/compensation measures and any potential licensing requirements for the species.

We recommend that protected species surveys should include the following:

- Bats, which are listed on Schedule 2 of The Conservation (Natural Habitats, &c.) Regulations 1994 as European Protected Species (EPS)¹;
- Otters, which are listed on Schedule 2 of The Conservation (Natural Habitats, &c.) Regulations 1994 as European Protected Species (EPS)²;
- Water voles which are protected under Schedule 5 of the Wildlife & Countryside Act 1981 (as amended)³ with respect to 9(4);
- Badgers, which with their setts, are protected by the Protection of Badgers Act 1992 (as amended)
- Red squirrels and their places of shelter (dreys) are protected under Schedules 5 and 6 of the Wildlife and Countryside Act 1981 (as amended)

Full details of Protected Species: Legislation, Appropriate Authorities and Licensing Purposes can be found on the species licensing part of our website at: www.snh.gov.uk/protecting-scotlands-nature/species-licensing

¹ SNH website: Protected mammals - Bats
www.snh.gov.uk/protecting-scotlands-nature/protected-species/which-and-how/mammals/bat-protection

² SNH website: Protected mammals - Otters
www.snh.gov.uk/protecting-scotlands-nature/protected-species/which-and-how/mammals/otter-protection

³ SNH website: Protected mammals – Shrew and water voles
www.snh.gov.uk/protecting-scotlands-nature/protected-species/which-and-how/mammals/shrew-and-vole-protection/

Bats

Mature trees exist within the site which may provide bat roosting and foraging opportunities. The results of the initial foraging/roost potential survey should be used to inform on further survey work required, in relation to bats. The impact assessment should take into account any proposed lighting. We welcome the fact that the Development Framework has sought to retain existing woodland, where possible, to mitigate against disturbance to bats.

Otters

The scoping report noted that initial surveys have detected otter activity in the area. The ES should include full survey results including an impact assessment, proposed mitigation and detail any licensing requirements. Otter surveys can be undertaken at any time of the year but are best carried out from about March – May when otter signs are usually most easily identifiable.

Water voles

There is potential for water voles to be present on site. Water voles can be found in water courses of all sizes, including ditches and drains, and so may be present in the area surrounding the proposed development. We recommend that a water vole survey is carried out if any works are proposed within 5 metres of a watercourse. Water vole surveys are best carried out in the summer when the voles are active, from May to September.

Badgers

We note that badger surveys were completed in 2011/2012. Depending on the findings, if any badger setts are discovered within the site of the proposed development or close enough to be affected by the proposed development, it is the responsibility of the developer to develop the site in a manner which complies with the Badgers Act.

Red Squirrels

Red squirrels are identified as a priority species in the UK and Local Biodiversity Action Plan. We therefore recommend that any woodland likely to be affected by the proposed development is surveyed for signs of red squirrels, and details of measures to protect the long term viability of the squirrel population in this area are developed.

Birds

Loirston Loch is known to be locally important for overwintering wildfowl and other bird species. We note that surveys for breeding and wintering birds have already been carried out. These survey findings and any subsequent survey results should help inform the ES and tie in with any Bird Management Plan that may be required.

Habitats

We recommend that the report includes a Phase 1 habitat survey of all habitats within 250 metres of the proposed site. This survey should be supported by a species list of any notable species or species of conservation concern. This should be accompanied by a National Vegetation Classification (NVC) survey of any important semi-natural habitats encountered on the site so that any potential impacts can be assessed more fully. Further information about Phase 1 and NVC habitat surveys can be found online⁴.

3. Landscape and Visual Impacts

6.3.1.1 Methodology

The approach described in the *Guidelines for Landscape and Visual Impact Assessment* (GLVIA) – IEMA and IL (2nd edition, 2002) should be used. Assessments need to be rigorously documented and explained, as well as being integrated and objective. Their presentation should be logical, clear and well-structured.

The site selection process should be explained in the ES. The likely effect on all landscape and visual resources and sensitivities (including landscape character, landscape designations and visibility) should be addressed in the site selection process in balance with other considerations.

Landscape and visual impact assessment should make use of the appropriate Landscape Character Assessments, and all other relevant landscape and planning documents. This should include best practice and policy guidance,

In addition, we recommend using more detailed landscape character assessment in the consideration and assessment of the local landscape character and visual amenity across the site and wider study area. The current guidance is provided in *Landscape Character Assessment - Guidance for England and Scotland* (LCA) – Scottish Natural Heritage and The Countryside Agency (2002)

One of the main purposes of the EIA process is its iterative nature in influencing and improving design. The design sequence and key changes through the process should be made clear in the ES.

Policy Guidance

We strongly recommend a design statement is produced for this development, in accord with PAN 68 Design Statements, to reflect the sensitivity of the location. This statement should reflect the policy context of current guidance, in particular the Scottish Executive's Designing Places. This describes the important role of design in the landscape. In particular one of several key themes in the policy is creating distinctive places that respond to local setting.

⁴ Joint Nature Conservation Committee webpage with links to details about Phase 1 and National Vegetation Classification
<http://jncc.defra.gov.uk/page-1425>

6.3.1.1.1.1 As part of this Design Statement, principles and objectives for the design of the settlement, buildings and infrastructure should be developed, based on the assessment of landscape and visual character. This would help to ensure a cohesive and holistic approach which is sympathetic to the surroundings. These 'design principles' should include opportunities for innovative sustainable landscape design which can reflect the local landscape character.

A Key policy document which should be considered is:

PSS Designing Places - Scottish Executive (2001)

6.3.1.1.1.1.1 Scoping – content of landscape and visual impact assessment

The basis upon which all aspects of the landscape and visual impact assessment have been assessed, especially judgements of magnitude, sensitivity and significance should be defined and made clear and distinct. Measures of magnitude should distinguish between the scale, nature, and duration of effects. The limitations of the assessment (e.g. the scale or accuracy of topographical information) should be clearly stated.

The landscape and visual impact assessment should include a separate assessment of the effects on both landscape and visual resources. The study area should normally cover an area which is at least equal to the area of the agreed Zone of Theoretical Visibility (ZTV) unless directed otherwise by the planning authority.

The landscape and visual impact assessment should include the following:

- assessment of potential impacts from fixed locations as well as along road corridors and other routes
- assessment of all stages: construction, operation, maintenance and decommissioning
- details and assessment of **all** elements of the scheme
- proposals for mitigation and assessment of residual impacts

The assessment should consider the likely effects upon the following:

- the key landscape characteristics of the site that make it distinctive
- physical landscape features (e.g. loss of field boundaries, woodland or other landcover etc.)
- the character and experience of the landscape,
- any recognised landscape or amenity values or visual resources, e.g. designations.

6.3.1.1.2 Landscape Impacts

We support the use of the Landscape Character Assessment of Aberdeen to inform the baseline assessment. However, we strongly recommend that a further, more detailed scale of landscape character assessment at the local/site level, would better inform the iterative masterplanning of the site, which should be on going with the assessment of impacts. Through this iterative process, it should be possible to demonstrate whether the site has the capacity to accommodate the development of 1500 houses, with community facilities and associated infrastructure (roads, car parking) without detracting from the quality or character of the site in its landscape context.

Guidance as to the appropriate scale of assessment in relation to this development can be found in the LCA Guidance document (see reference above).

Visual Impacts

The application of an assessment study area and selection of viewpoints should be based on the production of a Zone of Visual Influence (ZVI) for the development as part of the visual assessment. As there will probably be a number of buildings proposed which are of different scales in different locations, it may be that more than one ZVI is required to fully appreciate the patterns of visibility and potential impacts resulting.

Wirelines and photomontages illustrating the development (using mass block modelling superimposed on photographs) should be produced from key viewpoints. These visualisations are important to understand and inform the consideration of the full extent of the development in particular to members of the local community.

SNH would also expect the visual impact assessment to include daily/seasonal changes as part of the assessment, taking account of any proposed lighting in the assessment.

4. Access and Recreation, Open Space

We welcome the requirement to clearly define and maximise the Green Space network within development design – providing and enhancing biodiversity links as well as having other functions. (per ALDP Policy NE1). The provision of open space should take account of the findings of the Open Space Audit of Aberdeen and the strategy. We recommend that open space is designed as an integral part of the development as a whole. It should take full account of the needs of the community that would live at this site and those around it.

We also support the transport assessment will incorporate pedestrian and cyclist connectivity, as well as the footpath networks and greenspace corridors being integrated into the development proposals. In addition we recommend that suitable access links are made to the wider green space and access networks throughout the city and further afield.

There may be opportunities for improving access to the Kincorth LCNS and LNR. The ES should consider this while taking into account any potential impacts on wildlife from access and recreation proposals and how these might be mitigated.

We support the suggestion for water course enhancement and the increased access, recreational opportunities as well as ecological enhancement that this may then provide.

6th December 2012

Dear Rebecca Oakes

Consultation: OP77 Loirston Development Framework

I write with reference to your letter dated 8th November 2012 requesting comments in relation to the above consultation.

Having reviewed the document, I would advise that Scottish Water have no additional comments to make at this time. Comments have previously been submitted in regards to the Loirston Masterplan Zone for the ALDP Action Programme.

As identified in the delivery requirements set out in the Loirston Development Framework, a Water Impact Assessment and Drainage Impact Assessment will be essential in order to identify the detailed requirements for the water and wastewater infrastructure. This will be managed through Scottish Water's development management team, Customer Connections.

In addition, it should be noted that Scottish Water supports the principal of Sustainable Urban Drainage Systems (SUDS) as part of the design, which will be required to meet the specifications as detailed in Sewers for Scotland (2nd Edition) should the developer wish the surface water system to vest in Scottish Water.

I trust that the above information is acceptable in line with your consultation. Should you require further clarification, please do not hesitate to contact me.

Yours sincerely

Susanne Steer
Development Planner
SCOTTISH WATER

COVE AND ALTENS COMMUNITY COUNCIL

Chairman: Mr N. Stewart

Secretary: Mrs. S. Porter

Web Site: www.cove-bay.com

Comments on Loirston Development Framework

Please see comments below from Cove and Altens Community Council. These comments are not necessarily our full set of exhaustive comments in regard to the development, but an iteration of views in its regard.

Connectivity

- There does not appear to be appropriate connectivity with the Cove community and the other adjoining communities.
- Concerns over access to the local Doctor, Dentist, Chemist in Cove across the increasingly busy A956 Wellington Road
- Concerns over the safety of school children from Cove and Altens crossing the A956 to attend the proposed Secondary School.
- Concerns that the lack of facilities in the proposal would mean driving out with the area for basic necessities causing traffic.
- We suggest at least one underpass or walkway over the A956 to connect with the Cove community
- Concerns that we do not believe the A956 will be able, as proposed, to cope with the amount of new traffic that will be generated, especially during peak times, given the Balmoral extension, the proposed stadium, houses being built at Charleston and the 1,500 houses, schools and commercial units of this development.
- Concerns that the two access roads to the scheme would appear inadequate for the amount of housing.

Greenspace

- Concerns that thoroughfares are inadequate having green strips alongside and a lack of any sizable, usable greenspace
- The loch cannot be considered usable as open space when the water covers most of the area
- Concerns that much larger buffer zones are needed back from the loch and also from the Kincorth Local Nature Reserve. A buffer zone of 50m from the loch may not be enough given the current marsh areas around the loch. These areas need to be protected from the impact of the proposed development
- Concern that there is no proper Wildlife Corridor between Kincorth Hill, loch and other areas.

- Protected access to local nature reserve required to stop access to quad bikes etc.
- Concerns that the stream coming into and out of the loch requires much more consideration to keep it in a healthy condition and suitable for wildlife
- A Trust should be set up to protect and look after the Loch and its perimeter before any development takes place. Measures should be put in place ensure the longevity and endurance of any trust put in place.
- All householders should have some agreement written into their deeds whereby they contribute to the upkeep of the health of the loch and its environment. Either that or the new homes should include a long term or lifelong maintenance payment.
- Concerns over provision for upkeep of open spaces. All open spaces should be brought up to a condition whereby they can be adopted early by the City Council to avoid all the problems that still exist with past developments.

Housing

- No provision or no obvious provision for sheltered housing
- Concerns over the frontage to the scheme as the city is entered, with the up to 5 storey buildings.
- Concerns over the volume of housing and density
- Community gain should be used for facilities such as Community centre and/or Hall
- Community gain should not be frittered away on road improvements, traffic lights etc.

Facilities

- Areas should be earmarked for proper community facilities.
- Community facilities should not be an afterthought
- Framework should include recommendations and/or proposals for multiple social meeting areas (indoors and outdoors) for all ages

Schooling

- Secondary school for the area should be a must have
- Concerns regarding safety of school children given proximity to proposed football stadium and potential midweek fixtures.

- Primary school required for area

Best Regards

Neil Stewart

Chair

Cove and Altens Community Council

Planning & Sustainable Development,
Enterprise, planning and Infrastructure,
Aberdeen City Council,
Business Hub 4,
Marischal College,
Broad Street,
Aberdeen.
AB10 1AB

18th December 2012

Attn. :- Rebecca Oakes

Subject :- **Consultation: OP77 Loirston Development Framework**

Dear Rebecca,

Nigg Community Council wish to respond to the full “Loirston Framework Development”.

Some of the points below have previously been raised at the various consultation events leading up to the publication of the Framework and are of continued concern.

- The large majority of the area in table 5.3.3 is showing block buildings of 3 or more storeys high, which presumably consists of “apartments and flats, terraced units and townhouses” (section 5.5.5). Only a minority area is shown for semi detached and detached residences.
- Buildings of 5 storeys, even with the upper storey “limited” and “set back” (5.5.4), will be overwhelming adjacent to the flatness of Loirston Loch. Currently there are no buildings within the viewing horizon of Loirston Loch, which are more than two storeys high. This number of storeys, leads to some development blocks with “higher residential density 55-85 units per hectare” (Section 5.2.2). The “higher density” category limits, are themselves too broad, - a banding across 30 units/hectare- to represent anything meaningful. Low, medium and high all are defined with a banding of only 10 units/hectare.

Nigg Community Council considers, with respect to 1 & 2, that the Framework Land Use and Density appears to be more suited for an urban area, rather than a rural development. Nigg Community Council recommends:

- **Buildings throughout the Development, especially adjacent to Loirston Loch, be limited to a maximum of 3 storeys.**
- **The residential density for any development block should be limited to a maximum of 55 units per hectare. No development blocks should be in the higher residential density of 55-85 units per hectare category.**
- **In light of the Framework, Aberdeen City Council, should reassess the number of residential units required in the Loirston Development and reconsider the original intention of 1200 units.**

- The Framework Section 2.6.1 “Site Analysis Loirston Loch” and Section 2.6.3 “Setting and Character”, both refer to Loirston Loch as a “man made feature” “created to drain the surrounding area”. **This is not true.** Loirston Loch was originally a natural feature, being identified, and named as Loch Loirston by the Scottish topographer Timothy Pont (1565-1614) on what is probably the first drawn map of the area over 400 years ago. This zoomable map is accessible through the National Library of Scotland at:

<http://maps.nls.uk/pont/view/?id=pont11#id=pont11&zoom=4&lat=2788&lon=3786&layers=BT>

At some stage in the past, a small dam, still in existence, had been built to further enhance the natural features of the loch.

- **Nigg Community Council recommends, that the Framework wording be corrected to fully represent the natural origins of Loirston Loch.**
- The Framework Section 5.18.1 recognises the recently reassessed, Loirston Loch LNCS boundary, and ensures that all buildings are outwith the LNCS boundary. Section 5.2.1 “Landscape Features”, considers Loirston Loch and the surrounding LNCS, to be of “high landscape value and have been safeguarded”. But the Framework clearly indicates in section 5.18.1 that the main “Primary Street” (5.3.10) caters for a main bus route, and a “Secondary Street” (5.3.11) dissects the southwest extension of the LNCS in an area labelled on the aerial visualisation in 5.10 as “**Environmentally sensitive area protected and enhanced**”. Furthermore, two of the dissected elements of the LNCS are downgraded to merely “Neighbourhood Open Space” and “Local Open Space” on the Open Space Hierarchy map Section 5.4 page 45.
 - **Nigg Community Council recommends, that the LNCS and its boundary, should be fully recognised and that all developments, buildings, roads, car parking should not encroach in any way within the LNCS.**
- The Framework Section 5.3.2 and accompanying “Pedestrian Connectivity” map (page 40) recognises an Existing Right of Way, (highlighted in blue) which was originally a farm track, linking Wellington Road, Redmoss Road and former farmsteads including Balderstone (now known as Kildonan) on Redmoss Road. This linking track, is an integral part of the heritage of the area, probably dating as far back, if not further, than the dry stone dykes that the Framework takes into valuable consideration. The Existing Right of Way runs mostly along the northern border of the Framework OP77 boundary, passing along the northern boundary of the planned AFC Stadium, and is indeed recognised in the AFC Planning Application/Approval. The path is designated in Aberdeen City’s Core Path Network as Aspirational Path 3 (AP3) and forms the only link between Kincorth Hill, across Loirston to Cove. We believe this linking footpath is protected under Scottish Law. The Framework Section 5.3.2 (map and text) introduces an alternative AP3, using planned “Secondary Streets” passing to the west and south of the planned AFC stadium. Section 5.3.2 outlines how the transition of the “Existing Right of Way” might be changed to the Framework indicated AP3.
 - **Nigg Community Council is concerned, that a fully protected footpath marked “Right of Way”, is being replaced by a path that is, by name, merely “aspirational”. We recommend, that full legal protection be given to any alternative to the Existing Right of Way, and that any such protected alternative be established before the Existing Right of Way is removed.**

- **Nigg Community Council recommends greater consideration be given incorporating Core Paths with Green Corridors rather than the road network.**
- The Framework Section 5.4 “Landscape Framework”, outlines the importance of “Green Corridors” toward biodiversity. But the Open Space Categories map (page 47) does not show good “Green Space Corridors” linking Loirston Loch LNCS and “Kincorth Hill Local Nature Reserve”. Inevitably, a continuous linkage can not be achieved across a road, but at the northern end of Loirston Loch, there is no “green corridor” linkage with Kincorth Hill. At the southern end of the Loch along the exit burn, there is a narrow corridor linkage but interrupted by a “SUDS location”. It is unclear as to how land deemed “Green Corridors”, whose “primary purpose includes nature conservation”, (Section 5.4.7 Open Space Category) yet at the same time be “Neighbourhood Open Space” (Open Space Hierarchy map page 45) which can include “equipped play zones”. The table Section 5.4.7 “Open Space Category” line Natural Greenspace and Green Corridors column “Loirston Provision”, states rather subjectively, that “A large proportion of open space, identified as neighbourhood type, is suitable for greenspace or green corridor categorisation”.

Nigg Community Council recommends:

- **An effective, direct and continuous Green Corridor link, between the northern end of the Loirston Loch LNCS and Kincorth Hill LNR. This would include a minimum of road crossings, obtained by making some roads cul-de-sacs, thus allowing the desired corridor links as uninterrupted as possible.**
- **A greater commitment within the Framework to keeping the Loirston Loch LNCS and Kincorth Hill LNR Green Corridors as “natural” as possible and devoid of wildlife-threatening features such as “play areas”.**
- The Framework Section 5.2.5 “Connections”, states “access to the Loirston site is primarily from Wellington Road” with additional access from Wellington Circle, the AFC Stadium entrance and Redmoss Road. The “Access and Junction Strategy” map (page 39) gives the “Potential Bus Route” along the “Primary Street” and continuing along Redmoss Road, past Calder Park playing fields/Redmoss transmitter mast and presumably down the hill through the existing Redmoss estate to the junction at West Tullos Road. Redmoss Road through the existing estate, is a narrow developed road on a relatively steep incline. The junction at West Tullos Road is already congested during morning peak traffic times and the right hand turn at this junction is inadequate and dangerous.

Nigg Community Council recommends that:

- **Redmoss Road through the existing Redmoss Estate, should not be used as a bus thoroughfare.**
- **Road closure or severe traffic calming measures, should be effected on Redmoss Road between the existing Redmoss estate and the Loirston Development to ensure that congestion at the junction of Redmoss Road and West Tullos Road is not further exacerbated.**

- The Framework Section 5.3.4 “Public Transport”, outlines existing bus services, but it fails to recognise the value of the existing bus services along the A90 and the bus stop known as Maryculter Road End (both sides of the A90) which has an easy, very short (30 metres) pedestrian access to the Loirston Development at the southern end of Redmoss Road at its junction with the Old Stonehaven Road.

- **Nigg Community Council recommends :**

the Framework take into account bus services and pedestrian access from the A90 at the southern end of Redmoss Road.

- The Framework Section 5.5 “Land Use and Density Connections” and associated map (page 49) and elsewhere within the document, caters for the allocation of land, as a “Potential Site for gypsy and travellers plot”. That is a permanent site for Gypsy/Travellers. The existing rural setting, with the convenience of small retail outlets, schools and medical facilities within a reasonable distance of Loirston, has been attractive to Gypsy/Travellers over many years and Nigg Community Council has had considerable involvement with previous “unauthorised encampments”. Through experience, Nigg Community Council has encouraged Aberdeen City Council to look for a permanent authorised Gypsy/Traveller encampment site within a reasonable distance away from a nucleus of the settled community, yet still within distance of required retail, educational and medical facilities. With the largest concentration of residences within Loirston, under the Framework, Nigg Community Council is utterly convinced that any permanent authorised encampment site, located within the development is unlikely to be successful, for both the Gypsy/Travellers and the settled community. The Community Council have always stated, that a more rural site, possibly linked to the AWPR project, would be better suited to both the settled and travelling communities.

Nigg Community Council recommends that:

- **Aberdeen City Council review the requirement of a permanent authorised site within the Loirston Development acreage, by looking at alternative locations outwith the area.**
- **Any permanent Gypsy/Traveller site appropriate within the Loirston Development be sympathetically located with respect to BOTH, the settled community and the Gypsy/Travellers.**
- The Framework Section 5.20 “Framework Options”, identifies various scenarios regarding delivery of “Cove Rangers” and “AFC” football stadiums, and the need for a secondary school. Since publication of the Framework, Nigg Community Council believes that the approved Cove Rangers Stadium development at Calder Park has now lapsed. For many years, the community of Nigg has been deprived of a “Community Centre” and general community facilities. Bobby Calder Park (to give its full name) was always intended for community sporting activities.

- **Nigg Community Council recommends :**

That Calder Park, should now be fully considered as a suitable location for either a Framework-relocated Primary or a new Secondary school, which should include a Community Centre with the following facilities :

- a) **Versatile, large sports hall that can accommodate various sports including indoor football, badminton, basketball, tennis, volleyball etc.**
- b) **Smaller sports hall.**
- c) **Outdoor all weather 11 a-side football/hockey pitche(s)**
- d) **Outdoor 400 metre running track.**
- e) **A dedicated fitness studio with weights, cardio machines etc.**
- f) **At least two function rooms with infrastructure for video/audio presentations and for a PlayGoup/Creche etc.**
- g) **A catering facility useable by community members to provide coffee/teas/snacks/sandwiches.**
- h) **Stage facilities for the presentation of plays etc (within the sports hall?).**
- i) **Library (branch of Aberdeen City Council Library).**
- j) **Doctors Surgery.**
- k) **Dedicated Community Centre toilet facilities.**

I trust that this comments submission from “Nigg Community Council”, will be taken into account at the next planned meeting regarding the “OP77 Loirston Development Framework”.

Yours sincerely,

Alan Strachan (chair)

for and on behalf of Nigg Community Council

Note :- Please confirm receipt of this email.

Cc :- Clr's. Cooney, McCaig, Finlayson

9th December 2012

Dear Sir

Loirston Development Framework

We are extremely concerned about the detrimental impact this proposed development will have on the wildlife habitat and the integrity and overall eco-system of the Kincorth Local Nature Reserve, the Loch of Loirston and their environment.

The impact on this important natural area from such intense building, vehicles, people and their cats and dogs, along with the inevitable litter and pollution that will ensue, will be detrimental to a healthy natural environment however well intentioned.

Kincorth LNR and the Loch of Loirston are not separate entities in wildlife terms but are a linked eco-systems but are not treated as such in this framework. However both will be isolated from one another and their linked eco-systems which are dependant on one another will be lost.

We would also highlight our following concerns:-

Kincorth Local Nature Reserve

- A realistic Buffer Zone must be provided between the development and the Reserve to help protect this well loved and much used public amenity
- The impact of many people (with or without pets) accessing the Reserve from this single point (Proposed connection between AP3 Core Path and existing Kincorth Hill Core Path 79 to be integrated into housing layout) will reduce the wealth of secluded habitat that is now there.
- This location is one of the remoter areas of the site at the moment and distant from habitation.
- Any access point must be restricted to prevent motorcycles, etc. from gaining entry.
- A procedure should be put in place to minimise the detrimental effect of fly-tipping and litter. Access brings litter and flytipping and is a known factor.
- Noise and light pollution is not conducive to maintaining the status quo and will be detrimental to it.
- A Wildlife Corridor shown on the drawings linking The Hill and The Loch, with bits and pieces of grass here and there which is unacceptable and full linked corridor should be provided.
- Roe Deer are a major part of the enjoyment of this landscape and range the area. The proposal will pocket and isolate them to their detriment with no escape route except through roads and houses. It will also access to drinking water which is unacceptable.
- Limited finances are available to maintain the Nature Reserve and it should not be the responsibility of the Reserve to protect itself from this development. Developers should be community aware enough to make financial provision to protect the Reserve from their own activities. Funds should be provided to protect, enhance and maintain the Reserve and protect it from this development.
- There is an ongoing fire risk on Kincorth Hill and the Ranger Service is in constant communication with the local schools, the Fire Service and the Police at a cost to the City. Developers should ensure that the risk is minimised.
- Funds through Planning Gain should be made available to enhance and protect the LNR's

environment long term.

The Loch of Loirston

- The whole Development Framework is wrapped around this large area of fresh standing water and its importance to the development is highlighted but no consideration is given to the impact of this development on the Loch and its surrounding area. The Loch is an important and unique feature in the surrounding area.
- The proposed Buffer Zone is inadequate and a realistic BZ must be provided.
- Otters and many small water birds such as ducks and coot, along with invertebrates, use the grasses and weeds along the water's edges. Close development and easy access to the water's edge will deter wildlife utilising the area and reduce their natural habitat and ecosystems.
- If there is indeed a wish for fishing to continue, perhaps thought needs to be given to the fly fishermen who, through Health and Safety issues, will require bank space that is relative to their sport.
- A Wildlife Corridor shown on the drawings linking The Hill and The Loch, with bits and pieces of grass here and there which is unacceptable and full linked corridor should be provided. All wildlife needs an uninterrupted access to water.
- Noise and light pollution is detrimental to wildlife in the area.
- A procedure to protect the area against fly-tipping and litter needs to be put in place. Access brings litter and flytipping and is a known factor.
- Page 63: Potential for building line to push forward to edge of Framework block to slow traffic. This seems to be a push into the proposed riparian protected area.
- Large birds such as Geese and Swans regularly land and take off from these waters, high buildings and lights will affect their flight paths, will be detrimental to their well being and continued use of the Loch. Geese in large numbers use the protection the Loch for overnight roosting.
- The developers should be required to set up and fund a Trust to protect and enhance the Loch and its environs in advance of any ground-works taking place. The finances for this should be documented to show how the Trust can be financed now and for the future ad infinitum.

The above list of issues is not exhaustive and it is hoped that the developers and Planners will take these points into consideration along with any submitted by other bodies when it comes to the protection of these areas. The Hill and The Loch can not be mended as an afterthought.

A full Environmental Impact of this site is required and we would be pleased to receive a copy of it so that we can comment on it.

Yours faithfully

Michele V McPartlin

Michele McPartlin

p.p. Moira Hay, Jack Innes, Isobel Watson

Members of Kincorth Hill Local Nature Reserve Management Committee

Rebecca Oakes

Planner – Masterplanning, Design and Conservation
Planning and Sustainable Development
Aberdeen City Council
Business Hub 4
Marishal College
Aberdeen AB10 1AB
10 December 2012

Dear Ms Oakes,

OP77 Loirston Development Framework

Thank you for providing Transport Scotland with the opportunity to respond on the above consultation.

We welcome that the Masterplan recognises the need to contribute to the Strategic Transport Fund. Provision of a new access onto the A90 following detrunking is a matter for the Council.

However, the Masterplan is correct to state that a new access would not be appropriate in advance of completion of the Aberdeen Western Peripheral Route. Transport Scotland would welcome involvement in any future Transport Assessments in relation to this area.

Yours faithfully,

Stuart Wilson

c.c. Malcolm Forsyth, Transport Scotland
David Liddell, Scottish Government



4 December 2012

Dear Ms Robertson

**Consultation
OP43 Maidencraig South East and OP44 Maidencraig North East Masterplan**

Thank you for your letter of 8 November 2012 seeking our comments on the Masterplan for the OP43 and OP44 sites at Maidencraig from the Aberdeen Local Development Plan. The following comments are based on our statutory historic environment interests. That is scheduled monuments and their setting, category A listed buildings and their setting and gardens and designed landscapes and battlefields in their respective Inventories. We would advise you also seek comments from your Council's Conservation and Archaeology Services who will also be able to advise on the potential for significant impacts on the historic environment and of potential impacts and mitigation for any sites of regional and local importance.

Having studied the supplied Masterplan I note that none of our statutory interests will be affected by the proposals for the area in question. However, the consideration of the need to protect the setting of the listed buildings close to the site, as well as the recommendation to retain as many as possible of the existing stone walls on the site is to be welcomed.

06 December, 2012

Dear Miss Robertson,

Proposed Development at Maidencraig, Aberdeen - Maidencraig Masterplan.

We have read the Masterplan regarding the proposed development at Maidencraig and have also consulted the website of the main contractor, Bancon Developments. Our interest is that we are members of the Management Committee of the Maidencraig Local Nature Reserve. Our concerns are how the development of the area identified as Maidencraig South East on the plan will affect the reserve which borders it to the south.

1. We feel that the proposed development will adversely affect the nature reserve's habitat and resident wildlife. The land proposed for development currently acts as an extension to the nature reserve; it is an important buffer zone between the nature reserve and adjacent housing and roads and is used for breeding and raising young by some of the larger mammals such as Roe Deer and Foxes.

2. We note that in the Ecological Report (Bancon website), page 7 under Mitigation Recommendations, it is suggested that the south facing slope running down to the Denburn be given over to the reserve. This slope is too steep to be built on. This would be a welcome addition to the reserve.

3. Three points of major concern to us are as follows.

- a) There appears to be provision on the plans for two or perhaps three footpaths across the Denburn into the reserve. We object strongly to this as:
- This would lead to fragmentation of the reserve.
 - This would obstruct the free passage of wildlife, particularly Roe Deer, along the valley.
 - This would encroach on a wild area that is valuable for breeding birds and other wildlife.
 - This could dramatically increase through traffic and risk turning a relatively wild nature reserve into another city playground or park.

People wishing to access the reserve should do so at the existing entry points.

- b) At the top of the slope there should be a robust barrier such as a fence, wall or hedge to inhibit access to the reserve down the slope and prevent fly tipping (this has been a recurring issue in the existing nature reserve car park).

- c) The vista from the nature reserve across the Denburn valley, currently onto open land and trees, will be spoilt by the development. The planting of tall trees, such as Scots Pine (*Pinus Sylvestris*), on the south facing slope down to the Denburn would mitigate this and would also support plans to increase habitat for the Aberdeen Red Squirrel population.

In summary, we must try to preserve as much as possible of the current wildness, habitats and vistas of this unique Aberdeen city nature reserve.

Yours sincerely,

Alistair Duncan

Stephen Ballard

Laura Robertson
Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Marischal College
Broad Street
Aberdeen AB10 1AB
Date: 5 December 2012

Dear Laura

OP43 Maidencraig South East and OP44 Maidencraig North East Masterplan

Thank you for the notification of consultation re the above Masterplan which we received on 12 November 2012.

There are no designated sites, for which Scottish Natural Heritage has responsibility, directly involved so my comments relate to the way in which this development contributes to the Council's aspirations for biodiversity, green networks etc. as outlined in the Aberdeen Local Development Plan. On page 9, the masterplan states – The area to the south of the Maidencraig south east is identified as a Local Nature Reserve and is a valuable and popular recreation area. It is important that development of the Maidencraig masterplan area does not detract from or impact on the value of this area. As the masterplan identifies in the Vision and Over-arching Principles, it is the connectivity of green/open space that is key, especially as urban development extends on to greenfield sites. Green infrastructure is an element which is just as essential to a modern city as roads and utility services.

There has been a lot of successful work recently around Aberdeen to control the non-native grey squirrel. SSRS <http://www.scottishsquirrels.org.uk/regional/ssrs-north-east-scotland/> may be able to advise on ways in which design here could support that programme, which has seen red squirrels return to parts of Aberdeen after an absence of many years.

We welcome the approach taken in this masterplan which recognises the range of roles that green/open spaces play, for biodiversity, habitat networks, recreation, outdoor learning, healthier lifestyles and so on. The appendices are not attached to the plan – I assume these are still in preparation. I am sure there is more than enough expertise within the Council to advise on the further detail of these elements, but if there is anything where you feel Scottish Natural Heritage could add value, please do let me know.

Yours sincerely

Ewen Cameron
Operations Manager
Tayside and Grampian

Scottish Natural Heritage, Wynne Edwards House, 16/17 Rubislaw Terrace, Aberdeen, AB10 1XE
Tel 01224 642863 Fax 01224 643347 www.snh.org.uk

Laura Robertson
Masterplanning, Design and Conservation Team
Planning and Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Aberdeen
6th December 2012

Dear Laura Robertson

Consultation: OP43 Maidencraig South East and OP44 Maidencraig North East Masterplan

I write with reference to your letter dated 8th November 2012 requesting comments in relation to the above consultation.

Having reviewed the document, I would advise that Scottish Water have no additional comments to make at this time. Comments have previously been submitted in regards to sites OP43 and OP44 and these have been included in the Masterplan document. In addition, Scottish Water attended a Development Workshop with the developer, hosted by Aberdeen City Council, and have advised the developer via the development management process that a Water Impact Assessment will be required as well as a Drainage Impact Assessment.

In addition, it should be noted that Scottish Water supports the principal of Sustainable Urban Drainage Systems (SUDS) as part of the design, which will be required to meet the specifications as detailed in Sewers for Scotland (2nd Edition) should the developer wish the surface water system to vest in Scottish Water.

I trust that the above information is acceptable in line with your consultation. Should you require further clarification, please do not hesitate to contact me.

Yours sincerely

Susanne Steer
Development Planner
SCOTTISH WATER

Laura Robertson
Senior Planner – Masterplanning, Design and Conservation
Planning and Sustainable Development
Aberdeen City Council
Business Hub 4
Marishal College
Aberdeen AB10 1AB
10 December 2012

Dear Ms Robertson,

**OP43 Maidencraig South East and OP44 Maidencraig North East
Masterplan**

Thank you for providing Transport Scotland with the opportunity to respond on the above consultation.

We welcome that the Masterplan recognises the need to contribute to the Strategic Transport Fund. It is noted that a Transport Assessment is underway that will look at potential impacts on the road network including North Anderson Drive which will remain a trunk road in advance of the construction of the Aberdeen Western Peripheral Route.

Yours faithfully,

Stuart Wilson

c.c. Malcolm Forsyth, Transport Scotland
David Liddell, Scottish Government

09/12/12

To Whom It May Concern:

Re: Maidencraig Masterplan

We write in connection with the above masterplan that proposes the development of housing on two parcels of land identified as OP43 and OP44 in the Aberdeen Local Development Plan 2012. Representing a group that operates out of Hazlehead Academy, a school in the vicinity of the area, and also as individuals who represent that school on the Den of Maidencraig committee, we strongly wish to object to the development of houses in this area.

Our objections focus on the impact the development would have on the local environment, regardless of any precautions that could be taken. Our concerns are heightened due to OP43's close proximity to the Den of Maidencraig, which is designated a Local Nature Reserve under Section 21 of the National Parks and Access to the Countryside Act 1949. This statutory designation serves to validate the importance of the area to the local environment.

The masterplan states that "it is important that development of the Maidencraig masterplan area does not detract from or impact on the value of this area" but we cannot see how this is possible. One species that we believe the development would have a detrimental impact on is the Roe Deer (*Capreolus capreolus*) – a herd of which we know, from our observations of the site, frequent the proposed development area on OP43.

Roe deer avoid areas of human activity, which will obviously increase if the proposed development goes ahead. With the A944 bisecting the areas where development is proposed, and with the B9119 as well as our school, Hazlehead Academy, to the south, we do not see how the deer are going to sustain themselves with such fragmented habitat. Potentially, the development could lead to the herd coming into conflict with locals by damaging property or causing collisions on the road.

In addition, it seems almost tautological that the housing development will cause increased traffic in the area and therefore increased pollution. This could only be detrimental to the surrounding area such as the Den of Maidencraig LNR, which would be a prized jewel in any city and should be protected at all costs. Any physical pollution would be coupled with the visual pollution caused by the proposed development. Visitors to the Den of Maidencraig will be greeted with the sight of the 450 homes built on OP43 rather than the beauty of the natural environment as it currently stands.

As a school, we are fortunate to have the Den of Maidencraig on our doorstep and we make sure to utilise that rare privilege as an educational resource with Science and Biology classes for activities such as pond sampling. It is our belief that the proposed development would squander the availability of outdoor education that we are fortunate to have. Recently we have been liaising with Greenspace Scotland in their plans to

transform the nearby Hazlehead Park into Scotland's first Climate Change Park. It is our opinion that the adjacency of the proposed development site to the park will only serve to counteract this innovative initiative.

It is for the reasons outlined that we consider the proposed development to be wholly inappropriate, especially as we near 2013 – the Year of Natural Scotland – which aims to promote and celebrate Scotland's natural beauty and biodiversity. As a group, we aim to do the same and we implore you to consider the natural beauty and biodiversity of the local area and how it can only be adversely affected by any development of this nature.

Yours faithfully,

Stuart Hay and Calvin MacKinnon
Chairmen of the Hazlehead Academy Eco Committee

Following up on the Maiden Craig Masterplan provided on the Aberdeen City Council website, I have the following comments to make:

P11 "Access and Connectivity"

The proposed southern development has a perimeter path, this should join in a straight line to the existing path that comes from Hazlehead Academy, otherwise users will just make a muddy shortcut rather than take the detour.

Fig 20

There appears to be a path which does not meet at the western crossing from the southern development, if this is the case then I would recommend that it is amended to do so, in order to discourage people from taking a quick short cut option and crossing the open road.

Fig 24

For both the east and west junction proposals, they are referred to as "left in - left out" type. My view is that cyclists would less than keen with being channelled off outwards to Kingswells if they wish to go towards town (or vice versa) and they would most likely just go onto the traffic island in the middle and wait for a chance to join the opposite direction traffic. As an alternative, I'd suggest the incorporation of ASL boxes in the middle so that cyclists can safely know where to sit and additionally to prevent drivers getting annoyed at yet another case of cyclists doing illegal manoeuvres. I would also propose the use ASL boxes at all of these junctions.

Fig 36 & 37

Within these Figures, I note that there is reference to a segregated cycle path. I would question whether there are potential problems including use by pedestrians, or vice versa cyclists on the pedestrian path. Also there is no indication of how the cycle path would integrate with road junctions within the development although on (p35) there is the suggestion the cyclist should be considered as having priority out with the bus route. There is a suggestion drivers will naturally give way to pedestrians (p33) but from bitter experience I would suggest that this is made a more formal arrangement. Also I see that 30mph is given as the speed limit for the bus route (p35), for this development I would suggest it is lowered to 20mph.

General Points

1) Traffic Volume

Considering the Tesco has just opened and that Morrison's soon be developed also on the Langstracht. I have concerns about traffic volume both in longterm though particularly during the period between completion of Maiden Craig and completion of the AWPR. I think the speed limit proposed around the area of the central access junction is 40mph which in my view may be too high if the traffic volume increases, this may be worth a rethink.

2) Path Lighting

I did not see reference to lighting of paths throughout the developments paths network, I'd recommend that lights are included on all core routes so that evening use is not precluded.

3) Suggestions for Developer support for the local Community

Two potential areas which I suspect would be viewed favourably by the local community in support of the Developer's proposal are:-

i) Provision of a linking section for the eastern leg of the northern development section so that it joins route 45 allowing it to go round the top of the outer Sheddocksley pitch and then down to the path between pitches and onto the farm track which leads to the opening on Howe's Rd beside the existing Women's Refuge Home.

ii) Support for the nearest school Kingsford Primary in terms of assessing a set of safe access routes for youngster to walk and cycle to school, (ie this could be supporting 20's Plenty signs, island in the middle, speed bumps, cycle lane on pavement etc).

Rgds

Ian Mitchell

(Aberdeen Cycle Forum Member)

23 July 2012

Our Ref: GMC / AMN / 210461

Development Plan Team
Planning & Sustainable Development
Enterprise Planning & Infrastructure
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AB10 1AB

27606

Aberdeen City Council			
City Development Department		P & S.D.	
Ask	Mail ID	Cor.	
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Reply	24 JUL 2012	Assn.	
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SR

DM

Dear Sirs,

**Planning Briefs, Development Frameworks and Masterplan Consultations
Oldfold Development Framework**

Keppie Planning & Development are instructed by CALA Management Ltd to continue to liaise with Aberdeen City Council during this pre-application consultation stage.

As you are aware, a considerable level of public and stakeholder consultation has been undertaken prior to submitting the "Oldfold, Milltimber Development Framework and Masterplan". This document and accompanying report was submitted to, and approved by, The Enterprise, Planning and Infrastructure Committee on 31 January 2012.

The accompanying Committee Report and papers articulate the level of public and stakeholder participation undertaken. It was agreed that his document would form the framework for future planning applications, following Committee approval.

CALA Management Ltd are fully committed to, and support, the content of the Development Framework and Masterplan for Oldfold, Milltimber.

Having undertaken a proactive engagement with all parties, including the local community, we seek the Framework and Masterplan be supported and maintained in its current form.

The client group are committed to an early delivery of this release location and, have moved on to preparing detailed designs and plans based on the above documentation, which evolved from the previous consultation and subsequently approved Framework and Masterplan. In addition, preparatory survey work has been undertaken both an off site, including discussions with ACC Education in relation to scale and impact of the development, with a view to procuring capacity in line with site programming.

As a consequence, we earnestly hope that this second consultation process, following earlier significant community, stakeholder and Council input, will not require any material changes as the outcome of that could compromise the delivery timescales, a situation that we are keen to avoid.

We trust the enclosed is of assistance and we look forward to continuing with this process through the preparation of a planning application "in principle" including the preparation of a Masterplan for the entire site. Applications would follow on as appropriate in relation to matters specified by condition.

It should also be noted in this context, that the agreed pre-application procedures are now about complete, and we are moving on to the Development Management stage.

Finally, should new matters arise from 3rd parties as a result of the consultation, CALA would be keen to provide additional information to aid the Council's assessment should that be necessary.

In the meantime, should you require any further information or assistance, please do not hesitate to contact Gordon MacCallum of Keppie Planning and Development.

Yours faithfully

Gordon MacCallum
Director

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER:	EPI/12/263

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;
- c) Approve a programme for the refresh of the Aberdeen Local Transport Strategy and instruct officers to begin the process and to routinely report on progress;
- d) Agree to Aberdeen City Council participating in 'In Town Without My Car Day 2013' and instruct officers to proceed with the necessary road closure on Sunday 22nd September 2013;
- e) Note the outline results from the pedestrian footfall surveys, on-street interviews, online survey and stakeholder workshops undertaken as part of the development of a Sustainable Urban Mobility Plan (SUMP) for Aberdeen;
- f) Inform officers if Members would like, either individually or as a group, a presentation on the full results of the SUMP consultation once these have been fully analysed; and
- g) Approve the summary draft response to the Cycling Action Plan for Scotland refresh and instruct Officers to submit a full and formal response to the Scottish Government on behalf of Aberdeen City Council.

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

1 Nestrans Projects and Programmes

1.1 The Nestrans Board met on the 9th October 2012 and on the 12th December 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 expenditure for 2012/13 was approved at the Nestrans Board meeting on 18th April 2012. The programme within Aberdeen City totals approximately £976,000 and an update on those projects still outstanding is provided below.

1.2.2 Active Travel

Core Paths

A series of improvements are taking place on the following Core Paths:

- Core Path 8: Auchmill Community Woodland - now subject to a larger scope of works than originally envisaged which should be complete by the end of February 2013;
- Core Path 61: Hazledene Road – Countesswells Road/Hayfield Road - the original scope of works is complete and further work is now taking place to take advantage of savings made elsewhere in the programme;
- Core Path 63: Den of Cults – work should be complete by the end of January 2013;
- Core Path 66: Deeside Line – the original proposal for works is due to be completed in February 2013. Additional drainage mitigation works are being investigated to take advantage of savings made elsewhere in the programme;
- Core Path 68: Den of Cults - work should be complete by the end of January 2013;
- Core Path 69: Duthie Park - works completed in December 2012;
- Core Path 76: Lovers' Walk - works completed in December 2012; and

- Core Path 78: Coastal Path - landslip has caused a gap in the path. A new reduced scope of work should be completed in February 2013.

Physical works will be accompanied by promotion and signage.

Aberdeen to Blackburn Cycle Route

Following the successful completion of the Traffic Regulation Order (TRO) process, work is now underway on implementing the first phase of the route, from Aberdeen to Dyce, including lining and signing and the upgrading of two pedestrian crossings to toucan crossings, one located on the A96, west of Sclattie Park Roundabout, and the other on Great Northern Road, opposite Queen Street in Woodside. This phase should be completed by the end of February 2013.

Cycle Demonstration Project

Following the successful completion of the TRO process, a number of shared use pavements in the project area (Dubford Road and stretches of Greenbrae Drive, Greenbrae Walk and Greenbrae Crescent) are currently being formalised through signage. This completes Links 2 (Greenbrae Crescent to Greenbrae Drive), 5 (Dubford Road) and 7 (Greenbrae Drive West) as outlined in the Greenbrae Cycle Project Action Plan.

By the end of February 2013, a popular pedestrian and cycle path running from the Seaview housing development to Greenbrae Drive (Link 3) will be upgraded to a tarmac surface while a second path running from the rear of Greenbrae School to Denmore Road (Link 6) will be implemented by the end of March. These works should improve access for cyclists and pedestrians to the school and to the retail and employment opportunities on Denmore Road and will be accompanied by the installation of physical build-outs on Greenbrae Drive to slow motor vehicles down on this busy residential street and to provide a safer crossing environment. As mentioned in a previous report to this Committee, a grant of £35,962 was received from Sustrans Scotland's Community Links Fund 2012/13 to match-fund these improvements.

Signage is being installed to alert users to these new paths and to direct cyclists to two further recommended on-road cycle routes, one running from Seaview Place to join with Link 3 (replacing Link 10 in the original plan), the other forming the first stage of Link 11 (Dubford Gardens to Dubford Road). Some maintenance work, including the laying of a new granite dust surface along a small section of the route, has also taken place along Link 11 in anticipation of formalising this as a cycle route during 2013/14.

A launch event to formally open the new routes is being planned for the springtime and will coincide with the publication of a 'Greenbrae Cycle Map', showing all the cycle routes and facilities in the area.

Officers have identified a further route for implementation during 2013/14 to link residents of Dubford to the community facilities on Jesmond Drive, particularly Oldmachar Academy and the Middleton Park retail opportunities. This will likely take the form of an extension of the shared use facility along Scotstown Road and Jesmond Drive. Should a budget be secured for this work, further details will be provided in a future report.

1.2.3 Public Transport

A96 Park and Choose/Dyce Drive Link Road

Work is continuing on the specimen design for inclusion in the Aberdeen Western Peripheral Route (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

Bus lane camera posts are now in place, while cameras and backroom equipment should be installed by the end of January 2013. System testing will be carried out between January and March alongside a publicity campaign before the scheme becomes operational in April.

Airport Bus Turning Circle

The planning application was lodged at the end of November 2012. Design and tender documents should be complete by the end of March 2013.

Night Time Transport Zone

Lit signs for late night bus stops in the City Centre have been purchased and will be installed by the end of March.

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 is continuing.

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

It is not anticipated that any further work will be carried out by officers this financial year as the Council is in the process of tendering for a development partner for the Aberdeen Exhibition and Conference Centre (AECC) and the outcome of this will have a significant impact on the final location of the Park and Ride site.

Bus Link Improvements to Anderson Drive

A report has been completed, identifying the possible introduction of pedestrian phases on all legs of the Lang Stracht/North Anderson Drive junction and possible improvements to signal timings on the east – west movement of traffic at the Great Western Road/Anderson Drive junction. Work is ongoing to identify further improvements that can be made along this corridor.

Upgrade of Backroom Office Equipment for Bus Lane Decriminalisation See Section 1.2.3.

1.3.3 Project Feasibility and Monitoring

Bridge of Dee - Project Feasibility & Development

The pre-appraisal report (Volume 1 of 4), the outcomes of which were agreed by this Committee in May 2012, can be found on the Council website alongside all other information relating to the study:

http://www.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects/roa_access_from_south_home.asp.

A meeting was held with adjacent Community Councils on 10th December 2012 to enable them to discuss the pre-appraisal and subsequent progress on the Scottish Transport Appraisal Guidance (STAG) process. There are also continued opportunities for stakeholder and public engagement throughout the appraisal process.

The following additional elements of work have been identified for progression during 2012/13:

- Environmental Assessment – to be completed in January 2013;
- Technical Development - to be completed in February 2013; and
- Traffic Modelling – to be completed in February 2013.

Part 1 Appraisal Summary Tables (ASTs) and Volume 2 of the STAG report should be completed for consideration by the end of March 2014.

- 1.3.4 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 Local Transport Strategy

- 2.1 In the November report, Members were advised of the need for a refresh of the Aberdeen Local Transport Strategy (LTS) and instructed

officers to report back to this Committee with a suggested programme of activity including public and stakeholder engagement.

2.2 The proposed programme of activity is as follows:

- February 2013 – Preparation of a Main Issues Report (MIR), Monitoring Statement, Strategic Environmental Assessment (SEA) Scoping Report and Habitats Regulation Assessment (HRA).
- April 2013 – Consultation with stakeholders and members of the public on the MIR, SEA and HRA.
- May 2013 – Collation of comments on MIR, SEA and HRA.
- June 2013 – Refresh of LTS 2008 to Draft LTS 2013.
- July 2013 – Draft Action Plan.
- September 2013 – Present Draft LTS and Draft Action Plan to E,P&I Committee with Equalities and Human Rights Impact Assessment (EHRIA) and SEA.
- October 2013 – Consultation with public and stakeholders.
- November 2013 – Collation of comments and changes to documents.
- January 2014 – Present Final LTS and Action Plan to E,P&I Committee.
- February 2014 - Publish LTS, Action Plan, Executive Summary and SEA.

2.3 It is therefore recommended that Members approve the programme for the refresh of the Aberdeen Local Transport Strategy and instruct officers to begin the process accordingly and to routinely report on progress.

3 European Mobility Week 2013

3.1 European Mobility Week is an annual campaign in September which encourages local authorities throughout Europe to introduce and promote sustainable transport measures and to invite citizens to try out alternatives to car use. The week culminates in 'In Town Without My Car Day', where participating local authorities close a road to vehicular traffic, allowing citizens to experience the benefits (in terms of health, noise, safety and general atmosphere) of a usually busy street becoming traffic-free for the day.

3.2 Aberdeen City Council has taken part in European Mobility Week and 'In Town Without My Car Day' since 2009, arranging and supporting (with the Getabout group) a series of sustainable transport themed events and activities both internally and in schools, public sector institutions and businesses throughout Aberdeen City and Aberdeenshire. An 'In Town without My Car Day' event is usually held locally. These have been increasing in prominence, with the biggest to date being 2012's event at the Beach Esplanade, which included on the closed off section of road: the Getabout Bike Roadshow, which

allows members of the public to try out a variety of types of bicycle with the aim of showing them that cycling is an activity that can be enjoyed by all ages and abilities; free rickshaw rides along the promenade for members of the public; a free bike doctor undertaking maintenance of visitors' bicycles; members of the Council's Transportation and Environmental Health teams on hand to discuss transport and air quality issues; and representatives of the City's two main bus operators and the Commonwheels Car Club promoting public transport and car clubs as responsible modes of motor transport.

- 3.3 Following a number of fatal and serious pedestrian and cyclist accidents in Aberdeen during the last few months of 2012, road safety will be the main theme of this year's campaign. Activities will concentrate on raising awareness amongst all transport users about the need to be seen by, and to be vigilant around, others, with an emphasis on more vulnerable road users. For the 2013 event officers would like to host in a high profile location with opportunities for the public to participate in 'hands on' activities including gaining first hand experience of sitting in an HGV cab and understanding blind spots. In order to undertake this activity a large space will be required, therefore the preferred location, in terms of prominence, visibility and space, is Schoolhill between Blackfriars Street and Back Wynd. Discussions have now commenced with colleagues in the Traffic Management and Street Occupations teams over the suitability of Schoolhill as a location for such an event. Hosting the event on a Sunday should minimise disruption to the travelling public caused by the road closure, as traffic levels are lighter and public transport frequencies significantly reduced.
- 3.5 It is anticipated that the costs for the event will be met by Nestrans, via the Getabout partnership, with match-funding sought from the Scottish Government.
- 3.6 It is therefore recommended that Members agree to Aberdeen City Council participating in 'In Town Without My Car Day 2013' and instruct officers to proceed with preparing the closure of a suitable City Centre road to motor vehicles on Sunday 22nd September 2013 from approximately 0700 to 1800.

4 Sustainable Urban Mobility Plan

- 4.1 In the November update on the City Centre Sustainable Urban Mobility Plan (SUMP), previously the City Centre Transport Masterplan, Members were informed that surveys and consultation had been undertaken with members of the public and stakeholders. This work contributes towards Stage 3 of the SUMP, 'Analysis of Existing City Centre Transport Network', and took the form of footfall surveys, on-street interviews, an online survey and stakeholder workshops. Initial analysis of the results has been undertaken, however additional cross tabulation work on the results of the on-street and online surveys

is still ongoing. Given the large number of responses additional time has had to be factored in for analysis.

- 4.2 Here follows an outline of the results of the various consultation exercises. These are presented for information purposes only; at present no action is being proposed as a result of the information gathered.

Footfall Surveys

Footfall surveys were undertaken in the City Centre on Wednesday 3rd and Saturday 6th October 2012 between the hours of 0600 and 2200. Cameras were set up to capture pedestrian movements across the City Centre at 25 sites and counted movements in both directions. The table below summarises the findings:

	Wednesday 3rd October	Saturday 6th October
Total number of pedestrians passing through the 25 sites	171,521	199,863
Busiest times	1300-1330 and 1645-1715	1330-1515
Busiest sites (number of pedestrians in both directions)	Union Bridge (south side) – 15,271 Union St (north side at Music Hall) – 15,035 George St (south end at John Lewis) – 15,032	Station Steps (Guild St/Union Square) – 23,785 Union Bridge (south side) – 21,511 George Street (south end at John Lewis) – 18,788 Union Street (north side at Music Hall) – 15,791

On-street Interviews

In addition to the pedestrian counts, concurrent on-street interviews were undertaken at five locations across the City. 301 responses were obtained and the results are summarised below:

- Just over half of the respondents (48% on Wednesday and 60% on Saturday) visited the City Centre every day.
- Shopping, work and visiting restaurants and cafes were the main reasons for visiting.
- Union Street, Union Square, and the Trinity, Bon Accord and St. Nicholas Centres were the most popular locations for people to visit.
- Walking and travelling by bus were the two most popular forms of transport into the City Centre both during the day and at night.
- The main reason for people choosing their mode of transport was convenience, with time and cost featuring too.
- Most interviewees perceived it as “easy” or “very easy” to get around the City Centre by walking, bus, motorbike, taxi and car. Cycling received a more mixed response with a third of respondents saying it was “very difficult” or “difficult” followed by “easy” as the most popular answers.
- For those who perceived a mode to be difficult, “takes too long” was the most popular answer for walking, “dangerous or scary” for cycling, “too expensive” for bus, “too dangerous” for

motorbike, and “too expensive“ for taxi. “Traffic congestion” followed by “difficult to park” topped the list for cars.

- The modes of transport that the greatest number of people had tried were walking and bus, followed by car, then taxis. Some people had tried cycling but very few had used a motorbike.
- When asked, without choices, what interviewees thought could be improved in terms of transport to, from and within the City Centre the most popular answers were:
 - Cheaper fares and greater competition for First Bus;
 - Better bus reliability with more regular services;
 - Increased bus lane provision;
 - Better and cheaper parking;
 - Better provision of cycle lanes; and
 - Reduced congestion in City Centre.
- When asked, without choices, what interviewees thought worked well in terms of transport to, from and within the City Centre the most popular answers were:
 - Bus lanes (when present);
 - Number of bus services, frequency and choice;
 - Good night buses;
 - Clean buses; and
 - Clean car parks.
- When asked if they had visited other cities in the UK or further afield and, if so, which ones and what they liked about them, the five most popular answers from interviewees were:
 - New York – lots to do, culture, good transport, ‘it buzzes’;
 - London – lots to do, great places to eat;
 - Edinburgh – easy to access, cheap buses, lots to do, good shops, independent shops;
 - Aberdeen – because its home; and
 - Glasgow – whole environment, shopping area.

Online Questionnaire

The online questionnaire ran from the 1st of October until the 2nd of November 2012. It was promoted via the websites of the Council and Nestrans and a press release was launched the week in which the questionnaire went live. This led to almost 500 questionnaires being completed. The results are summarised below:

- For those who accessed the City Centre daily, the most popular reason was “work” followed by “passing through”. For those who came once or twice a week it was “shopping” followed by “restaurant and café”.
- Union Street was the most popular area to visit followed by Bon Accord/St Nicholas, Union Square and then the Trinity Centre which was the same result as the interviews.
- For travel into the City Centre, bus was the most popular mode of transport during the day, followed by walking, driving alone and then car sharing. Car sharing was the most popular option for the evening, followed by bus, walking and taxi. Convenience

was the most popular reason for the chosen mode followed by time and cost.

- For perception of getting around by different modes of transport, most people perceived walking to be very easy, bus was neither easy nor difficult while taxi, motorbike and car were judged to be more easy than difficult. Only cycling was perceived as more difficult than easy.
- When asked why they had rated any mode as poor or very poor, the most popular response for bus was the poor level of service perceived, much of which related to the cost; for cycling it was the perceived danger and lack of cycle lanes; for taxis it was cost; for cars it was congestion and a perception of poor traffic management; for walking the main points raised were poor connectivity and narrow, badly maintained footways.
- When asked which modes they had tried, most people had tried walking or taking the bus with car just slightly behind. Very few had tried the motorbike.
- When asked, without choices, what respondents thought could be improved in terms of transport to, from and within the City Centre the most popular answers were:
 - Improve bus services/links;
 - Improve cycle lanes/routes;
 - Improve pedestrianisation/pavements/walking;
 - Sort road network/ease congestion;
 - Reduce/remove cars from Union Street and City Centre; and
 - Improve trains.
- When asked, without choices, what respondents thought worked well in terms of transport to, from and within the City Centre the most popular answers were:
 - Buses/Bus Lanes/Timetables;
 - Walking/pedestrianisation;
 - Nothing;
 - Travelling by car;
 - Trains; and
 - Taxis.
- When asked if they had visited other cities in the UK or further afield and what they liked about them, the five most popular answers from respondents were:
 - The pedestrian friendliness;
 - Good cycle culture and facilities;
 - Integrated/affordable public transport system;
 - Trams; and
 - Bus/park and ride.
- When asked what they thought would make Aberdeen City Centre a more pleasant place, the most popular answers from interviewees were:
 - Pedestrianisation/easier walking/better links;
 - Fewer cars/less traffic in the City Centre;
 - Improve Union Terrace Gardens;

- Keep buildings/streets clean; and
- Fewer empty shops.

Stakeholder Workshops

Four stakeholder workshops were held at the end of October 2012. Three of these were for organisations with an interest in the City Centre with a final one for Council officers whose work could be affected by the SUMP.

Stakeholders were asked to identify problems, good points and solutions relating to transport in the City Centre, write them on 'post-it' notes and then group them under similar themes of their choosing. The results are shown by mode in the table below:

Mode	Problems	What works well	Solutions
Buses and trains	<ul style="list-style-type: none"> - Poor access to bus/train station by all modes of transport - Poor infrastructure for buses to get to and from the City Centre/poor bus priority - Price of bus fares - Poor infrastructure at bus/train station – not disability friendly - Route issues 	<ul style="list-style-type: none"> - Links and integration (hubs and spokes) - Bus and train station - Bus services 	<ul style="list-style-type: none"> - More infrastructure (bus lanes, stations, etc.)/ better priority - Cheaper/subsidised public transport, especially strategic routes - Park and ride improvements - Increased integration of all modes of public transport and ticketing (integrating all services and increasing network as a whole) - Better information about service and route changes
Walking and cycling	<ul style="list-style-type: none"> - Poor planning-planning process not prioritising walking and cycling and not planning for what is desired - Lack of facilities/priority - Health and safety of pedestrians and cyclists - Access and links eg. City Centre and station - Movement – too many blockages and inconsistencies 	<ul style="list-style-type: none"> - Compact City Centre - Cycling facilities-parking and lanes - Cycle map 	<ul style="list-style-type: none"> - Pedestrianisation of City Centre and public realm improvements - Improvements to cycle networks and facilities - Better walking and cycling links between areas of the City - Continue safety campaigns/improve safety - Better road surfaces and pavement - Better segregation of cyclists from traffic
Ferry, taxi, freight	<ul style="list-style-type: none"> - Freight and lorry congestion - Poor freight delivery times and routes 	<ul style="list-style-type: none"> - Potential to connect bus, rail and harbour as in close proximity to each other 	<ul style="list-style-type: none"> - Better routing (specifically for HGVs, possibly time restricted) - Stop peak-time deliveries/review loading times/better management - Better enforcement of delivery vehicles that park

			inconsiderately - Improve signage especially directional
Car	- Traffic offences - no enforcement - Parking - Too many vehicles/traffic volume/traffic dominates	- Good supply of convenient, reasonably priced, safe parking - Cheap parking at Union Square	- Enforcement - Encourage clean vehicles eg. electric - Congestion Charge - Exclusion Zones - Increase parking charges appropriately/target company car parking - Review parking charges/Reduce parking charges outwith peak hours
General transport	- Congestion	- Pro-active City Wardens - Congestion outside peak hours acceptable - Congestion not as bad as some other cities	- Enforce traffic regulations for all road users - Traffic management/ Improve the reliability of the road network - Low emission zone
General environment	- Air quality - Cleanliness - Maintenance - Lack of vibrancy	- Architectural quality (buildings and stonework) - Natural environment in and around the City - Many nice areas - Cultural features and uses - Shopping opportunities/cafes, especially indoor shopping - Clean - City Centre is compact	- Higher standard of maintenance/ management for buildings and streets - Increased pedestrianisation - Better waste management - Public realm improvements - Encourage traffic to use alternative routes to Union Street - Improved signage and information for road users and pedestrians within the city - Large event management

4.3 The findings show that, although people perceive it as easy to get around the City Centre on foot, there is a huge amount of support for making Aberdeen even more pedestrian-friendly. Improved wayfinding, better links, especially between Union Street and Union Square, and more pedestrianised areas were called for. The fact that so many people identified the “compact City Centre” as a positive and identified good pedestrian infrastructure as something they liked in other cities suggests that improved pedestrian facilities would be well received in Aberdeen. The counts revealed that Aberdeen’s main shopping areas were pedestrian ‘hotspots’ too.

4.4 Walking and travelling by bus are the most popular ways to access and move around the City Centre and, although cars are more

common in the evening, they generally contain more than one occupant.

- 4.5 Although the bus is a popular mode of transport and perceived as easy to get around by, expensive fares, reliability of services, choice of routes, bus priority measures and long journey times, especially on the Park and Ride service, were highlighted as possible areas for improvement.
- 4.6 Of all modes of transport, cycling is the one which was perceived as the least user-friendly and the one which arouses the most safety concerns. Increased infrastructure, especially cycle lanes and routes and maintenance of surfaces were identified as possible improvements.
- 4.7 For road transport, better and cheaper parking is seen as desirable as is a reduction in cars and congestion in the City Centre. Better routes for freight were called for and more train stations were suggested.
- 4.8 The built environment, the green space and the architectural quality are all seen as positives around the city too, although poor air quality, maintenance issues and empty shops are seen as areas to be improved.
- 4.9 The comments therefore suggest that there are plenty of improvements that could be made to ensure Aberdeen City Centre is a more pleasant place to move around and to spend time in. This confirms that there is public demand for a SUMP which can bring all these issues together and tackle them.
- 4.10 The following additional stages of the SUMP are currently being finalised:
- Stage 1: Project Plan;
 - Stage 2: Key Document Review including Aims and Objectives of the SUMP; and
 - Stage 4: Identification of Committed Development and Impacts.
- These will be presented to Members within a future report alongside the full results of the survey work once the data has been further analysed. In the meantime draft versions are available from the Council's website: www.aberdeencity.gov.uk/SUMP.
- 4.11 It is therefore recommended that Members:
- i) Note the outline results from the pedestrian footfall surveys, on-street interviews, online survey and stakeholder workshops undertaken as part of the development of the SUMP; and
 - ii) Inform officers if Members would like, either individually or as a group, a presentation of the full results once these have been properly analysed.

5 Cycling Action Plan for Scotland Refresh

- 5.1 In June 2010, the Scottish Government launched its Cycling Action Plan for Scotland (CAPS). With a vision that “By 2020, 10% of all journeys in Scotland will be by bike”, this document outlines a framework for delivering this vision, setting out what the Government will do, what it expects others to do and what outcomes these actions should achieve. In the wake of two years of progress with the set of actions contained within it, the Scottish Government is currently refreshing the CAPS and is inviting contributions to this exercise from key stakeholders. The refresh aims to learn from experience so far of promoting cycling as everyday transport, taking into account changes in the delivery context since 2010, building on delivery successes and incorporating new ideas where possible. The original CAPS document can be viewed at: <http://www.scotland.gov.uk/Resource/Doc/316212/0100657.pdf>, while Cycling Scotland’s first progress report on the CAPS is available at: <http://www.cyclingscotland.org/wp-content/uploads/2012/11/2012-10-05-CAPS-Progress-Report.pdf>.
- 5.2 The deadline for responding is 15th February 2013. As the invitation to respond was only received by the Council at the beginning of January, it has not been possible to prepare a full response for the Committee to approve. However, the following is a summary of the points Officers within Planning and Sustainable Development intend to make regarding the CAPS, using the five key questions asked by the Scottish Government as a basis for this response. This will be developed into a full and formal response in time for the response deadline.

1. What themes should the refresh include, with what priorities?

The original CAPS document covers a substantial number of themes and Aberdeen City Council does not have any further themes/actions to add or remove from this; all identified actions are important and require to be fully addressed as part of a Scotland-wide Action Plan. However, whilst we believe the refresh should acknowledge all actions already identified and consider further interventions, the focus of the refresh should be on the following (as already identified in the CAPS Progress Report):

- i. Leadership; and
- ii. Funding.

Whilst progress has been made on both of these themes the indeterminate and uncertainty of funding that is available from year to year, with substantial lobbying from cycling stakeholders for increased budgets days before the budget is finalised, suggests that there is still a lack of leadership/commitment at government level to deliver 10% of journeys by bike by 2020, or possibly a

misunderstanding at governmental level as to the amount of funding required to achieve the target (given that £25 a head in The Netherlands equates to a 25% uptake of cycling, Aberdeen's equivalent of £2.38 a head in 2010/11 has resulted in a 3.6% uptake in cycling to work).

2. What interventions are missing from the set of actions in the current CAPS, and what updates might be made to this set?

Current interventions that require strengthening or further work:

Schools

Aberdeen City Council has undertaken some analysis of take up of cycling to schools within Aberdeen. Although fairly logical, preliminary analysis suggests:

- i. No cycle parking = very poor / no cycling levels.
- ii. All schools with cycling rates of over 5% have modern, covered cycle parking facilities.
- iii. The Head Teacher/Teachers must be encouraging and allow cycling to school.
- iv. Bikeability increases the level of cycling.

All Aberdeen schools currently have a minimum of part-time 20mph zones and it is thought this also contributes to uptake. We would therefore suggest that in relation to schools:

- i. 20mph zones should be mandatory around all schools (using CWSS monies).
- ii. School cycle parking should be mandatory at all schools and made available at 100% fully funded rather than match funded.
- iii. Information should be made available to all Head Teachers on liability and responsibility with regards to the journey to and from school and Head Teachers should not be able to forbid cycling to school.

All schools are then on the same footing.

Infrastructure

With three quarters of individuals surveyed indicating that less traffic would result in them cycling more perhaps focus should shift towards ensuring town and city centres, and access to them, are 'cycleable' rather than long distance tourist routes where cycle traffic is minimal. This would also help meet other targets for carbon emissions, air quality, health, etc.

3. Who should play roles in delivering these interventions?

National government, Local Authorities, Regional Transport Partnerships, Transport Scotland, Cycling Scotland and Sustrans.

4. What resourcing (and from what sources) would be required to deliver these interventions and make steady progress towards the CAPS vision?

There requires to be clarity on budgets and Local Authorities should be given longer lead-in time for identification, design and implementation work than currently exists. Quite often, calls from funding bodies such as Sustrans and Cycling Scotland comes AFTER annual budgets have been set. This makes it very difficult to amend schemes to take into account the extra funding, if it is made available, and therefore the opportunity to add value to any scheme is limited. If 'last minute' funding is offered, then LAs should at least be able to bid for 'design' money (with no match funding required) so that 'bottom drawer schemes' are in place if surplus is available close to the end of a financial year. A simpler arrangement would be for LAs to bid for money on a 2 year rolling programme basis.

Cycle funding should primarily come from the Scottish Government with commitment from LAs to increase cycling spend via Single Outcome Agreements.

5. What monitoring arrangements should be put in place, with what suggestions for appropriate milestones?

Although commitment has been given to monitoring, Cycling Scotland should be liaising further with Scottish Household Survey. Given that this is the only relevant and reliable producer of cycling and other national statistical transport data further work should be undertaken to ensure annual, rather than biennial, data is released with regards to cycling levels in local authorities. Those that have 'cycled in the last 7 days breakdown by LA' has also been removed recently and this was a helpful indicator for general levels of cycling for both recreational and utility cycling rather than just commuting to school or work.

Further work is also required on monitoring of funding. Spokes does an admirable job of monitoring funding from different sources but this should be the responsibility of Cycling Scotland rather than a voluntary organisation. In addition, funding should be reported by funding organisations and breakdowns given via Local Authority i.e. Sustrans and Cycling Scotland should produce tables indicating where staff and monetary resources have been focused over the past year. It is Aberdeen City Council's belief that this would then result in a clearer picture of distribution of resources and whether some areas should receive more.

Each Local Authority should also produce an annual table of cycling spend against total transport spend with a breakdown of different sources, as well as staff time spent on cycling per head of population, with a proforma to be issued by and returned to Cycling Scotland.

Some work should be undertaken on correlating information on: cycle spend, cycle levels, accident levels and cycle miles.

- 5.3 It is therefore recommended that Members approve this summary draft response to the Cycling Action Plan for Scotland refresh and instruct Officers to submit a full and formal response to the Scottish Government on behalf of Aberdeen City Council.

B) Issues for Information

Active Travel and Air Quality

6 Electric Vehicle Procurement Support Scheme

- 6.1 In the November update, the Committee was informed that a grant of £120,000 had been awarded by Transport Scotland to the Aberdeen Community Planning Partnership to procure and install electric vehicle charging infrastructure in the City for members of the public to use. Aberdeen City Council is undertaking this work on behalf of the Community Planning Partnership.
- 6.2 Transport Scotland dictates that at least six dual-outlet posts be installed, consisting of two rapid chargers (capable of fully recharging a car in 15 minutes), two fast chargers (capable of fully recharging a car in 2 hours) and two 7kW chargers (capable of fully recharging a car in 6 hours). As these units require significant power the availability of an adequate power supply will have a bearing on their location. Officers within the Transport Strategy and Programmes team have therefore been working with colleagues in Asset Management and Operations and with the Electric Vehicle Association Scotland (EVAS) to establish the preferred locations for the units and to undertake capacity studies to ensure that sufficient power is available to allow the units to operate at these locations. These will be undertaken with Scottish and Southern Energy (SSE) in January and February 2013.
- 6.3 On 6th December 2012, the Council's Finance and Resources Committee approved the infrastructure procurement, estimated to be in the region of £80,000, through an open tender in accordance with SO1(3) of the Council's Standing Orders Relating to Contracts and Procurement, and authorised officers to directly award the contract to the preferred supplier. The committee also requested that Elected Members be consulted upon the proposed locations of the charging units once these have been identified.
- 6.4 The contract will be awarded in January 2013 and it is expected that the installation will be undertaken by the Council's Street Lighting Team. Work is also ongoing to make existing units, installed at Council premises during 2012 to support fleet activities, operational.

- 6.5 Originally the deadline for completion of the installation was 31st March 2013. However, due to the late award of the grant funding, Transport Scotland have now indicated that it has been extended until 30th June 2013 and Officers are awaiting written confirmation of this.
- 6.6 It is anticipated that a report will be sent to Committee in March, once the locations of the units have been finalised, asking for approval to create the associated electric vehicle parking bays for users of the units.

Major Projects

7 Third Don Crossing

- 7.1 It was reported to this Committee in November that residents served with Compulsory Purchase Orders (CPOs) launched a legal challenge at the Court of Sessions against the decision of Scottish Ministers to proceed with CPOs. This challenge has since been withdrawn.

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 Local Transport Strategy (LTS) and Regional Transport Strategy (RTS) from which the transportation schemes within this report are an integral part have been subject to Equalities & Human Rights Impact Assessments.

7. BACKGROUND PAPERS

All background papers are referenced within the main body of the report.

8. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE: Environment, Planning and Infrastructure

DATE: 22nd January 2013

DIRECTOR: Gordon McIntosh

TITLE OF REPORT: Various small scale traffic management and development associated proposals (New Works)

REPORT NUMBER: EPI/12/305

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. Decline the suggested action from the Licensing Committee to implement 'Maximum stay' parking on Cloverhill Road and forward the Minute of this item to that Committee for information.
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. 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 (£)	Maintenance costs (£) after 5 years	Comments
(●) Cycling, Walking, Safer, Streets (Scot Gov grant-funded)	4775	3100	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
(❖) Developer financed	Nil	550	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
(➤) Disabled Parking	1100	550	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 **10 locations** brought forward during the course of routine examination of road safety and traffic flows, a proposal for the introduction of 'Car Club' parking bays in the Poynerook/Palmerston area and **2 proposals** resulting from requests from developers.

Key:

- Funded from the Cycling, Walking, Safer Streets grant funded budget. The exception is the installation of three 'Car Club' parking bays that will be funded through the CARE North (Carbon Responsible Transport for the North Sea Region) 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**

- **Auchinyell Gardens** – Proposed “At any time” waiting restrictions

Councillor Yuill, on behalf of a local resident, has requested the implementation of junction protection at the junction of Auchinyell Gardens and Garthdee Drive.

The proposed “At Any Time” waiting restriction should ensure parked vehicles are kept clear of the junction, thus ensuring visibility is maintained.

The proposals are indicated on the plans below.

Implementation cost - £275

Estimated maintenance cost – £275 every 5 years

Ward (11) – Airyhall/Broomhill/Garthdee

Elected members – Taylor/Townson/Yuill

- **Broadfold Road** – Proposed “At any time” waiting restrictions

Local business owners have reported that due to the current indiscriminate parking on Broadfold Road immediately to the west of Cloverhill Road, visibility is reduced when negotiating this junction, and there have been instances of meeting traffic heading in the opposite direction when manoeuvring past parked vehicles. The proposed “at any time” waiting restriction should prevent vehicles from parking at the junction, thus ensuring visibility is maintained.

The proposals are indicated on the plan below.

Implementation cost – £200

Estimated maintenance cost – £200 every 5 years

Ward (2) – Bridge of Don
Elected members - Jaffrey/Reynolds/Stuart/Young

- **Cloverhill Road** – Proposed 20 minute maximum stay

The Licensing Committee have requested that parking bays be introduced on the west side of Cloverhill Road to ensure the hot food & beverage licensee has access to set up their stance. Maximum stay parking bays were requested to enable customers of the stance to park their vehicles adjacent to the outlet.

These proposals are indicated on the plan below.

However, this proposal from the Licensing Committee is not one that will resolve the current situation. Should this 'Maximum stay' parking bays be implemented leaving a short section of unrestricted kerbside, there are no guarantees that the licensee will get access to park their vehicles on that non-restricted section of road as anticipated. Any vehicle will be permitted to park there legally, and should another vehicle be parked there prior to the licensee arriving on site, the licensee would not have a legitimate place to park and work from. Any 'maximum-stay' parking would apply to the licensee as well as their customers.

The remainder of the road is covered with "At any time" waiting restrictions.

For this reason we propose that there are no changes made to the existing waiting restrictions.

Ward (2) – Bridge of Don
Elected members - Jaffrey/Reynolds/Stuart/Young

- **Duthie Park** – Proposed "ONE-WAY" restriction from Duthie Park to Riverside Drive.

It has been noted by both council officers and Grampian Police that, although there is signing and lining currently in place to prevent vehicles entering Duthie Park at its exit point, there is not a traffic regulation order in place to affirm this restriction. There is currently considerable abuse with vehicles entering at this exit point.

Creating this TRO will allow enforcement of these restricted movements and should further reduce the potential for vehicles to travel against the flow of traffic exiting Duthie Park. This in turn should minimise both the risk of collision at the exit and prevent the exit from becoming congested.

The proposals are indicated on the plan below.

Implementation cost - £1450
Estimated maintenance cost – £400 every 5 years

Ward (12) – Ferryhill/Torry
Elected members – Allan/Dickson/Donnelly/Kiddie

- **Eday Road** – Proposed “At any time” waiting restrictions

Staff at Woodend Hospital have highlighted problems that visitors to the hospital are currently experiencing due to vehicles parking on the north side of Eday Road opposite the hospital access road.

The proposed “At Any Time” waiting restriction should prevent vehicles from parking on this section, thus ensuring visibility and access is maintained.

The proposals are indicated on the plan below.

Implementation cost - £350

Estimated maintenance cost – £350 every 5 years

Ward (3) – Kingswells/Sheddocksley

Elected members – Cameron/Delaney/Ironside

- **Gray Street** – Proposed “At any time” waiting restrictions

Local councillors have raised concerns voiced by residents of Gray Street Mews that access to their properties is being blocked, and visibility reduced, due to vehicles parking adjacent to the access on Gray Street.

The proposed “At Any Time” waiting restriction should prevent vehicles from parking on the west side of Gray Street, thus ensuring access and visibility is maintained to Gray Street Mews.

The proposals are indicated on the plan below.

Implementation cost - £250

Estimated maintenance cost – £250 every 5 years

Ward (11) – Airyhall/Broomhill/Garthdee

Elected members – Taylor/Townson/Yuill

- **Justice Street**– Proposed “At any time” waiting restrictions

Staff at the new rehabilitation centre previously reported vehicles parking in the access lane to the car park and in doing so, blocking the access.

The proposed “At Any Time” waiting restriction serves to follow on from the current Temporary Traffic Regulation Order brought in to allow vehicles parking in the access lane to be issued with a penalty charge notice and to make these restrictions permanent.

The proposals are indicated on the plan below.

Implementation cost – nil (lining already in place)

Estimated maintenance cost – £350 every 5 years

Ward (8) – George Street/Harbour

Elected members – May/Morrison/Morrison

- **Mill Court** – Proposed “At any time” waiting restrictions

Residents of Mill Court have reported being unable to safely navigate Station Road due to the indiscriminate parking of vehicles during sports events at the nearby sports playing fields.

The proposed “At Any Time” waiting restriction should prevent vehicles from parking so as to obscure visibility at the junction of Mill Court and Station Road.

The proposals are indicated on the plan below.

Implementation cost - £400

Estimated maintenance cost – £400 every 5 years

Ward (6) – Tillydrone/Seaton/Old Aberdeen

Elected members – Grant/Milne/Noble

- **Powis Lane** – Proposed “At any time” waiting restriction

A resident of a property in Powis Lane has reported that, due to the installation of Pay and Display bays opposite his garage, access to the garage has been restricted.

The proposed “At Any Time” waiting restriction should prevent vehicles from parking opposite his garage, and subsequently his access would be maintained.

The proposals are indicated on the plan below.

Implementation cost - £250

Estimated maintenance cost – £50 every 5 years

Ward (8) – George Street/Harbour

Elected members – May/Morrison/Morrison

- **Riverside Drive (Riverside House)** – Proposed no right turn at exit from Bridge House.

Grampian Police and council officers have raised concerns that vehicles are currently making a right hand turn when exiting the car park at Bridge House, as the visibility at this point is reduced.

The proposed right turn ban will prevent vehicles from undertaking this manoeuvre at this heavily trafficked junction where visibility is very much reduced due to its proximity to the suspension bridge.

Vehicles wishing to head south on Riverside Drive will still be able to do so by exiting to the left from the Bridge House car park before undertaking a U-turn at the roundabout at Queen Elizabeth Bridge and continuing westwards along Riverside Drive.

The proposals are indicated on the plan below.

Implementation cost - £1600

Estimated maintenance cost – £825 every 5 years

Ward (12) – Ferryhill/Torry

Elected members – Allan/Dickson/Donnelly/Kiddie

- **Palmerston Road / Poynerook Road – Proposed ‘Car Club’ Parking Spaces**

Requests have been received from businesses based in the Palmerston / Poynerook Area to have designated ‘Car Club’ parking bays introduced to serve the area. These businesses are already members of the ‘Car Club’ scheme or wish to join the scheme. It is therefore proposed to introduce two ‘Car Club’ parking bays on Poynerook Road and a single ‘Car Club’ parking bay on Palmerston Road.

Implementation cost – £800

Estimated maintenance cost – £650 every 5 years

Ward (12) – Ferryhill/Torry

Elected members – Allan/Dickson/Donnelly/Kiddie

The following proposals will be funded by the developer

- ❖ **Burnside Road** – Proposed 9am-5pm waiting restrictions

As part of the Construction Consent for this development waiting restrictions, operational between the hours of 9:00am and 6:00pm are being promoted. Aberdeen City Council are taking this opportunity to maximise residential parking throughout this area as it changes from industrial use to residential in nature.

The proposals are indicated on the plan below.

Implementation cost – nil

Estimated maintenance cost – £350 every 5 years

Ward (1) – Dyce/Bucksburn/Danestone

Elected members – Crockett/Lawrence/MacGregor/Samarai

- ❖ **Riverside Business Park, North Esplanade West** – 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.

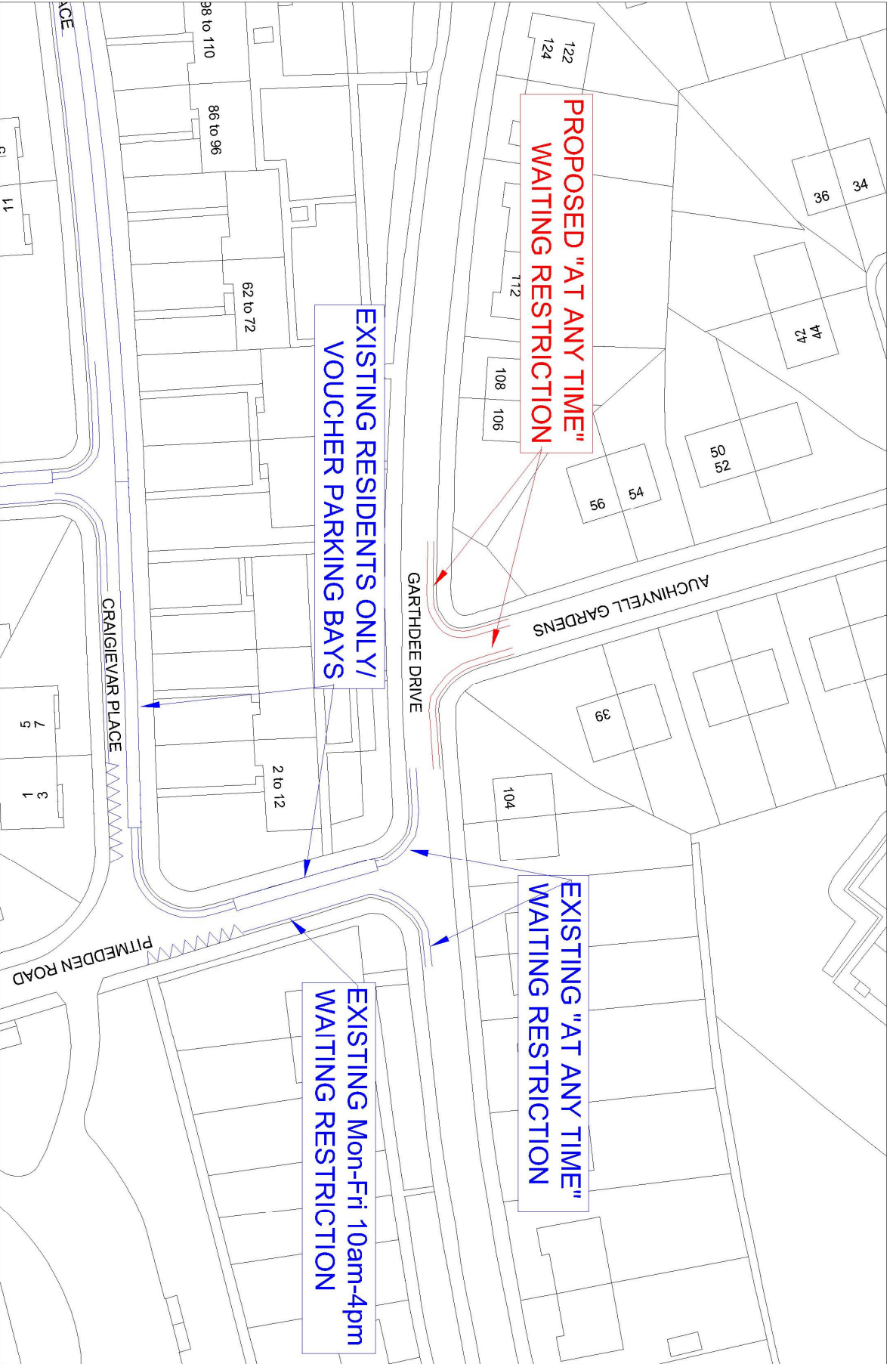
Implementation cost - nil

Estimated maintenance cost – £200 every 5 years

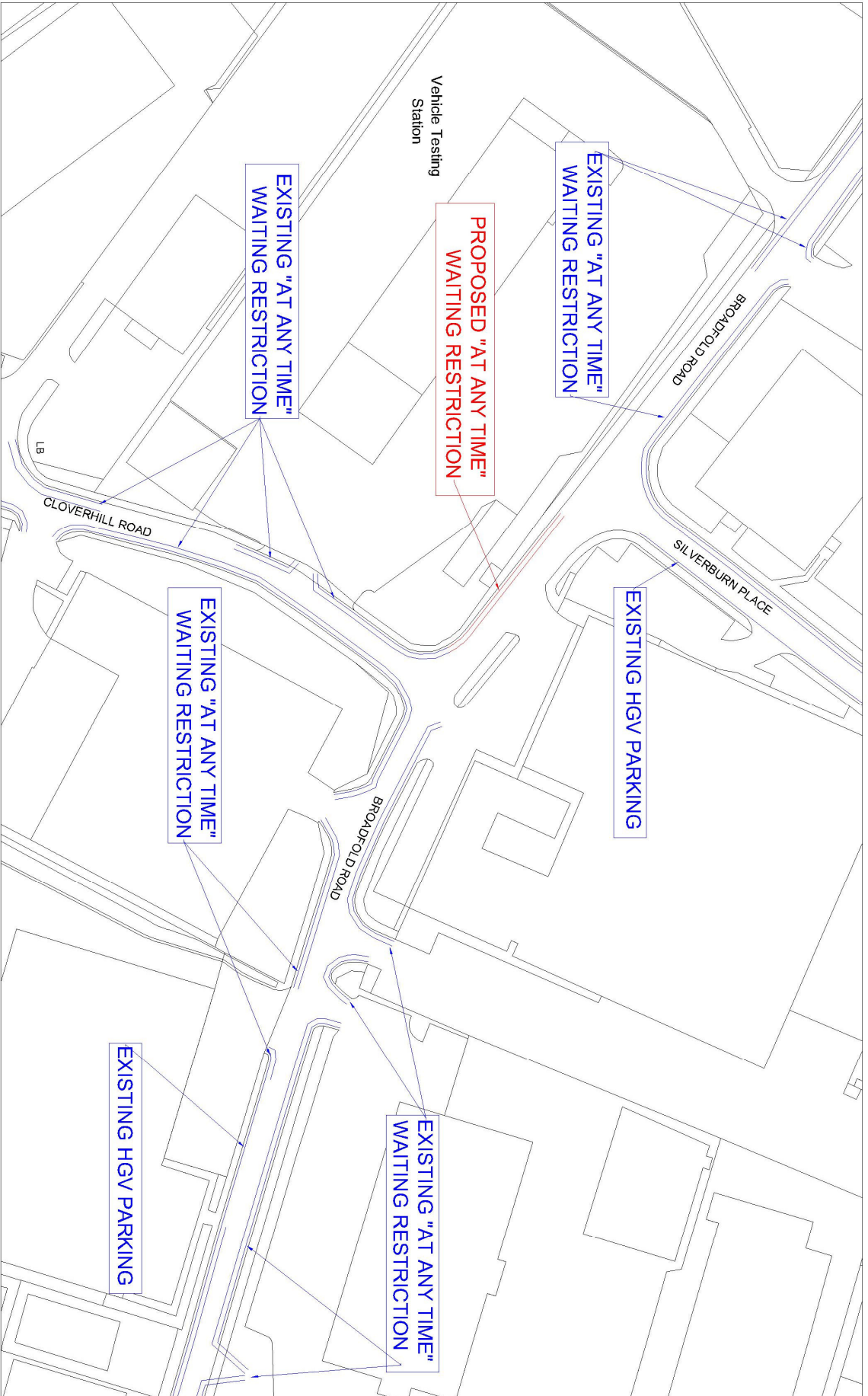
Ward (12) – Torry/Ferryhill

Elected members – Allan/Dickson/Donnelly/Kiddie

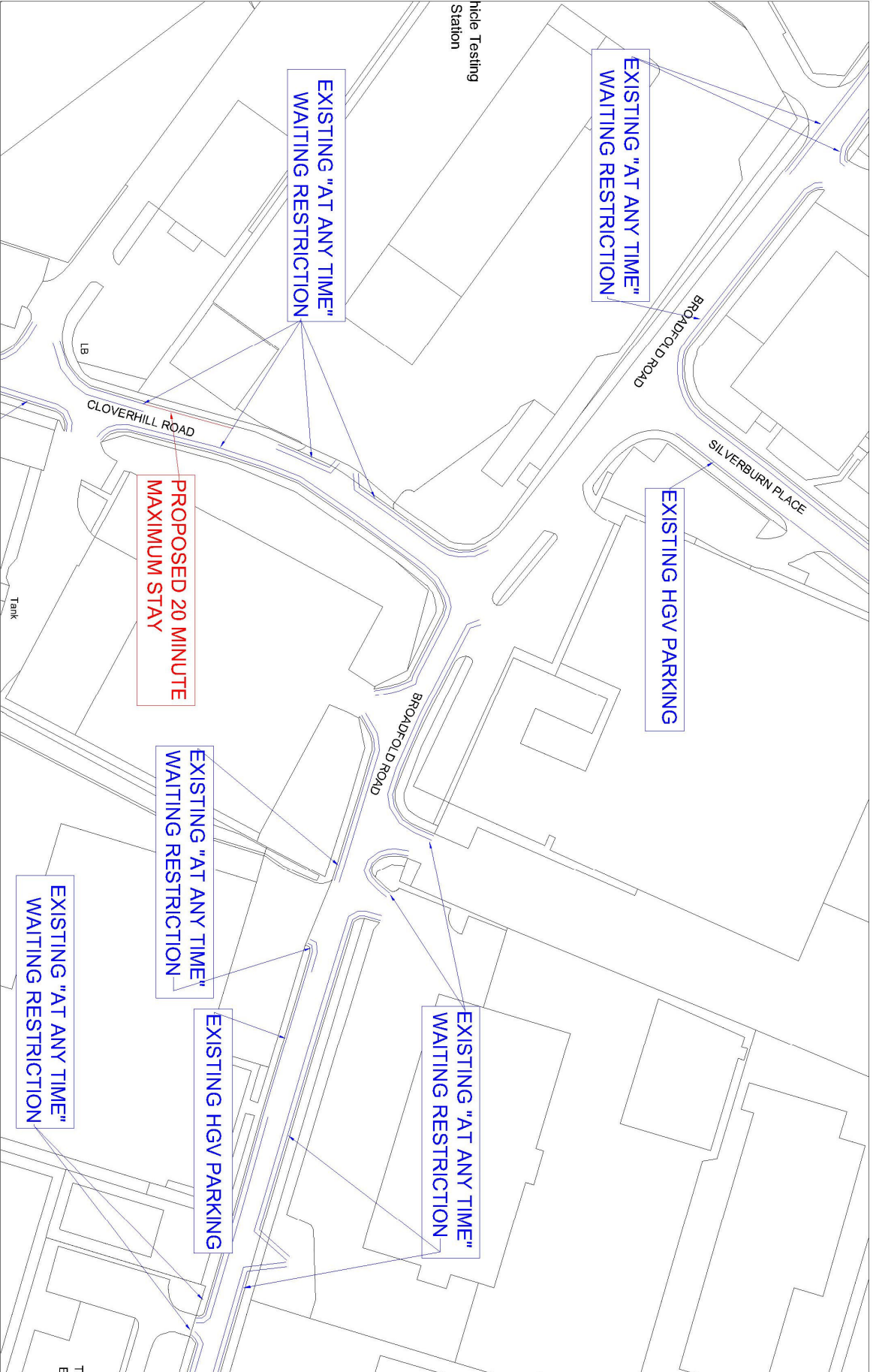
Auchinyell Gardens - Proposed "At any time" waiting restriction



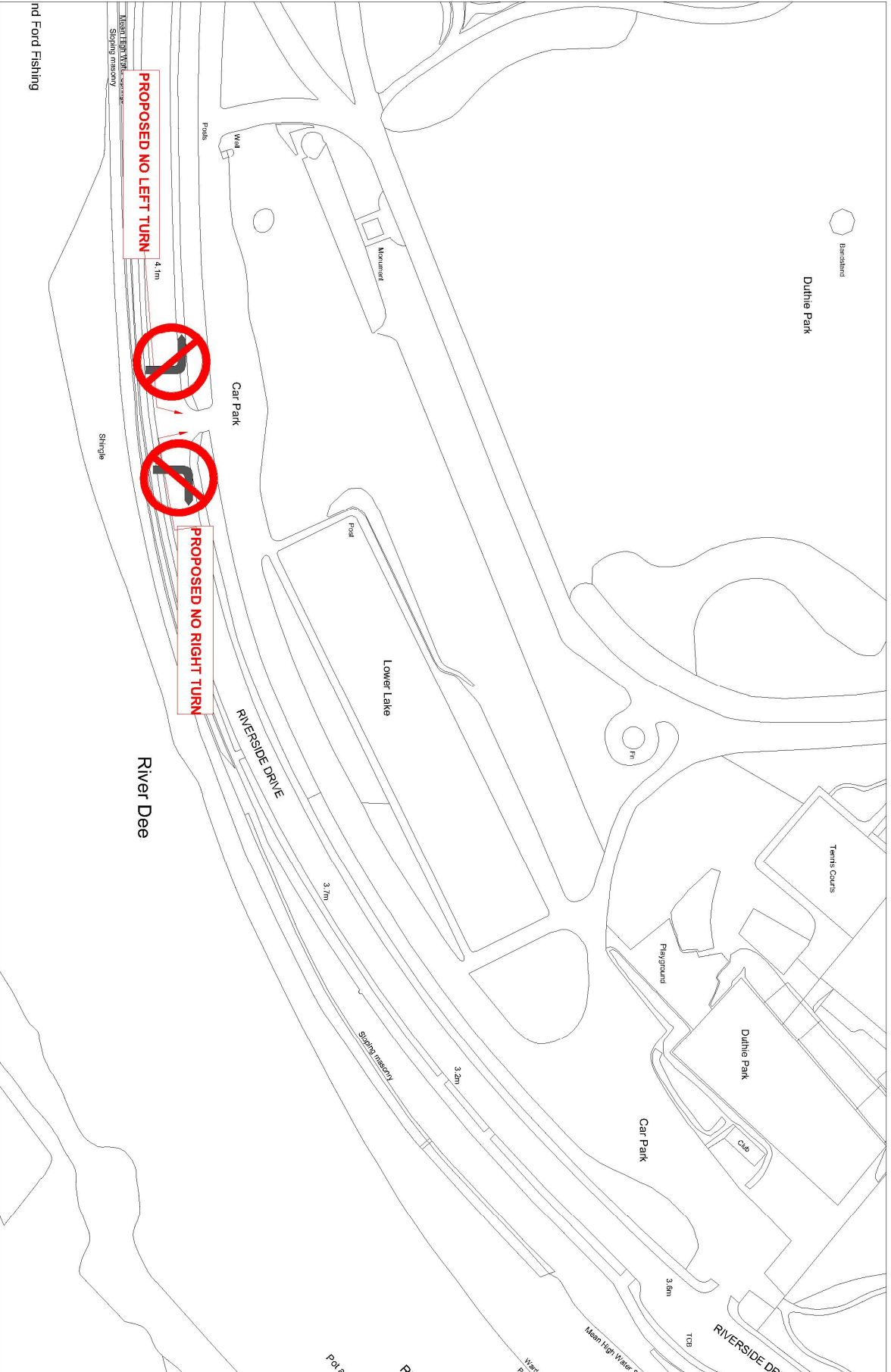
Broadfold Road - Proposed "At any time" waiting restriction



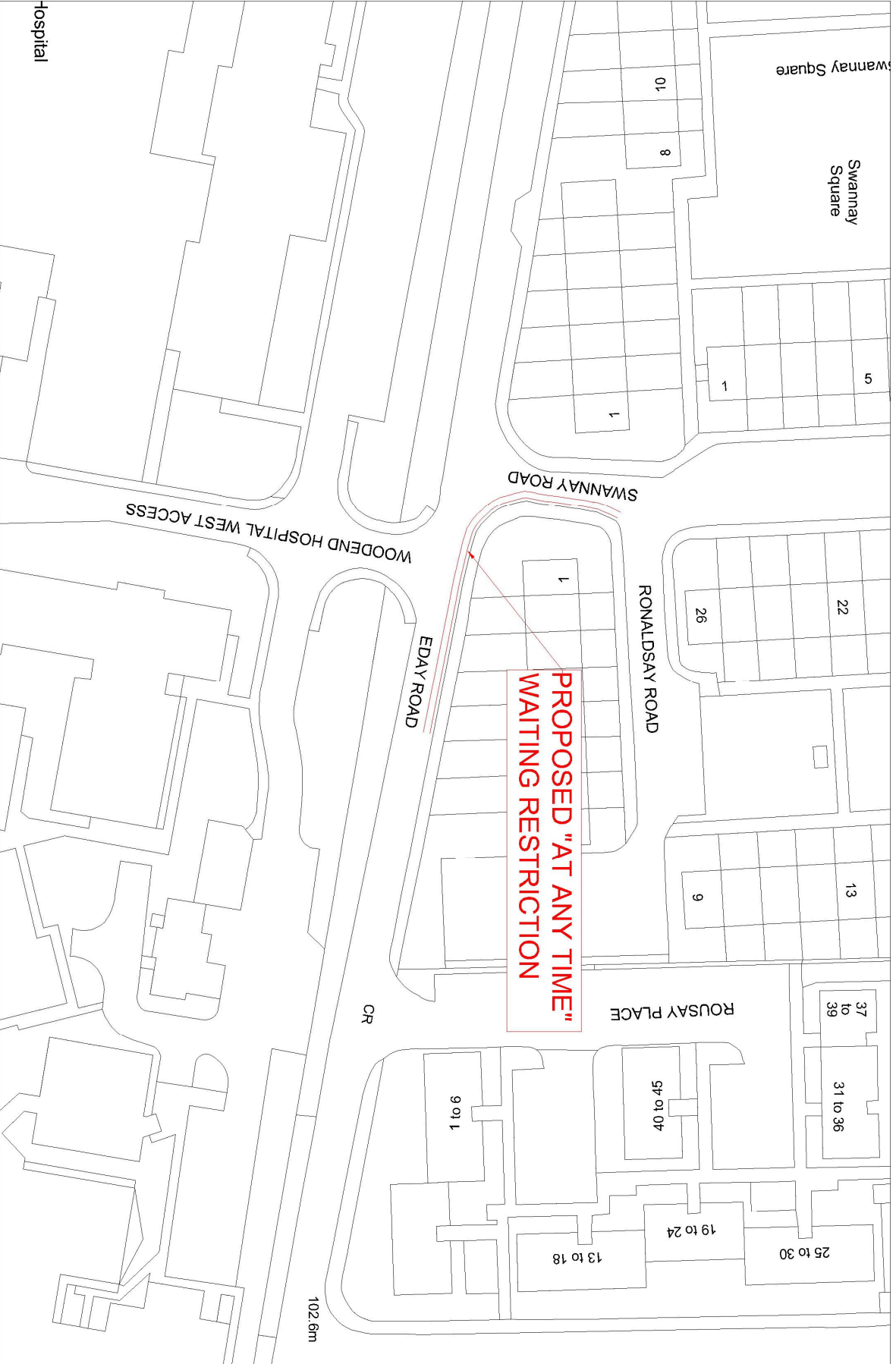
Cloverhill Road - Proposed 20 minute maximum stay



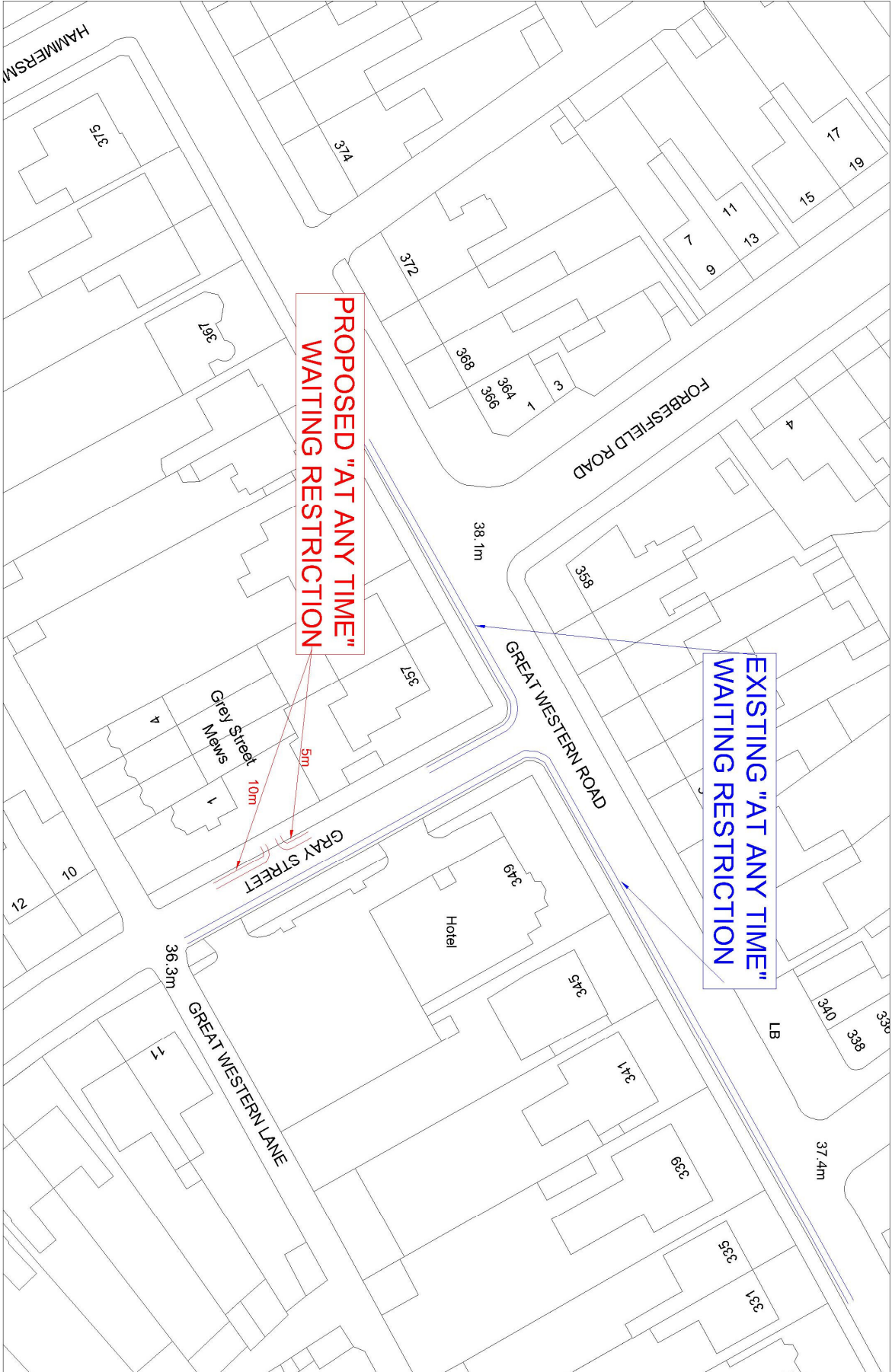
Duthie Park - Proposed "One-way" restriction



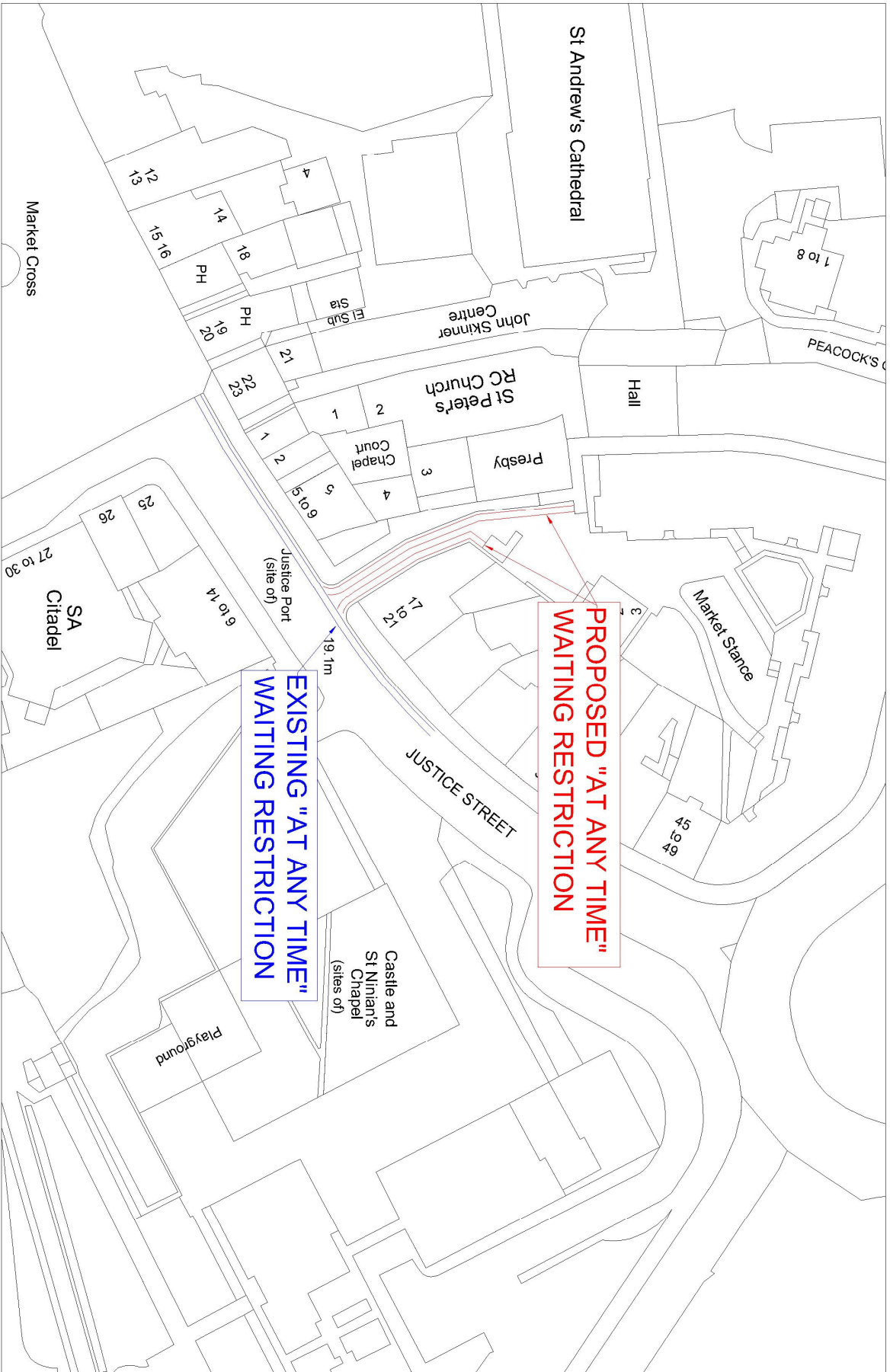
Eday Road - Proposed "At any time" waiting restriction



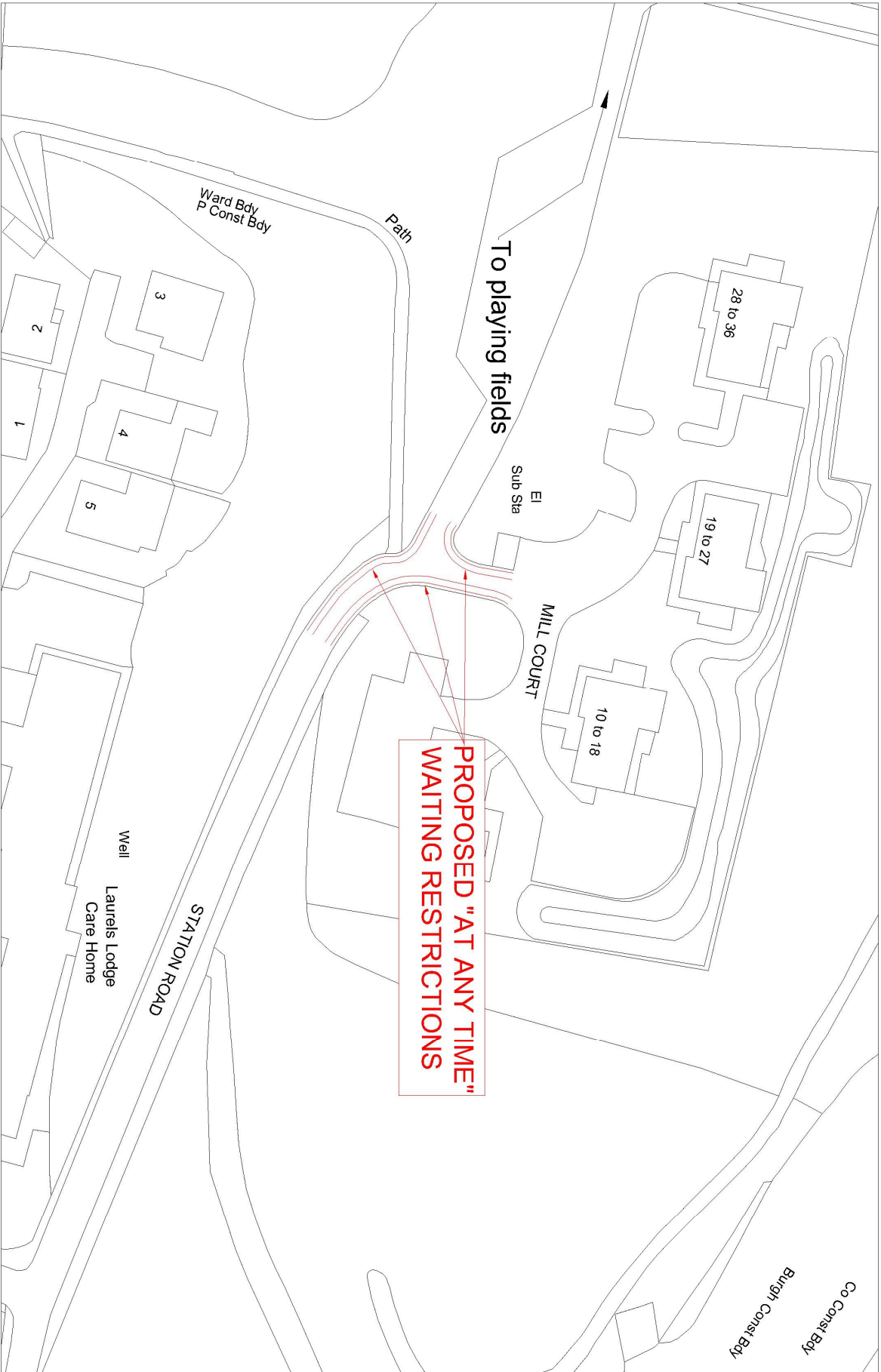
Gray Street – Proposed “At any time” waiting restriction



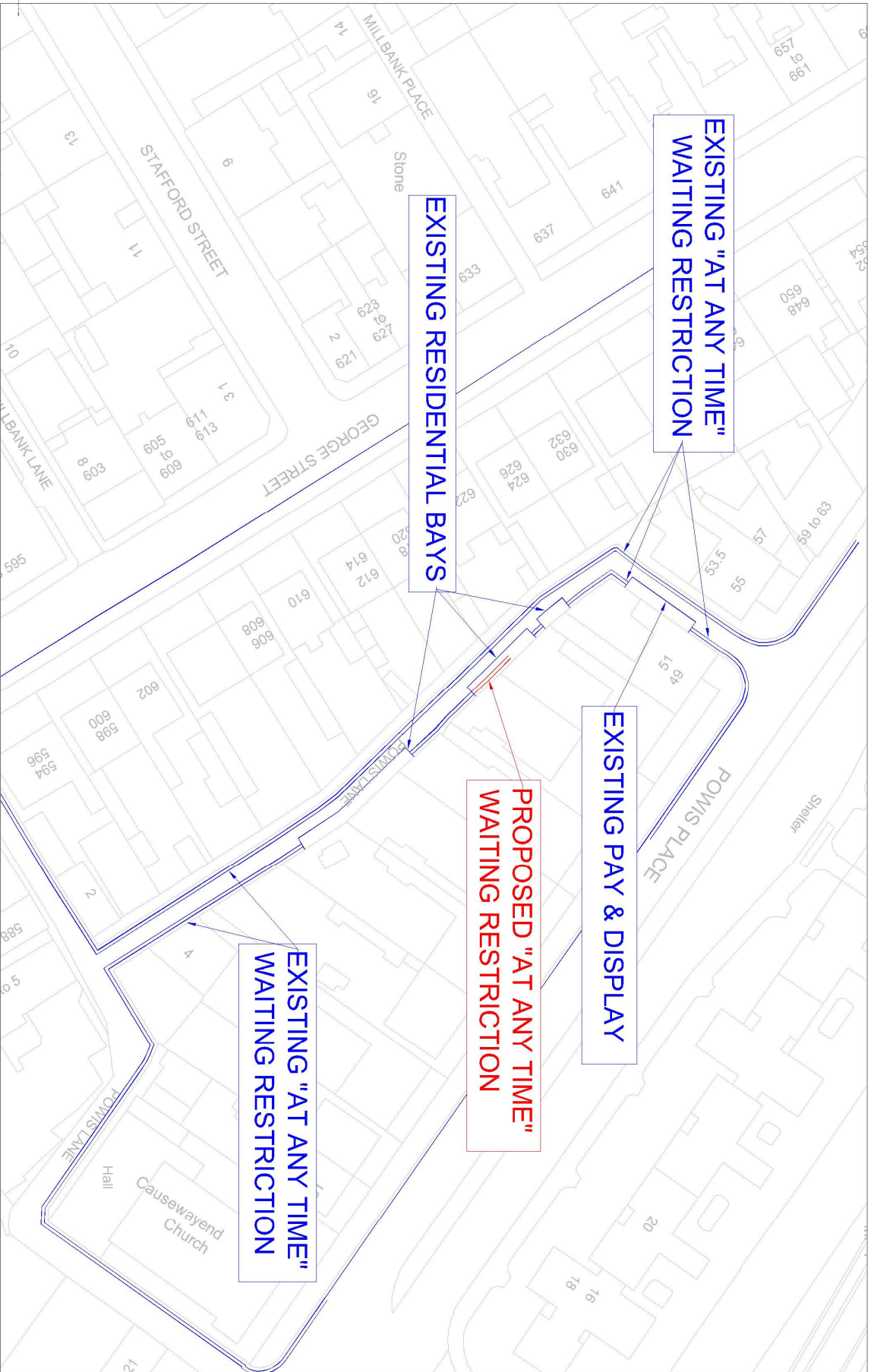
Justice Street - Proposed "At any time" waiting restriction



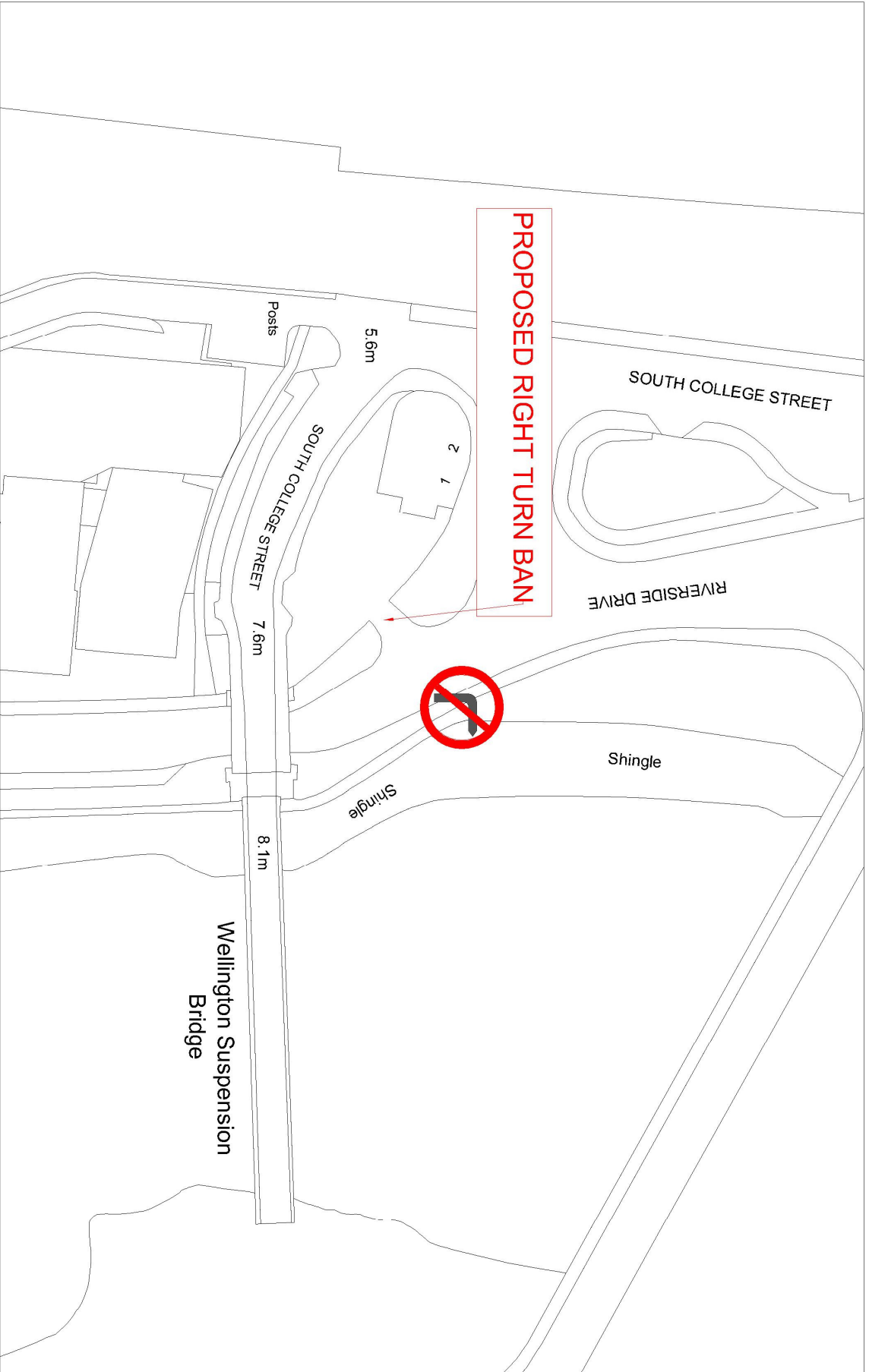
Mill Court - Proposed "At any time" waiting restriction



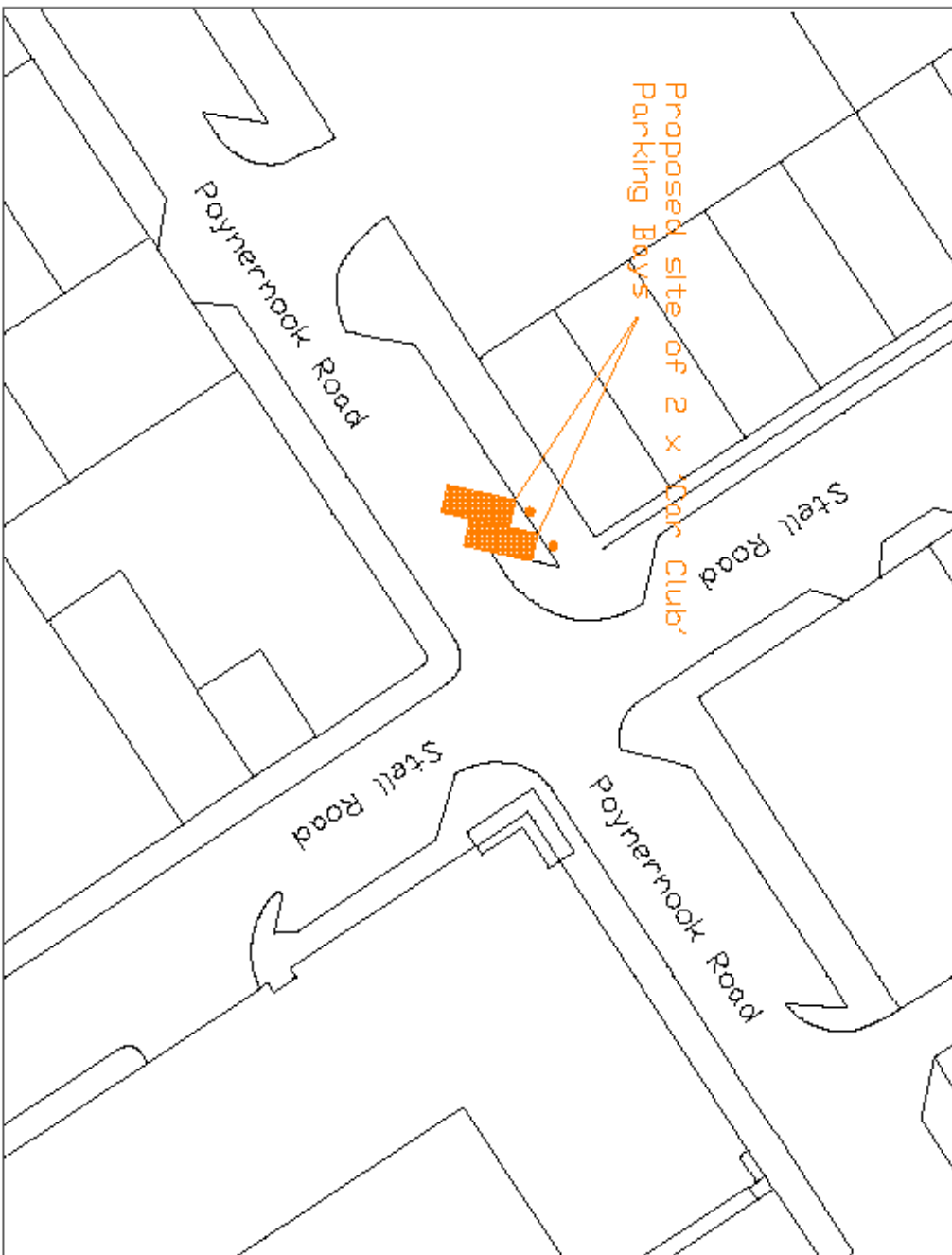
Powis Lane - Proposed "At any time" waiting restriction



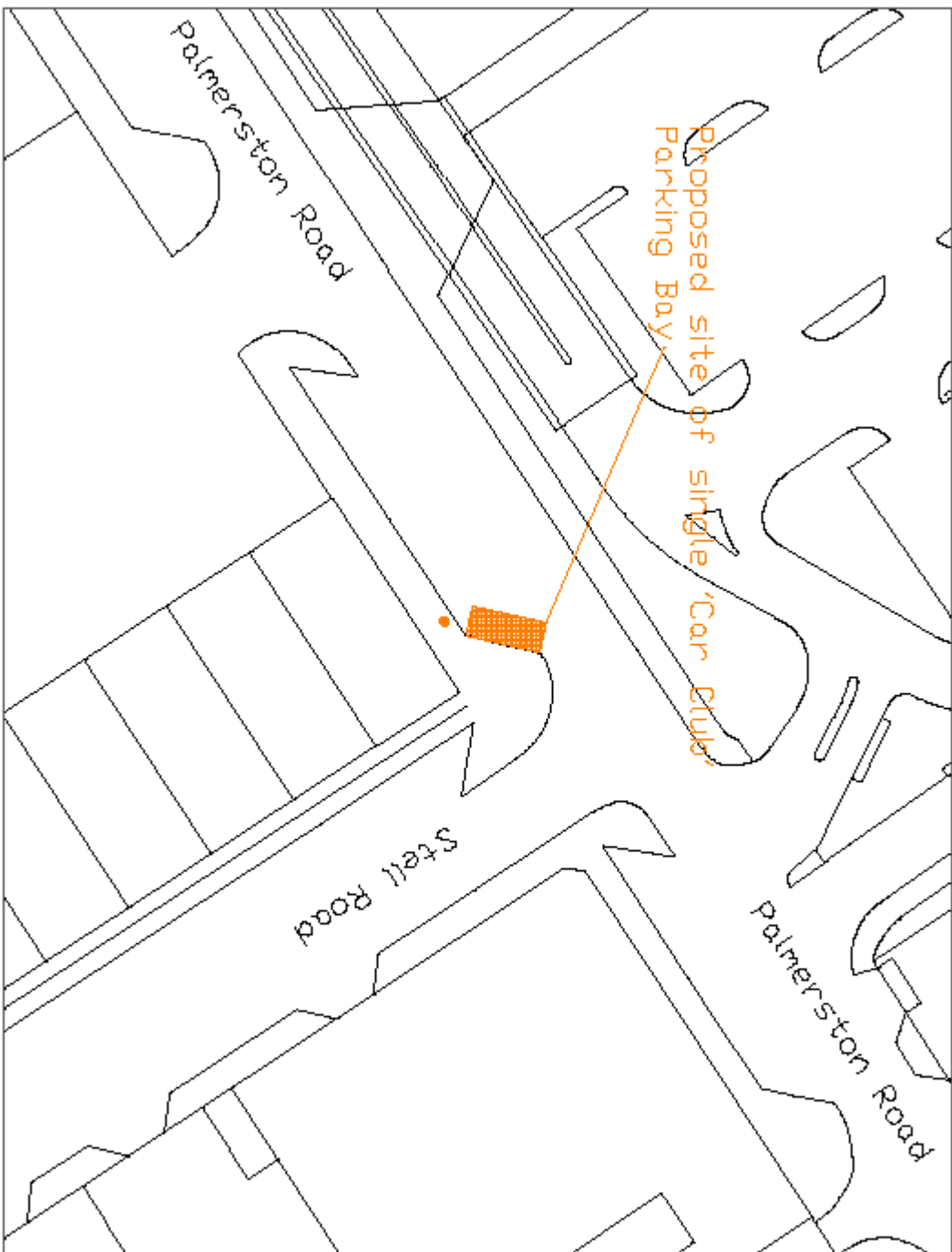
Riverside Drive - Proposed no right turn



Poynermook Road – Proposed ‘Car Club’
Parking Bays

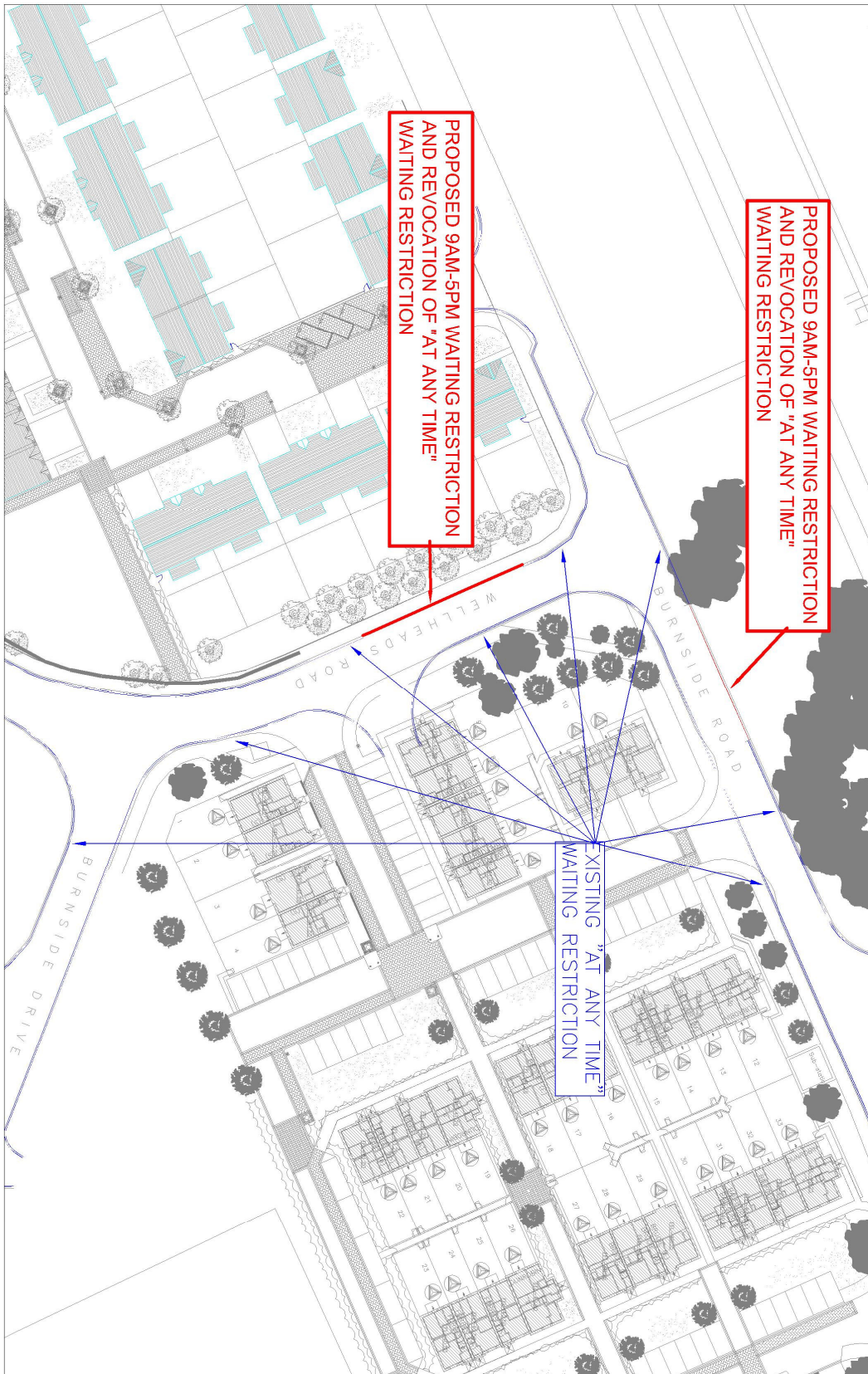


Palmerston Road - Proposed 'Car Club'
Parking Bay

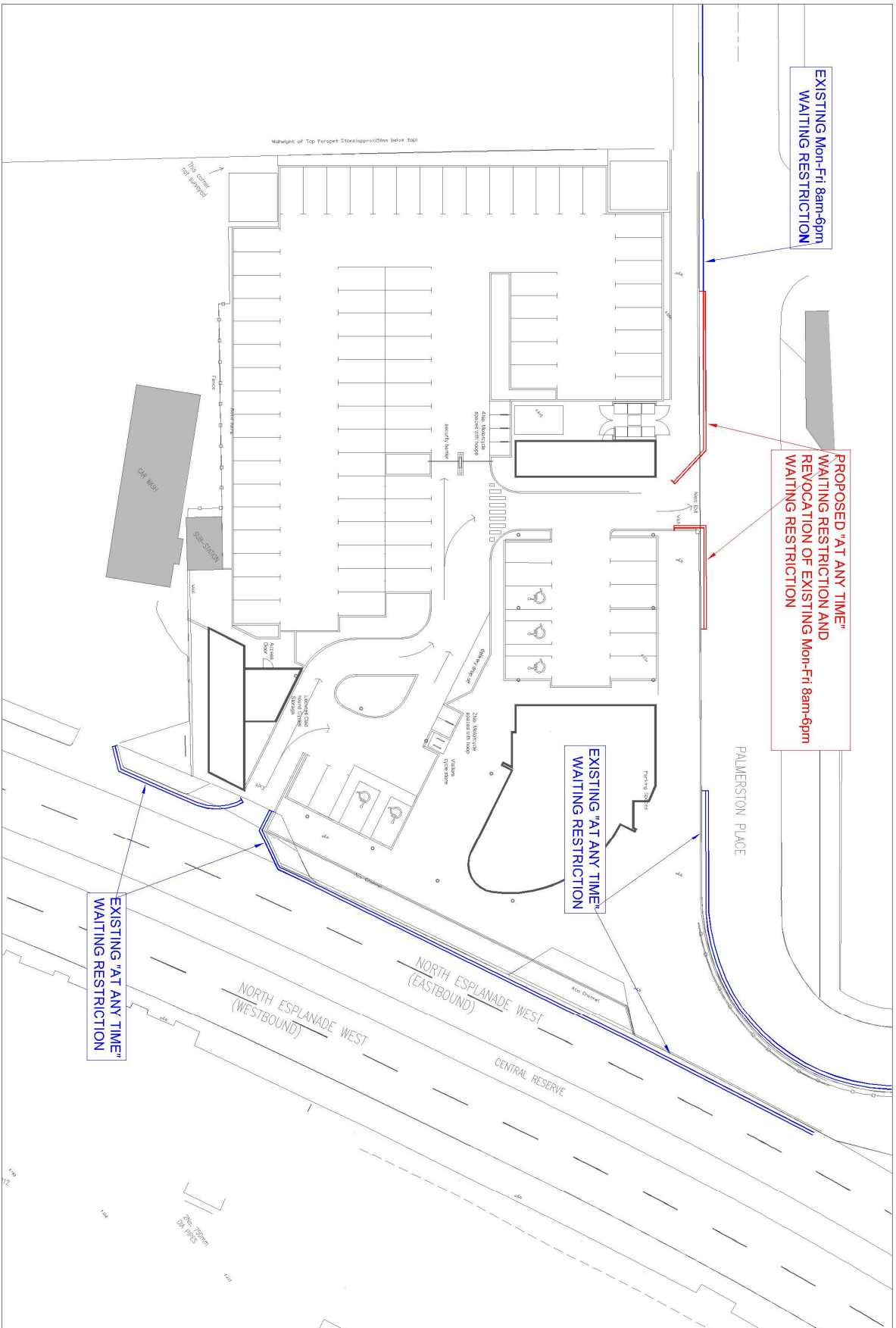


The following proposals will be funded by the developer

Burnside Road – Proposed 9am-5pm waiting restriction



Riverside Business Park - 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, spaces are located close to the properties.)

On-street parking – 10 spaces

18 MONTROSE DRIVE	1 CAVA CLOSE
34 MORVEN PLACE	151 BALNAGASK ROAD
151 GARDNER ROAD	43 MARQUIS ROAD
58 MARQUIS ROAD	38 DULNAIN ROAD
26 SCHOOL DRIVE	105 GLENBERVIE ROAD

Non-specific spaces – No spaces

Off-street parking – 1 space

33 STOCKETHILL WAY	
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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.

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

Andrew Diansangu
Engineering Assistant
adiansangu@aberdeencity.gov.uk
(01224) 538067

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Informal consultation for traffic calming in the neighbouring streets around the Oakbank residential development – Mid Stocket Road
REPORT NUMBER:	EPI/12/275

1. PURPOSE OF REPORT

This report details the results of an informal consultation, carried out by letter drop along with speed surveys. These surveys were carried out on streets proposed for traffic calming measures, and those surrounding the new residential development at Oakbank, Mid Stocket Road, Aberdeen. The report discusses the findings of the consultation and the average vehicular speeds in the area.

2. RECOMMENDATION(S)

It is recommended that the committee:

1. Note the content of this report and the results of the informal consultation and speed survey exercise.
2. Instruct officers not to proceed with the implementation of traffic calming measures for this development.

3. FINANCIAL IMPLICATIONS

None.

4. OTHER IMPLICATIONS

None.

5. BACKGROUND / MAIN ISSUES

5.1 Background

5.1.1 The Development Management sub-committee of the Council at its meeting on 24 March 2011 granted planning permission for a residential development on the site of the former Oakbank School. Associated with the consent is a legal agreement requiring that the developer, amongst other things, undertake a consultation exercise in respect to the introduction of traffic management measures on the following streets, and fund their implementation if approved:

- Oakhill Road
- Woodhill Road
- Woodstock Road

5.1.2 The streets proposed for traffic calming have been subject to similar proposals in the past. These proposals were more extensive covering a greater degree of the residential neighbourhood at Oakbank / Woodhill and Kingshill areas. Following public consultation these proposals were rejected.

5.1.3 This informal consultation stage has been funded by the developer of the former Oakbank school.

5.2 Informal Consultation with Residents

5.2.1 In accordance with the legal agreement associated with the developments planning consent an informal consultation exercise was carried out by means of a letter drop to all residents affected by the proposals. Letters were issued to residents in the following streets:

- Oakhill Road
- Woodhill Road
- Woodstock Road
- Kingshill Avenue
- Woodhill Terrace
- Woodhill Place
- Edgehill Road
- Edgehill Terrace
- Kingshill Road
- Kingshill Terrace
- Oakhill Crescent
- Kings Gate (part)

The consultation letter detailed the extents of the proposed traffic calming, and location of the proposed speed cushions. A reply form was also included which allowed consultees to express their views on the introduction of traffic calming, and indicate whether they were supportive of or against the proposals. This method of consultation has been used for similar scenarios in the past, and has become commonplace for consultation on such schemes.

5.2.2 A response rate of approximately 43% was achieved from the informal consultation. Of 278 residences that were consulted, 120 responded. 4 properties returned 2 responses giving the same opinion therefore the additional responses from these properties were discounted.

5.2.3 Of the responses 42.5% are in favour of the introduction of traffic calming, and 57.5% are against. Table 1, below, shows the responses for each individual street. A figure is appended to this report showing the preference per street for the implementation of the traffic calming proposals.

Street	Response Favour	In	Response Against	Response Rate
Edgehill Road	44%		56%	41%
Edgehill Terrace	50%		50%	33%
Kings Gate	0%		0%	0%
Kingshill Avenue	9%		91%	30%
Kingshill Road	55%		45%	39%
Kingshill Terrace	0%		100%	18%
Oakhill Crescent	60%		40%	83%
Oakhill Road	45%		55%	67%
Woodhill Place	14%		86%	54%
Woodhill Road	60%		40%	43%
Woodhill Terrace	50%		50%	25%
Woodstock Road	45%		55%	61%

5.2.4 The results for the three roads on which the traffic calming measures are proposed show that residents on Oakhill Road are against the proposals, those on Woodhill Road are in favour and those on Woodstock Road are against. The difference in opinion on each street is narrow, particularly on Oakhill Road and Woodstock Road.

5.2.5 Residents that are in favour of the proposals generally state in their responses that as these roads are not at present traffic calmed they are more heavily trafficked than alternative routes that at present have speed cushions.

Vehicular speeds were also cited as a concern, with residents claiming drivers are ignoring the current 20mph zone. The number of children playing in and travelling through the streets is also highlighted as a reason to implement traffic calming.

Residents who have opposed the introduction of traffic calming measures include the visual impact of speed bumps on the roads, and a preference for money to be spent repairing and maintaining roads in a poor state of repair as reasons against their introduction. They also consider that the number of vehicles exceeding the speed limit are very few, the current speed limit is sufficient to control driver behaviour and that the volume of traffic is not sufficient to require the introduction of traffic calming. Damage to vehicles is also given as a reason for traffic calming not being introduced.

5.3 Speed Surveys

5.3.1 In order to further inform consideration of the introduction of traffic calming measures, speed surveys were carried out on the three streets on which traffic calming is proposed, namely:

- Oakhill Road
- Woodhill Road
- Woodstock Road

The surveys were carried out by means of radar equipment in all three streets between 16 October 2012 – 22 October 2012. All three streets are subject to a Mandatory 20mph limit.

5.3.2 The average speed of vehicles travelling westbound on Oakhill Road was recorded as 25mph, and 24mph for those travelling eastbound. An average speed of 22mph was recorded for vehicles travelling in both directions on Woodhill Road. Vehicles travelling northbound on Woodstock Road were recorded as 23 mph, and those southbound as 21mph. These average speeds all exceed the 20mph speed limit in the area.

5.3.3 The speeds recorded are typical of a 20mph speed limit and are in the order of those found within a traffic calmed environment.

5.4 Summary of Findings

5.4.1 From the informal consultation, the Oakbank area overall is against the proposed introduction of traffic calming. Considering only the streets which are proposed to be subject to traffic calming measures, residents on Woodhill Road are in favour of their implementation, while those on Oakhill Road and Woodstock Road are against. The difference in number between those for and against is small, particularly on Oakhill Road and Woodstock Road.

5.4.2 The speed surveys indicate that the average speed of vehicles on all three streets on which traffic calming is proposed is slightly in excess of the 20mph speed limit.

5.4.3 Officers have noted the average vehicular speeds in the speed survey, and the results of the informal consultation exercise, and given the type of development and additional traffic generated consider that the introduction of traffic calming should not proceed.

5.5 Displacement of Traffic Movements

5.5.1 Should only part of the proposal be implemented, it is considered that there could be a propensity for traffic displacement to occur. It is therefore considered that the partial implementation of the proposal would not be a viable option.

6. IMPACT

Within the Local Development Plan (LDP) the site of the former Oakbank School is recognised as Opportunity Site 112, and the surrounding area is predominantly zoned for residential use. The housing at the Oakbank site meets the requirements of the LDP and the character of the area. It is anticipated that traffic patterns and behaviour from Oakbank will reflect this.

7. BACKGROUND PAPERS

Minutes of Development Management Sub-Committee meeting 24 March 2011.

<http://committees.aberdeencity.gov.uk/mqConvert2PDF.aspx?ID=1938&T=1>

8. REPORT AUTHOR DETAILS

Doug Ritchie
Team Leader, Road Safety & Traffic Management
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(01224) 538055

Appendix A

Plan Indicating Street in Favour and Against Traffic Calming

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett - email sent 5/12/12

Vice Convener: Councillor Ramsay Milne - email sent 5/12/12

Local Members

Councillor Fraser Forsyth

email sent 5/12/12

Councillor Bill Cormie

email sent 5/12/12

Councillor Jennifer Laing

email sent 5/12/12

Council Officers

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

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted

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

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted

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

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – has been consulted

Mike Cheyne, Roads Manager has been consulted

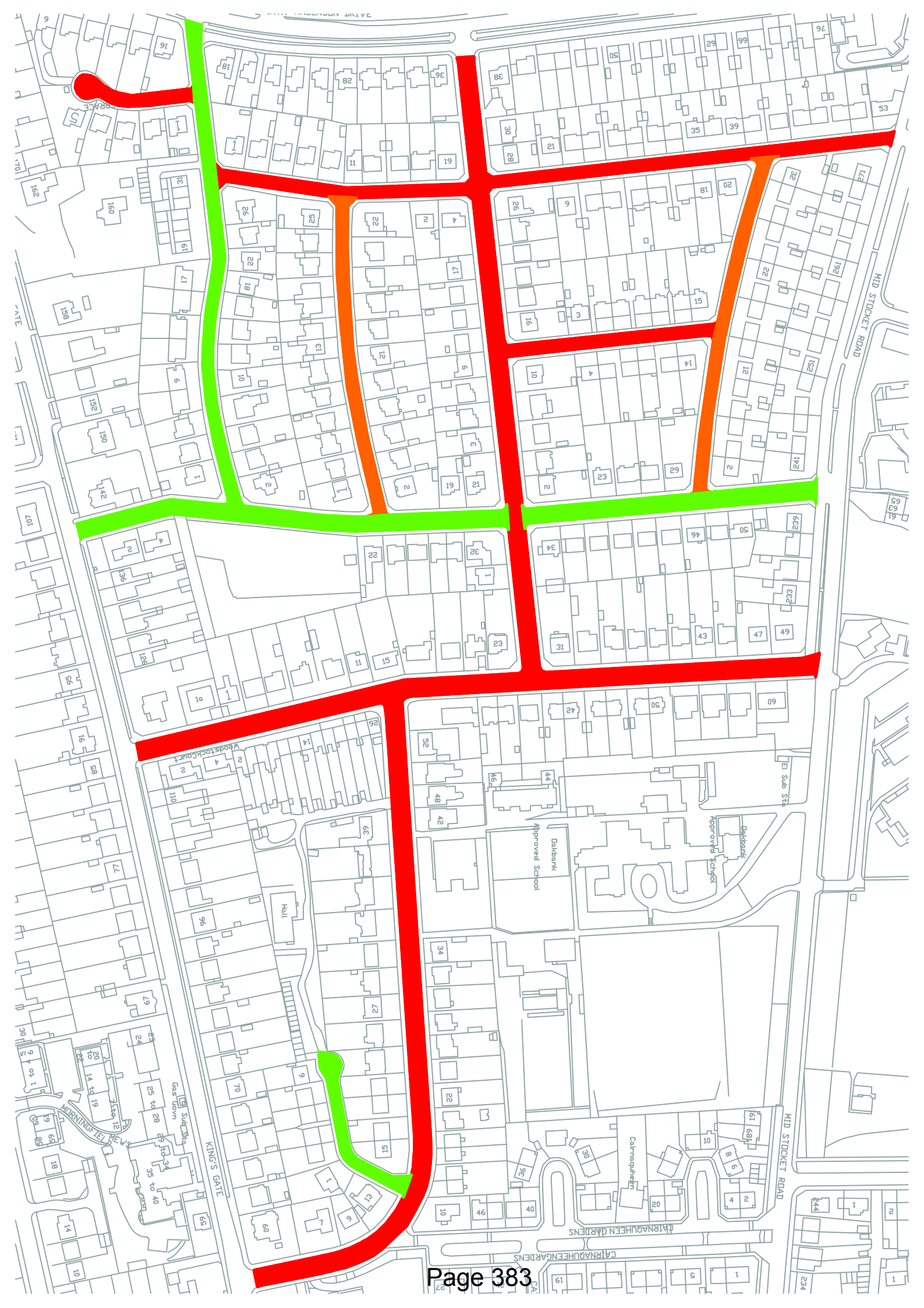
Neil Carnegie, Community Safety Manager has been consulted

Dave Young, Account Manager, Service, Design and Development has been consulted

Kathryn McFarlane, Service Co-ordinator

Mark Masson, Committee Services

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ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Planning & Infrastructure
DATE:	22nd January 2013
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	The Bush, Peterculter – Proposed Road Closure
REPORT NUMBER:	EPI/12/276

1. PURPOSE OF REPORT

To advise the Committee on the background to the proposed road closure on The Bush, Peterculter and the requirement to revise the previous decision by committee and re-commence the last stage of the legal process for the required Traffic Regulation Order.

2. RECOMMENDATION(S)

It is recommended that members:

1. Rescind the previous decision by Enterprise, Planning and Infrastructure on 31 May 2012, and therefore instruct officers to advertise the new location with a report back on the outcome to a future meeting of this Committee.

3. FINANCIAL IMPLICATIONS

The implementation of the proposed closure would be funded from the Cycling, Walking, Safer Streets grant funded budget. The estimated implementation cost of the works is £6,000 and requires minimal maintenance costs.

4. OTHER IMPLICATIONS

None

5. BACKGROUND/MAIN ISSUES

5.1 Background

Officers had received a number of concerns raised through residents and the local Councillor about volume and speed of 'through traffic' along The Bush, Peterculter. This road is very narrow with no footway on either side and is causing safety concerns to pedestrians utilising this route. It was felt that if the volume of through traffic was reduced, and only traffic using the road was to take access, then pedestrian safety would be increased considerably.

Officers had agreed with Councillor Boulton in November 2011 to carry out an informal consultation with the residents, in which a number of proposals were prepared that would effectively reduce the number of vehicles utilising this road. The residents were requested to identify their preference in order from a list of 8 with the responses received collated and scored on a point basis. From the responses it was clear that the preferred option was for The Bush to be closed to through traffic.

At the Enterprise, Planning & Infrastructure Committee meeting on 31st January 2012 approval was given to the progression of the required Traffic Regulation Order for the proposed closure of The Bush with the location of the closure situated between 30 & 33 Hillside Road (Location shown in Appendix A). Following this the statutory consultation exercise was carried out with there being no objections lodged. Officers then proceeded to undertake the Public Advertisement stage at which there was also no objections lodged.

However during this time further discussions were held with the residents of The Bush and Councillor Boulton with regard to the preferred location for the closure. The residents expressed their preference for the proposed closure to be situated at the rear access of 'Inchroy' (Location shown in Appendix B), this was subject to a minor amendment to move this closure 30m or thereby north of this location as to be situated at the boundary of No. 35 and 37 (Location shown in Appendix C). This location had changed from the initial location consulted upon at the statutory stage of the process where it had been suggested to be installed on Hillside Road between No.'s 30 & 33.

Unfortunately the original location was prescribed at the Public Advertisement stage in error. Following the completion of the Public Advertisement process the proposed closure was reported to Committee on the 31st May 2012 and was approved as no objections had been received.

It is felt that objections may not have been lodged as local residents had assumed that the proposed closure was to be relocated following the meeting on the 22nd March 2012.

- 5.2 As there is uncertainty as to the process being 'fair and open' it is proposed that the whole process recommence to allow the most recently agreed location with residents (Appendix C) to be consulted upon formally. While this will have resulted in a delay it will ensure that the Council do not fall foul to accusations of failing to follow regulatory procedures correctly.

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.

These proposals will be of interest to the residents/proprietors on the affected streets, and also other pedestrians who utilise this street.

7. BACKGROUND PAPERS

'Various, small scale traffic management and development associated proposals (New Works)', Enterprise, Planning & Infrastructure Committee, 31 January 2012.

<http://committees.aberdeencity.gov.uk/mgConvert2PDF.aspx?ID=18330>

8. REPORT AUTHOR DETAILS

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Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett – *has been consulted 07/12/12*

Vice Convener: Councillor Ramsay Milne – *has been consulted 07/12/12*

Councillor Marie Boulton – *has been consulted 07/12/12*

Councillor Aileen Malone – *has been consulted 07/12/12*

Councillor M Tauqeer Malik – *has been consulted 07/12/12*

Council Officers

Barry Jenkins, Head of Finance, Corporate Governance – *has been consulted and has no comments from Finance*

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*

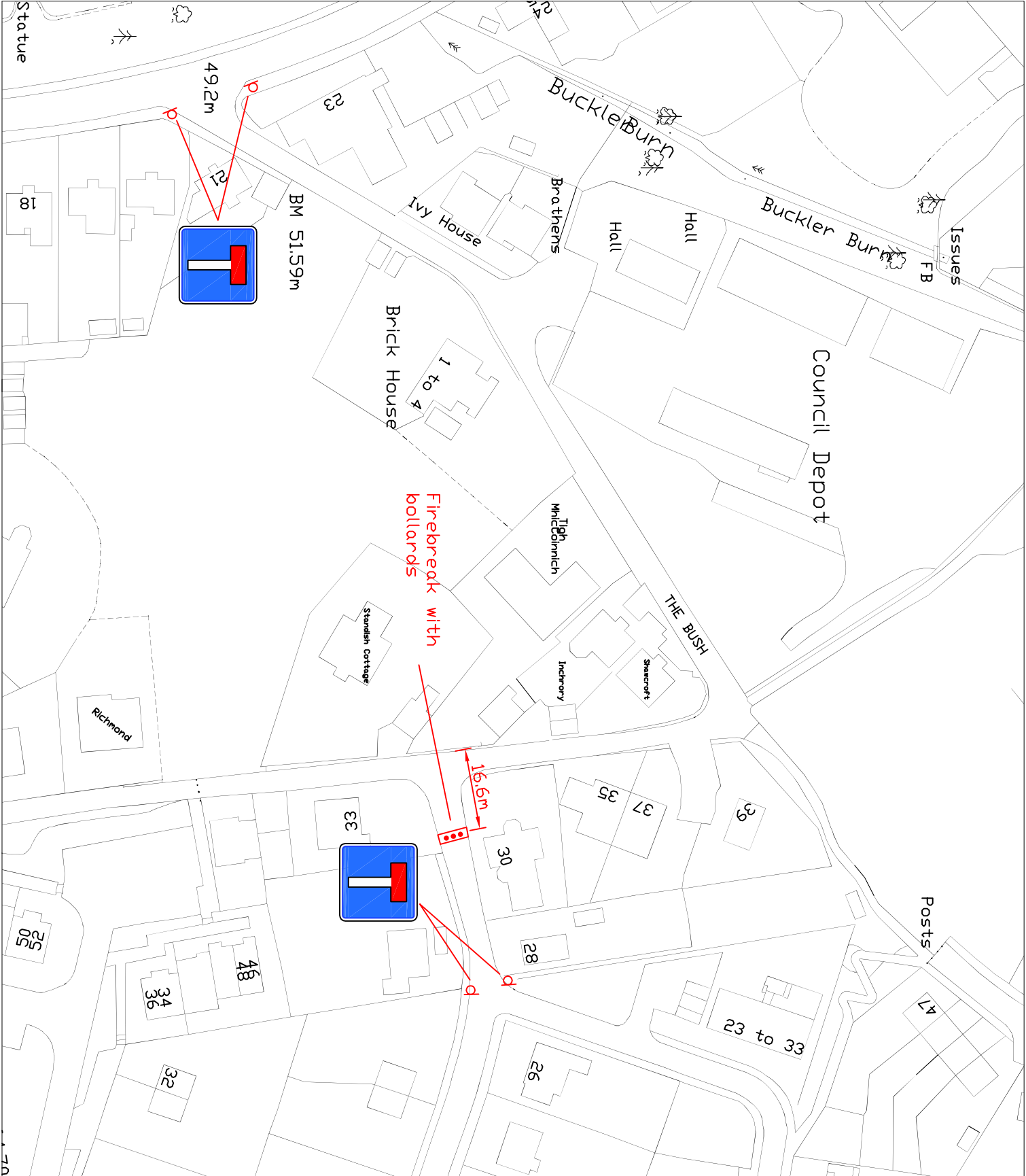
Neal Carnegie, Community Safety Manager – *has been consulted*

Dave Young, Account Manager, Corporate Governance – *has been consulted*

Laura Watson, Service Co-ordinator E P & I

Mark Masson, Committee Services Officer

NOTES



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Enterprise, Planning & Infrastructure
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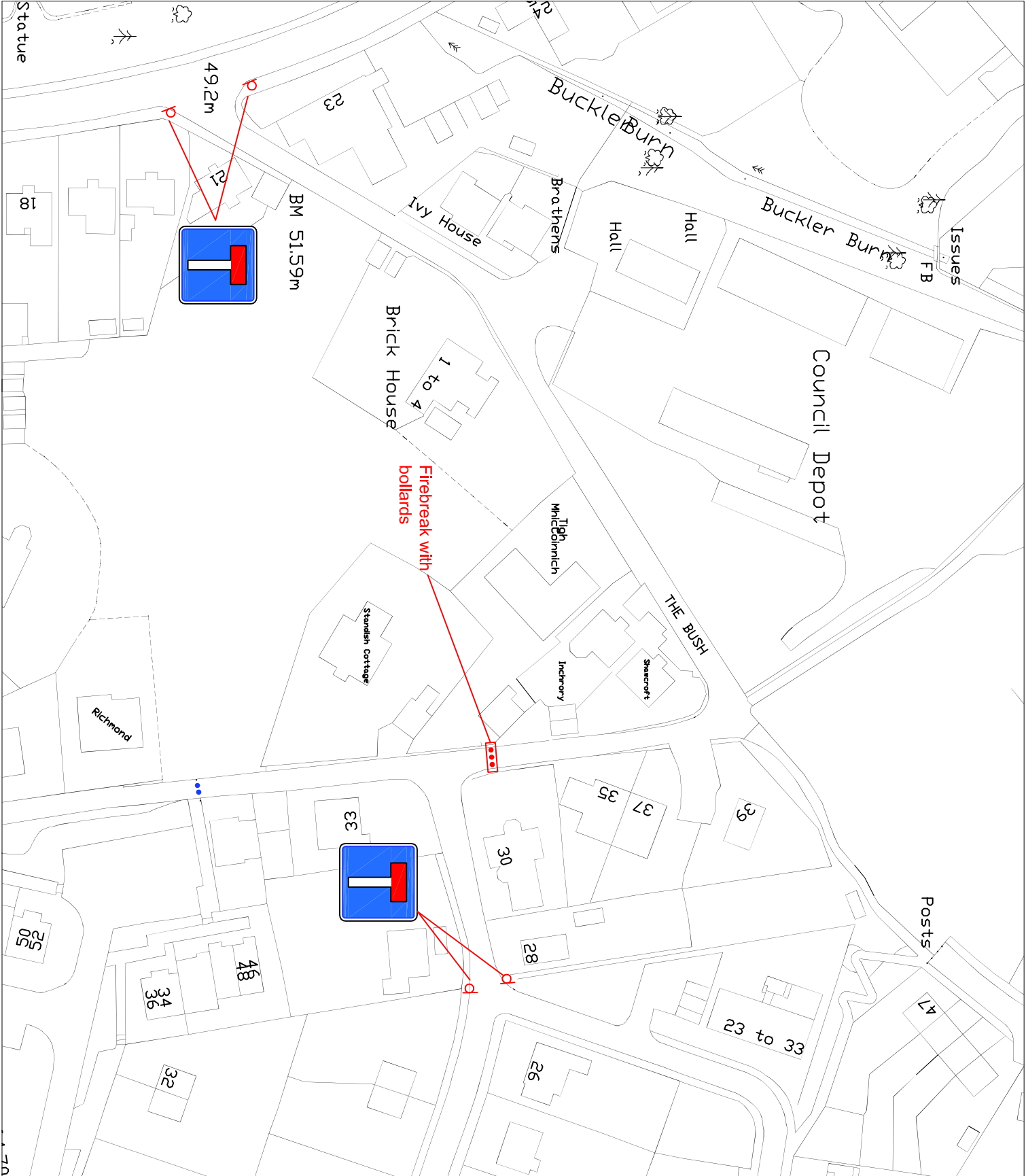
Client: ABERDEEN CITY COUNCIL

Project: The Bush, Peterculter

Title: APPENDIX A

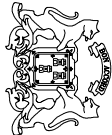
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**ABERDEEN
CITY COUNCIL**

Enterprise, Planning & Infrastructure
Road Safety and Traffic Management Team

Client:
ABERDEEN CITY COUNCIL

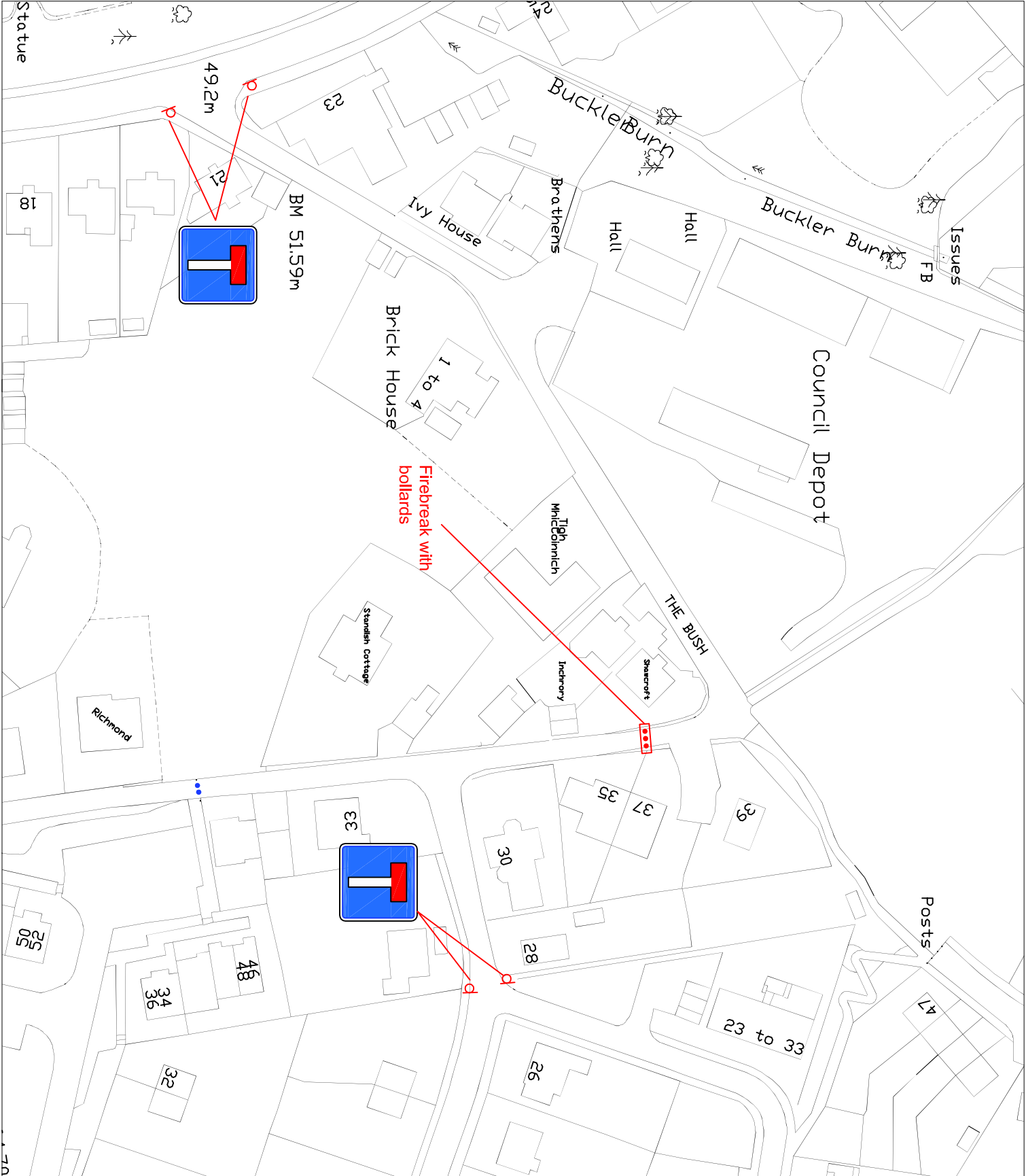
Project:
The Bush, Peterculter

Title:
APPENDIX B

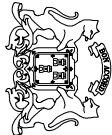
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**ABERDEEN
CITY COUNCIL**

Enterprise, Planning & Infrastructure
Road Safety and Traffic Management Team

Client:	ABERDEEN CITY COUNCIL
Project:	The Bush, Peterculter
Title:	APPENDIX C
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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Proposed revisions to on street parking charges for Forresterhill and Garthdee
REPORT NUMBER	EPI / 12 / 280

1. PURPOSE OF REPORT

- 1.1 The purpose of the report is to provide an update on the proposed pricing structure for the Forresterhill and Garthdee on street parking zones.
- 1.2 Also to provide the committee with an update on:
- The consultation carried out with the businesses within the Foresterhill Zone
 - The review of the NHS Grampian's new parking scheme recently implemented within the Forresterhill campus.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the committee:
1. note the content of this report and the impact of review of the recently implemented changes at the NHS Grampian's Forresterhill campus.
 2. instruct officers to increase the charges in accordance with Option 1 (see 5.4.1 of the report) and advertise the changes by street notice.

3. FINANCIAL IMPLICATIONS

- 3.1 The revised charges would have implications with respect to a reduction in the level of on street parking and the purchase of tickets/vouchers but has been estimated to still generate additional income levels which will support delivery of the Priority Based Budget option EPI_AMO05 – Increase Parking Charges.

These recommendations have no implications for the capital budget.

4. OTHER IMPLICATIONS

None

5. BACKGROUND / MAIN ISSUES

5.1 Background

- 5.1.1 Reference is made to the minute of the Committee of the 15th March 2011 wherein the committee requested that a report on the price of parking in the Forresterhill and Garthdee on street zones be presented to a future committee and to include information on the existing prices, financial implications, comparable charges and possible new payments technologies. The Committee report advised that the current parking fee structure did not support the aims of the Transportation Strategy and the sustainable transport initiatives of the Council.

- 5.1.2 This further report was submitted to the Enterprise Planning and Infrastructure committee of 31 January 2012 at which time it was agreed to refer, for discussion, the proposed revised charges for the Forresterhill and Garthdee on street parking zones to the next meeting of the Controlled Parking Areas – Working Party on 3 February 2012.

- 5.1.3 The Working Party on 3/2/2012 resolved to request officers to:
- investigate the level of parking on streets in the vicinity of Forresterhill during the day.
 - Provide further details on the availability of the existing voucher system utilized in the Forresterhill and Garthdee zones and to investigate ways to increase awareness and availability of the vouchers, as well as information on other alternative systems which could be implemented in particular pay by phone.
 - Continue discussions with both NHS Grampian and RGU regarding the proposed new increased pricing structure for on-street parking.

- 5.1.4 The Working Party met once again on 5/4/2012 where it had before it a further report from officers. The Working Party resolved to refer the minute to the E P & I Committee on 31 May 2012.

5.2 Previous Decision – E P & I Committee - 31 May 2012

5.2.1 The committee had before it the minute of the Controlled Parking Area Working Party meeting of 5 April 2012, where the recommendations from officers were as follows:

- Note the content of the report and the options that officers had considered.
- Instruct officers to increase charges in a phased manner. Option 1 to be implemented as soon as possible and a further review carried out to raise charges in line with Public Transport costs. This would allow the proposed changes at the Forresterhill campus to be implemented first and the results taken into consideration as part of the review.
- Instruct officers to amend any Traffic Regulation orders were required.

5.2.2 The Working Party had considered the proposals extensively during which officers advised that they had not yet had the opportunity to consult with local businesses on the proposal, however they would now undertake this and report back to a future committee.

5.2.3 The working party resolved: to agree to postpone the increase of on-street parking charges in both Forresterhill and Garthdee Zones until a review of NHS Grampian's new parking scheme has been undertaken and to request officers to report back to committee at this time.

5.2.4 The Enterprise Planning and Infrastructure committee on 31 May 2012 then approved the minute from the Working Party of 5 April 2012.

5.3 Current Parking Zones / Charges

5.3.1 The parking zones at Forresterhill and Garthdee were introduced in partnership with the National Health Service (NHS) Grampian/University of Aberdeen and the Robert Gordon University (RGU) respectively. The parking zones were seen to actively support the Green Transport Plans (GTP) implemented by our partners and to protect the residential environment and amenity of the local residential areas.

5.3.2 Through the support of on street parking regimes the GTP for the Forresterhill complex gained a national transport award. The GTP for RGU was recognised nationally as a good practice model particularly in relation to planning objectives for new development.

5.3.3 When introduced in 2002, the cost of on street parking within both zones was balanced against the cost of travel to the hospital and university complexes and in particular travel by public transport. Since the introduction of the parking zones the cost of travel by bus has risen

significantly whilst the on street parking charges have remained static making travel by private car more attractive.

- 5.3.4 It will be noted that the Transportation Assessments (TA) that were carried out in support of the planning applications and developments at both the Forresterhill and Garthdee sites identified the need for the controlled parking zones to mitigate the impact of the developments. The findings of the TA's supported the subsequent financial commitment by the NHS and RGU to implement the zones.
- 5.3.5 The current cost of parking within the zones is £1 for up to 2 hours and £2 from 2 hours to 6 hours with the operational hours being 10am to 4pm Monday to Friday. When considering the current cost of travel by public transport and the on street pricing structure across the city, the cost of parking at Forresterhill and Garthdee is considered to be low and does not support its original objectives to reduce car travel by commuters and to discourage long stay parking. Observations by officers indicate that the demand for on street parking by commuters within both zones has increased significantly over time and is confirmed by the number of tickets purchased on a yearly basis. Since the introduction of the zones the number of vouchers sold for Garthdee has increased by a factor of 3.5 with the combined income from voucher and meters for Forresterhill rising by a factor of 2.2.

5.4 Updated Evaluation and Consultation Responses

- 5.4.1 For clarification Option 1, which was approved, stated that the cost of on street parking within the Forresterhill and Garthdee zones be raised by £0.50 to £1.50 for two hours and £4.50 for all day parking (10.00 – 16.00) This was seen to better reflect the cost of travel by public transport to the sites and would act as a potential disincentive to travel by the private car.

5.5 *On – Street Car Parking Survey (Forresterhill)*

- 5.5.1 On-Street car parking surveys had been carried out previously in both the am and pm periods around the periphery of the Forresterhill Campus. These surveys identified, as expected, the streets in the immediate vicinity that have high density parking. These locations were also used to identify the locations for the additional pay & display machines and will be used to roll out the additional signage required for the Pay by Phone scheme
- 5.5.2 With the NHS Grampian's parking scheme implemented, additional on-street car parking surveys were carried out around the periphery of the campus to gauge the effect that the new parking measures have had within the residential streets and to compare with the previous surveys. (see enclosed plans)

- 5.5.3 The surveys confirm the discussions with representatives from NHS Grampian where they have improved short term parking for patients but only by restricting parking for staff and visitors.

The pm surveys clearly show an increase in parking within the neighbouring residential areas from those taken previously. This ties in with the displacement of visitors in the afternoon period, Monday to Friday during the afternoon visiting time from 2.00pm to 4.00pm.

- 5.5.4 The plans indicate the areas where the parking patterns impacted on the surrounding streets both in the am and pm periods.
- 5.5.5 The surveys also indicate where new problematic parking areas are now occurring on the streets just outside the existing zone, generally to the North of the existing zone.

5.6 *Consultation with Businesses (Forresterhill Zone)*

- 5.6.1 In accordance with the instruction from the Controlled Parking Working Group, officers carried out an informal consultation exercise by means of a letter drop to all businesses affected by the proposals within the Forresterhill zone.
- 5.6.2 The consultation letter detailed the proposals to increase the charges along with the options being considered.
- 5.6.3 A response rate of 10% was achieved from the informal consultation. Of the 21 businesses that were consulted only two responded and both were hairdressing businesses. A summary of these responses are as follows:

- One was happy to continue to stock parking vouchers for the benefit of their customers. However the main concern was the effect the proposed increase in charges would have on their staff.
- The other also stocks parking vouchers but has strong objections to the proposed increases and the effect it would have on their businesses.

For the majority of customers travelling by car this may add £4.50 onto their costs given the time required within the salon. Option 2 – the flat rate of £1 per hour would have been their preferred option for any increase.

Concerns were also raised about the effect on staff parking where most staff would be unable to afford the new charges, be forced to walk further raising safety concerns, particularly at night.

5.7 *Consultation with NHS Grampian*

5.7.1 Officers consulted further with representatives of NHS Grampian to gauge their views on the impact of the new parking control arrangements that were implemented in July 2012.

5.7.2 The primary issue being addressed by the revised controls related to short term parking for patients attending out patient appointments. Since the implementation they have seen the expected improvements in availability of spaces for patients, but this has only been possible by restricting parking for staff and visitors.

The revised permit arrangements have allowed them to direct permits to staff with the greatest need, taking account of their home to work distance, access to public transport, business travel needs and any special / personal circumstances.

5.7.3 In addition they have also introduced inter-site shuttle bus service and an internal Foresterhill site shuttle service. These services have been popular, but clearly only deal with staff that has regular site travel needs rather than those who do not need to move around during the business day. They have also continued to engage with the bus operators and have had some successes with improved frequencies / timetables, etc.

This work continues and NHS Grampian remains supportive of continuing to develop sustainable travel alternatives.

5.7.4 NHS representatives have indicated that the key challenge with the proposed charging increases relates to their lower paid staff, for whom public transport is not a viable option and where those staff do not meet the criteria to access a parking permit. A permit does not of course guarantee a space at any time.

NHS Grampian remain concerned over the new charging proposals that such an uplift will have a detrimental impact on recruitment and retention of their lower paid staff

5.8 *Consultation with RGU.*

5.8.1 Officers consulted further with representatives from RGU to gauge their current views since our previous meeting in March 2012.

5.8.2 The Garthdee campus currently has stringent controls in place to reduce the number of vehicles going to the site. They currently have a car parking permit ratio of 1.4 to every car parking space. Other initiatives being taken forward include staggered start times for lectures and integrating student accommodation within the campus.

- 5.8.3 Previously they had not been averse to option 1, however they considered the alternative option for even higher charges (option 2) would have a detrimental effect on both students and staff. Currently the complaints from both are that buses can't keep to the timetable due to the problems on the bus corridor. Bus fares and parking charges are too high to the point that they may have difficulty in attracting both students and staff, particularly from overseas.
- 5.8.4 RGU would wish to see further improvements to the public transport network and additional bus lanes provided to encourage more bus use before increasing charges.
- 5.8.5 Although they still have concerns about raising the CPZ charges in line with option 2, they would support a phased increase.

5.9 **Summary**

- 5.9.1 The review of the new parking control arrangements that have been implemented around the Forresterhill campus, clearly show that improvements have been made to the availability of spaces for patients but this has only been possible by restricting access for staff and visitors.

The revised permit arrangements have allowed them to direct permits to staff with the greatest need. Other measures have been introduced, such as the introduction of an inter-site shuttle bus service and an internal Forresterhill site shuttle service that has proved popular with staff.

- 5.9.2 This in turn has increased the on-street parking outwith the site, particularly in the afternoon period, which coincides with the hospital's afternoon visiting times. Officers have also identified new problematic parking areas that are developing just outside the existing boundaries of the zone.
- 5.9.3 When introduced in 2002, the cost of on street parking within both zones was balanced against the cost of travel to the hospital and university complexes and in particular travel by public transport. Since the introduction of the parking zones the cost of travel by bus has risen significantly whilst the on street parking charges have remained static making travel by private car more attractive.
- 5.9.4 When considering the current cost of travel by public transport and the on street pricing structure across the city, the cost of parking at Forresterhill and Garthdee is considered to be low and does not support its original objectives to reduce car travel by commuters and to discourage long stay parking.

6. IMPACT

- 6.1 The proposed price structure would meet the aspirations of the Transport Strategy and be seen to support sustainable transport and reduce traffic emissions.
- 6.2 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.

7. BACKGROUND PAPERS

Report to E P & I Committee of 18 January 2011 – Car parking charges
Report to Controlled Parking Working Group of 24 February 2011
Minutes of the EP&I committee of the 15 March 2011.
Report to EP&I Committee of 31 January 2012.
Minute of the Controlled Parking Working Group of 3 February 2012.
Report to the Controlled Parking Area Working Party of 5 April 2012
Minute of the Controlled Parking Area Working Party of 5 April 2012
Minute of the E P & I committee of the 31 May 2012

8. REPORT AUTHOR DETAILS

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Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett - email sent 20/12/2013

Vice Convener: Councillor Ramsay Milne - email sent 20/12/2013

Local Members

Councillor Fraser Forsyth	email sent 20/12/2013
Councillor Bill Cormie	email sent 20/12/2013
Councillor Jennifer Laing	email sent 20/12/2013
Councillor George Adam	email sent 20/12/2013
Councillor Kirsty Blackman	email sent 20/12/2013
Councillor Lesley Dunbar	email sent 20/12/2013
Councillor Angela Taylor	email sent 20/12/2013
Councillor Gordon Townson	email sent 20/12/2013
Councillor Ian Yuill	email sent 20/12/2013

Council Officers

Barry Jenkins, Head of Finance, – *has been consulted and requested further information on the income generated.*

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted
Ciaran Monaghan, Head of Service, Office of Chief Executive has been consulted

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted

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

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – *has been consulted and agrees with the recommendations*

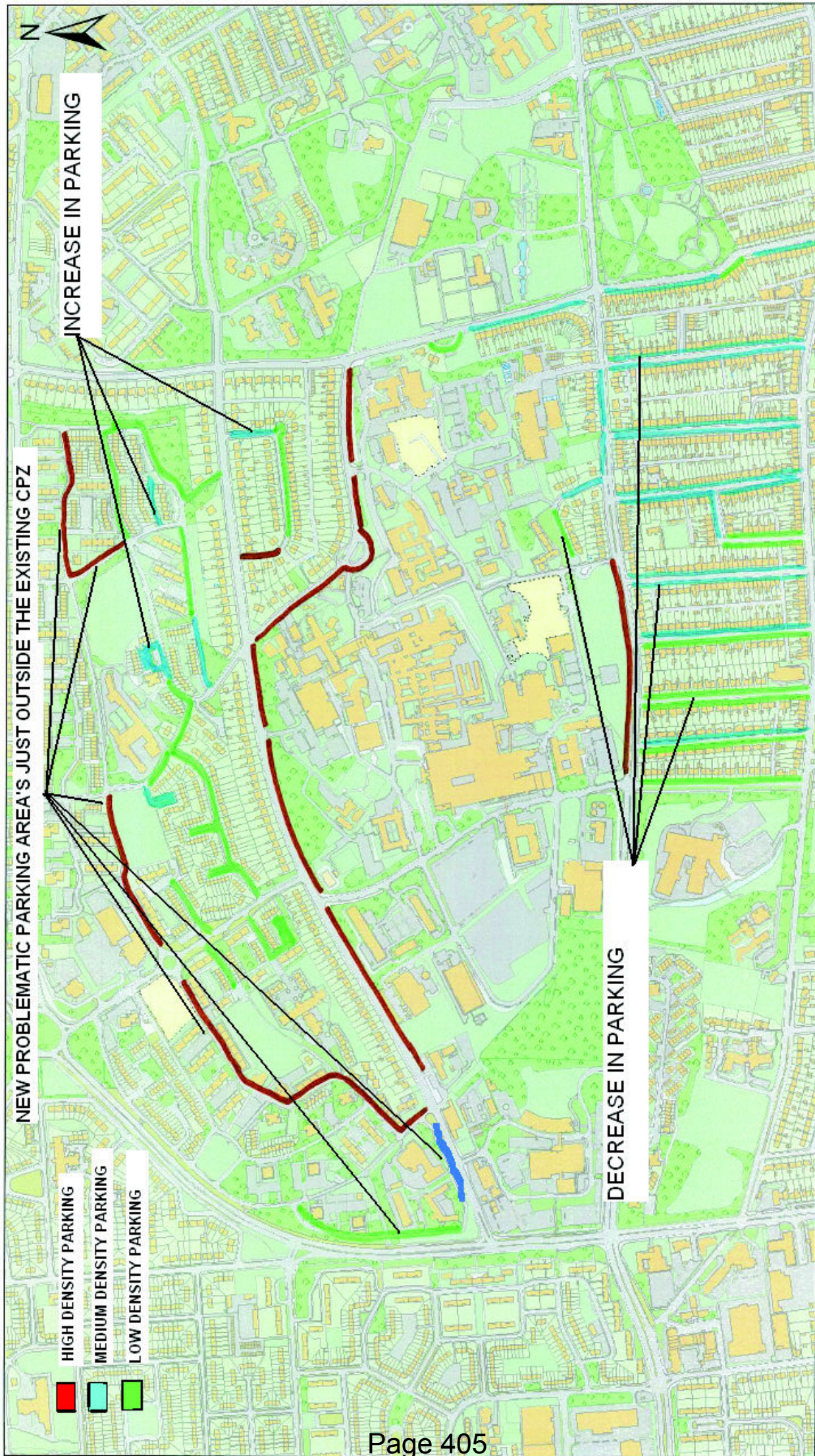
Mike Cheyne, Roads Manager has been consulted

Neil Carnegie, Community Safety Manager has been consulted

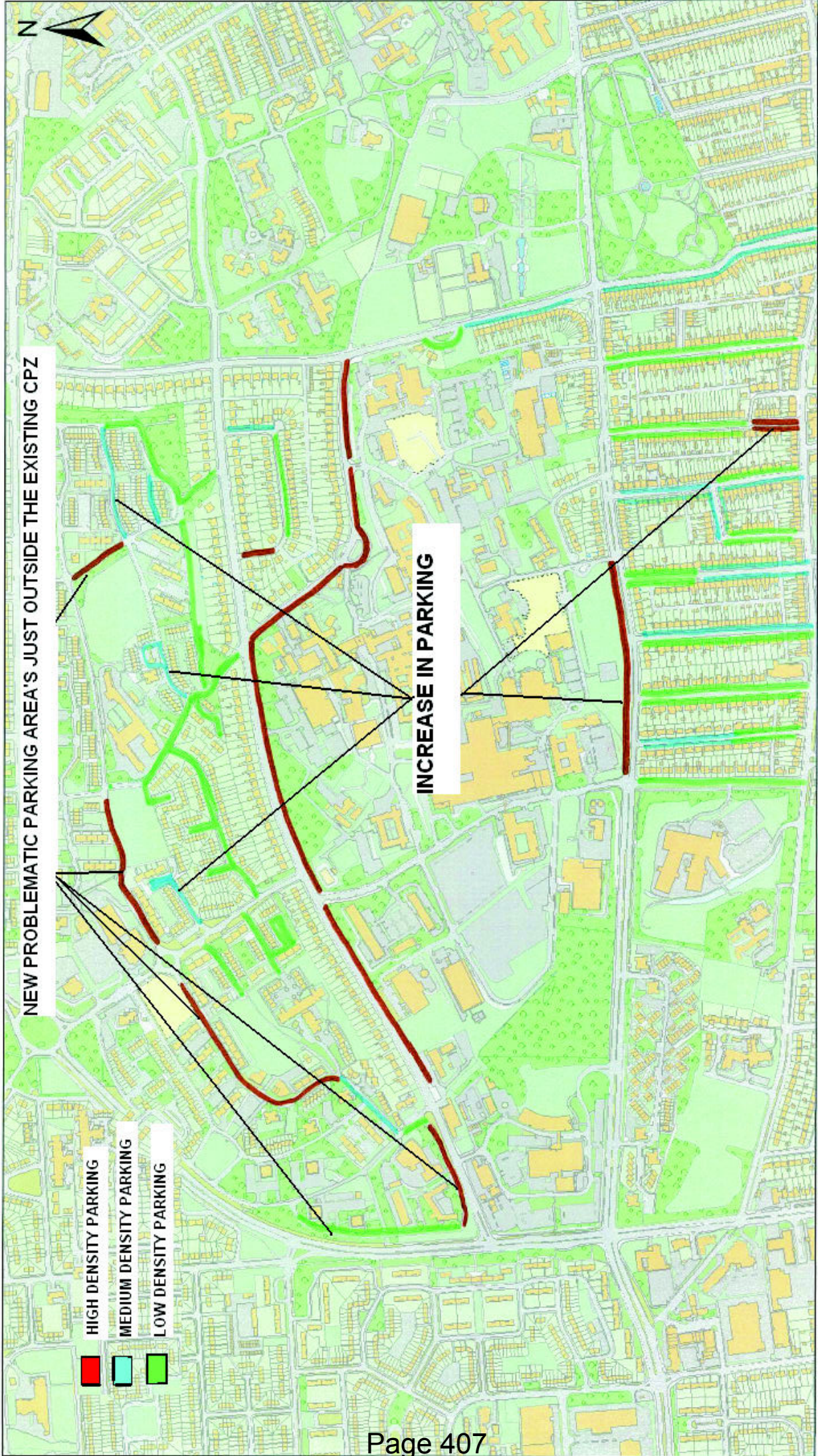
Dave Young, Account Manager, Service, Design and Development has been consulted

Laura Watson, Service Co-ordinator

Mark Masson, Committee Services



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NEW PROBLEMATIC PARKING AREA'S JUST OUTSIDE THE EXISTING CPZ

- HIGH DENSITY PARKING
- MEDIUM DENSITY PARKING
- LOW DENSITY PARKING

INCREASE IN PARKING

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Follow up report - Restrictions that would deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes.
REPORT NUMBER	EPI/12/304

1. PURPOSE OF REPORT

At its meeting on 31 May 2012 the Enterprise, Planning & Infrastructure Committee instructed officers to continue monitoring the level of usage of Morningside Road, Cranford Road and Duthie Terrace by Heavy Goods Vehicles (HGVs) on an annual basis and if there should be a significant change reconsider the possibility of introducing a restriction.

The purpose of this report is therefore to provide an update with regard to recent surveys that have been carried out to monitor the volume of HGVs using these roads.

2. RECOMMENDATION(S)

It is recommended that given the low volume of Heavy Goods Vehicles using these roads, the Committee instructs officers to cease annual surveys and monitor these roads in line with general traffic management priorities.

3. FINANCIAL IMPLICATIONS

None

4. OTHER IMPLICATIONS

None

5. BACKGROUND / MAIN ISSUES

5.1 At the meeting of this committee on 31 May 2012 the report titled 'Introduction of possible restrictions to deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes' was considered. This report was a culmination of an extensive period of monitoring and evaluation of surveys following Councillor Yuill's motion on 13 September 2011 "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...".

5.2 At the committee on 31 May 2012 the Committee approved the recommendations made in the aforementioned report. These recommendations were: -

- a) to take no action at this time given the low volume of Large / Heavy Goods Vehicles (HGVs) using these roads and the level of resources that would be required to ensure compliance with a traffic order restricting such vehicles.
- b) officers 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.

5.3 The roads concerned are residential in nature and vehicles using these roads are subject to a 20mph mandatory speed limit with associated traffic calming road humps.

The following table gives an indication of the volume of traffic using these roads on an average working day. The data within the table was collected in November 2011.

	Weekday average vehicles per hour					
	7am to 7pm (12 hour period)		8am to 9am (am peak)		4pm to 6pm (pm peak)	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
Morningside Road	93	111	110	138	121	156
Duthie Terrace	15	36	15	53	19	45
Cranford Road	47	34	78	32	53	52

5.4 The following table highlights the number of HGVs recorded during recent surveys using these three roads. The surveys were carried out in the morning and afternoon/evening peaks, with an additional survey carried out in the lunchtime period. It is during these periods of peak traffic that congestion will be at its highest at the Great Western Road / A90 South Anderson Drive Junction and hence when it would be most likely drivers would choose to use Morningside Road, Duthie Terrace and Cranford Road to avoid congestion.

	Number of Heavy Goods Vehicles					
	8am - 9am	9am - 10am	12pm - 1pm	1pm - 2pm	4pm - 5pm	5pm - 6pm
Morningside Road	6	2	6	2	1	1
Duthie Terrace	1	Nil	Nil	Nil	Nil	Nil
Cranford Road	2	1	Nil	Nil	Nil	Nil

**Surveys carried out on Tuesday 27 November 2012 (am) and Monday 3 December 2012 (pm). The surveys were conducted visually and the types of Heavy Goods Vehicles noted.*

5.5 When considering Morningside Road, two of the HGVs noted in the 8am to 9am period were visiting the loading bay (serving the Tesco Convenience Store) on Morningside Road, near its junction with St John's Terrace. The other vehicles of note during the periods of the survey were four coaches associated with 'Central Coaches' that have been suggested are serving the International School on the North Deeside Road and three Refuse Vehicles.

5.6 As highlighted in the previous paragraph, four coaches associated with 'Central Coaches' were observed using Morningside Road. Additionally another coach associated with this same company was observed using Duthie Terrace. In this respect, the opportunity is being taken to write to Central Coaches to request their drivers stay on the appropriate distributor type roads when travelling in the City and that residential type roads are only entered for the purpose of allowing a passenger to board/alight.

5.7 The number of HGVs using these roads is very low when considering the overall volume of vehicles entering these streets. The most recent surveys indicating the numbers on Duthie Terrace and Cranford Road are negligible, while a small number have been recorded on Morningside Road. Indeed when comparing the most recent surveys directly with those carried out in November 2011 the numbers of HGVs recorded using Cranford Road and Duthie Terrace has reduced.

5.8 The volume of HGVs using these roads must be considered in the wider context of the overall road network and similar street types, and the current situation would not be considered exceptional.

5.9 In conclusion, it is recommended that given the low volume of HGVs using these roads, the Committee instructs officers to cease annual surveys and monitor these roads in line with general traffic management priorities.

6. IMPACT

6.1 This report will be of interest to the residents/proprietors on the roads concerned.

6.2 There are links to the Single Outcome Agreement in terms of living life free of crime, disorder and danger and to live in well designed, sustainable places where we are able to access the amenities and services we need.

7. BACKGROUND PAPERS

Item 12 - *“Report following Councillor Yuill’s motion at the September 2011 E, P & I Committee to introduce restrictions that would deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes.”* Enterprise, Planning & Infrastructure Committee, 31 January 2012.

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2283&Ver=4>

Item 8 – *“Introduction of possible restrictions to deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes.”* Enterprise, Planning & Infrastructure Committee, 31 May 2012.

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2284&Ver=4>

8. REPORT AUTHOR DETAILS

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Consultee Comments

Councillors

Barney Crocket has been consulted.

Ramsay Milne has been consulted.

Angela Taylor has been consulted.

Gordon Townson has been consulted.

Ian Yuill has been consulted.

Council Officers

Margaret Bochel, Head of Planning & Sustainable Development, has been consulted and is in agreement with the recommendations within this report.

Mike Cheyne, General Manager Operations, has been consulted.

Barry Jenkins, Head of Finance, has been consulted and had no comments with regard to finance.

Jane MacEachran, Head of Legal & Democratic Services, has been consulted.

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure, has been consulted.

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

Hugh Murdoch, Head of Asset Management & Operations, has been consulted.

Dave Young, ICT, Enterprise, Planning and Infrastructure has been consulted.

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ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **22 January 2013**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Proposed Garthdee Controlled Parking Zone
Extension**

REPORT NUMBER: **EPI/12/314**

1. **PURPOSE OF REPORT**

This report details the results of an informal consultation by letter drop carried out on streets proposed for inclusion within an extension to the existing Garthdee Controlled Parking Zone (CPZ). The report discusses the findings of the consultation.

2. **RECOMMENDATION(S)**

It is recommended by Officers that:

1. The Committee note the results of the informal consultation exercise
2. The Committee instruct Officers to monitor the parking impact in the area following the opening of the expanded Robert Gordon University campus and report findings to the Committee with further recommendations pertaining to the implementation of the Controlled Parking Zone

3. **FINANCIAL IMPLICATIONS**

The implementation of the CPZ is to be financed by the Robert Gordon University (RGU) per the legal agreement associated with the consent for the expansion of the Garthdee campus. Revenue and costs associated with the extension to the existing CPZ have not been included in budget calculations as the scheme remains unapproved.

4. **OTHER IMPLICATIONS**

The potential exists that with the expansion of the Garthdee campus of the RGU there will be an increase in demand for on street parking in the residential Garthdee and Kaimhill areas. If this is unregulated there will be issues relating to the unavailability of space for residents and visitor parking. In addition, residential and environmental amenity in the area will consequentially be affected by the overspill in parking.

5. **BACKGROUND / MAIN ISSUES**

5.1 Background

- 5.1.1 The Development Management sub-committee of the Council at its meeting on 11 March 2010 granted planning permission for the expansion of the Garthdee campus of the RGU. Associated with the consent is a legal agreement requiring that the University, amongst other things, carry out a public consultation exercise with regard to the extension of the existing Garthdee CPZ.
- 5.1.2 A plan of the streets that would be affected by such a proposal are shown in Appendix A in relation to the location of the existing CPZ and the campus expansion. The majority of the affected area is in Kaimhill.
- 5.1.3 National and local transport planning policy provides strict maximum parking guidelines for all types of new development. The expansion of the Garthdee campus of the RGU has been completed in accordance with these. The purpose of maximum parking standards are to constrain the number of vehicles accessing a development, to thereby reduce congestion on the wider road network, reduce dependency on the private car and cut vehicle emissions in line with national and local transport policy. If no constraint on the number of parking spaces was imposed, this would encourage all users of the development to travel by car. In an area with existing congestion problems this would be difficult to accommodate and subsequently mitigate against, and vehicle emissions in the area would rise. It would not be in line with existing national and local transport policy.
- 5.1.4 It is normal course that a development provide infrastructure and facilities to allow for and encourage travel by modes of transport other than the car. Such features employed at the Garthdee campus include cycle parking and attractive and convenient foot and cycleways along with new pedestrian crossing points external to the site.
- 5.1.5 The constrained car parking facilities on site will lead to a displacement of parking into surrounding streets where these are available. If this was allowed, the impact of the maximum parking standards in reducing the number of cars accessing the development would not be realised, and the reductions in congestion and vehicle emissions that the parking standards seek to deliver would not be achieved. It is considered that the most effective way of controlling on street parking, and securing the impact of the maximum parking standards, is to introduce a CPZ in the streets surrounding the development to dissuade users of the development from parking in the area and consequentially from travelling by car at all.
- 5.1.6 These initial stages of work to take forward a CPZ in line with planning policy and strategy have been funded by the RGU.

5.2 Informal Consultation with Residents

- 5.2.1 In accordance with the legal agreement associated with the developments planning consent an informal consultation exercise was

carried out by means of a letter drop to all residents and businesses affected by the proposals. A copy of the letter is shown in Appendix C.

- 5.2.2 The consultation letter detailed the extents of the proposed CPZ. A reply form was also included which allowed consultees to express their views on the expansion of the CPZ, and indicate whether they were supportive of or in opposition to the proposals. This method of consultation has been used for similar scenarios in the past, and has become commonplace for consultation on such schemes.
- 5.2.3 A response rate of approximately 38.7% was achieved from the informal consultation. Of 553 residences and businesses that were consulted, 212 responded. Six individual respondents returned more than one response, and a further six residences returned more than one response from separate individuals giving the same opinion. The additional responses from these properties were discounted.
- 5.2.4 Of the responses, overall 26.4% are in favour of the expansion of the CPZ, and 73.6% are against. Table 1, below, shows the responses for each individual street. In addition to these, there were four responses that did not indicate a preference either way. On Garthdee Road only one response was received, from Asda.
Appendix B plan showing those streets in favour of and in opposition to the proposals.

Table 1 – Informal Consultation Response Summary				
Street	Response Favour	In	Response Against	Response Rate
Auchinyell Gardens	18%		82%	58.3%
Auchinyell Road	40%		60%	41.7%
Auchinyell Terrace	58%		42%	22.2%
Craigievar Place	44%		56%	13.6%
Garthdee Crescent	21%		79%	63.6%
Garthdee Drive	46%		54%	24.6%
Garthdee Gardens	17%		83%	50.0%
Garthdee Road	100%		0%	14.3%
Garthdee Terrace	0%		100%	25.0%
Kaimhill Circle	18%		82%	61.1%
Kaimhill Gardens	11%		89%	56.3%
Kaimhill Road	0%		100%	50.0%
Pitmedden Crescent	25%		75%	50.0%
Pitmedden Terrace	33%		67%	42.9%
Ruthrie Court	18%		82%	55.0%
Ruthrie Gardens	33%		67%	37.5%
Ruthrie Road	21%		79%	53.8%
Ruthrie Terrace	14%		86%	53.8%
Ruthrieston Road	0%		100%	9.1%
Unknown Location	0%		100%	-

- 5.2.5 The results show that overall the residents of the affected area are against the proposed CPZ extension. Only two streets, Auchinyell Terrace and Garthdee Road, are in favour of the proposals. A plan showing which streets are in favour and against the proposals is appended to this report.
- 5.2.6 Of those that have replied that they would be in favour of the expansion of the CPZ, 12 (or 21%) qualified this by saying that they would only be in favour if there was no charge to residents.
- 5.2.7 From the responses it is clear that residents would be more content to have a CPZ introduced if they were not required to pay charges at this stage or at any point in the future. It is likely that if the informal consultation were to be repeated with a guarantee of no payment, a greater proportion would be in support of the scheme. It is not possible to tell if this would be a majority.

5.2.8 Residents returning responses raised a number of questions regarding the proposals and the existing situation. These are listed in Appendix D, along with Officers responses.

5.3 External Influence

5.3.1 During the course of the informal consultation process an anonymous leaflet was issued to all residents in the affected area, informing them that charges would be imposed as a result of the implementation of the CPZ. This was inaccurate information and in some degree misleading as the decision on whether to take the scheme forward or to consider a charging regime for residents permits has yet to be taken by this committee.

5.3.2 It is however apparent that a significant number of the respondents have been influenced by this information. Prior to its issue a greater proportion of responses indicated a preference towards the CPZ than after the leaflet was distributed. A number of comments make reference either directly or indirectly to the information contained within the leaflet.

5.4 Further Considerations

5.4.1 In considering the proposed scheme the committee will be aware that at its meeting in September, approval was granted for the commencement of charges for resident permits within the existing Garthdee CPZ. It is possible that residents within, but near the edge of, this zone will choose to forgo purchasing a permit in favour of parking outwith the existing CPZ in the area proposed for the CPZ expansion and impact on the current parking demand in the currently uncontrolled area. This practice is supported by experience and evidence of this occurring in other CPZs

5.4.2 In addition a separate report to this Committee recommends an increase in on street parking charges. In the event that this is approved, this will further exacerbate the displacement effect, and will have a detrimental impact on the migration of parking to free areas.

5.4.3 Through the informal consultation exercise a number of residents have suggested that the implementation of the expanded CPZ should only be considered following the opening of the RGU expansion when monitoring can be carried out to determine if there is a worsening of parking problems, and conclusive evidence of on street parking issues assessed.

5.4.4 The planning conditions and terms of the legal agreement associated with the development stipulate that the CPZ must be brought forward prior to the opening of the development, but may be amended through written agreement between the parties. Officers have held informal discussions with senior management in RGU who have indicated that they would be willing to agree to a delay in the implementation of the expanded CPZ. At this stage only an agreement in principle to a possible delay has been reached, and a formalised agreement will be

required if a decision is taken to delay the process for the promotion of a CPZ. Should this not be forthcoming the decision to delay implementing the CPZ to a later date would mean that the full costs of implementation would require to be borne by the Council.

- 5.4.5 It should also be considered that the legal process to implement a CPZ takes approximately nine months to one year. If the Committee choose to delay the implementation of the CPZ, it will commence following the assertion that there is a further detriment to on street parking in the area, attributed to the expansion of the RGU, that should be addressed through the implementation of a CPZ. It would be approximately one year from that point in time until the CPZ was implemented, throughout which time the residents would potentially be exposed to the additional on street parking.

5.5 Summary of Findings

- 5.5.1 From the informal consultation, the opinion expressed by the residents of the Garthdee and Kaimhill area is against the expansion of the current CPZ. Only two streets have indicated that they are in favour of the scheme. It is clear that residents have been influenced by the anonymous leaflet that has been circulated throughout the area.
- 5.5.2 It is likely that a greater number of residents would be in favour of the expanded CPZ if it was guaranteed that there would be no cost to them.

6. IMPACT

Within the Local Development Plan (LDP) the existing Garthdee and Kaimhill areas are zoned as residential. The land upon which the RGU expansion is taking place is zoned as such. The Local Transport Strategy (LTS) and the Supplementary Guidance to the LDP aim to minimise single occupancy use of the private car in favour of more sustainable modes of travel. The implementation of the expanded CPZ is considered to adhere to these policies.

7. BACKGROUND PAPERS

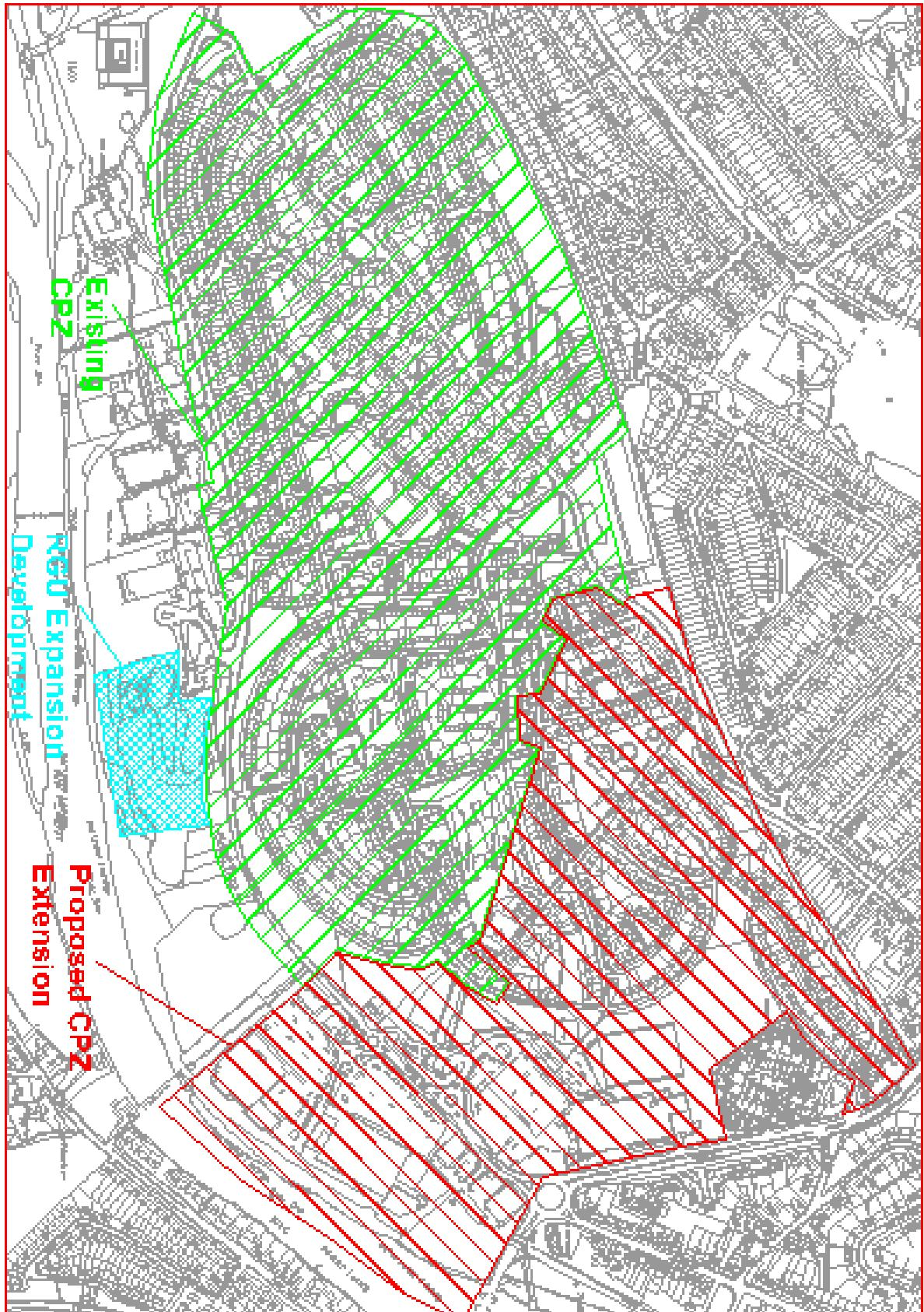
Legal agreement between Aberdeen City Council and Robert Gordon University in relation to the consent to planning application P091761 dated 28 February 2011.

8. REPORT AUTHOR DETAILS

Doug Ritchie
Team Leader, Road Safety & Traffic Management
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(01224) 538055

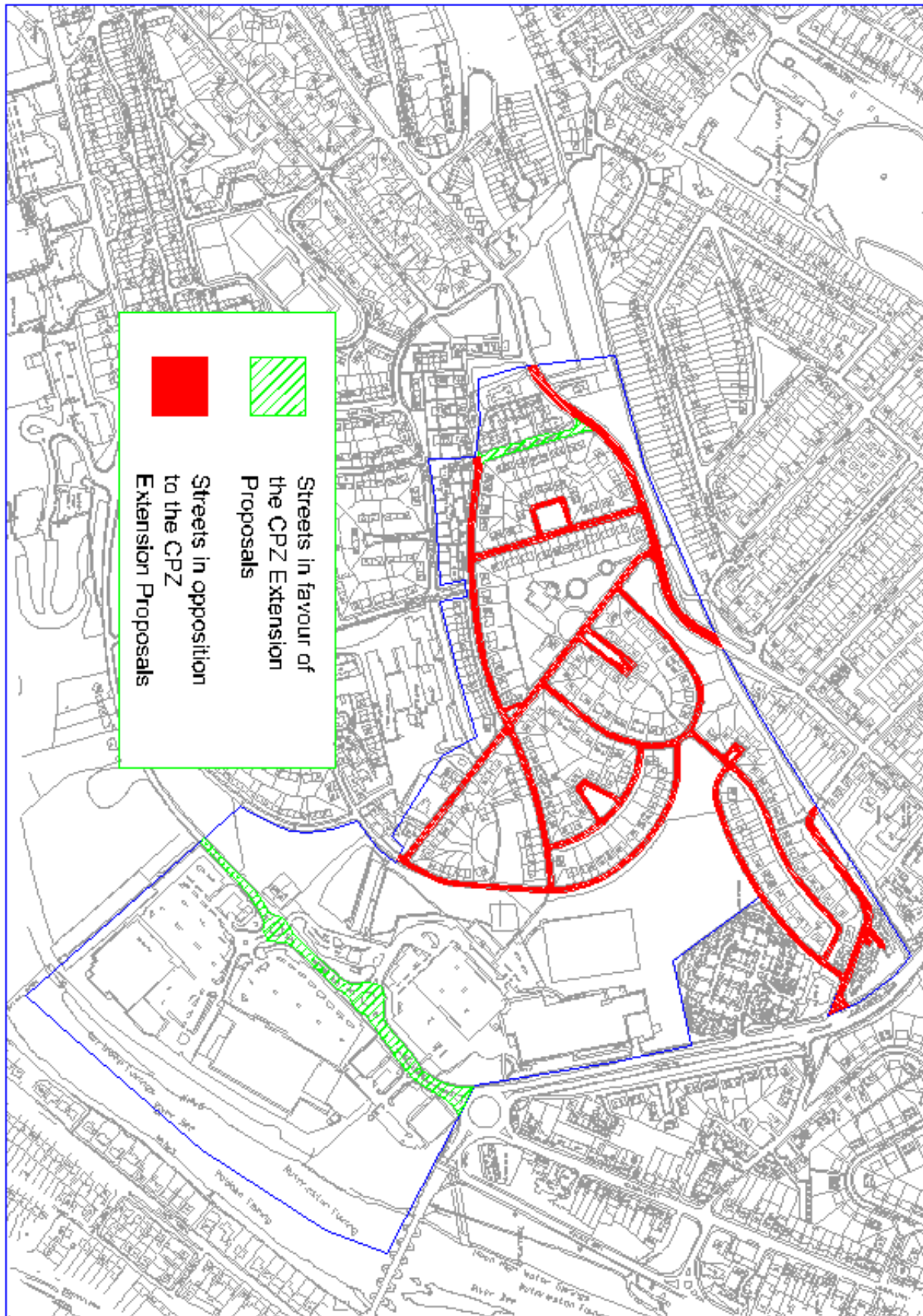
Appendix A

Plan showing location of existing CPZ, and proposed expansion.



Appendix B

Plan showing those streets in favour of and in opposition to the proposals.



Appendix C

Copy of the letter sent to residents and businesses in the area.

Our Ref.
Your Ref.
Contact
Email
Direct Dial
Direct Fax

16 October 2012

To All Residents.
Garthdee Controlled Parking Zone.

**Enterprise, Planning and
Infrastructure**

Aberdeen City Council
Traffic Management Team
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Aberdeen AB25 1GN

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Dear Sir/ Madam

INFORMAL CONSULTATION ON THE INTRODUCTION OF CONTROLLED PARKING ZONE IN GARTHDEE / KAIMHILL

As you will be aware the Robert Gordon University is undertaking development work to expand its Garthdee campus. It is anticipated that this development will increase the number of both staff and students operating at Garthdee. During the planning process it was identified, that in order to support sustainable transport initiatives to the campus and to protect the residential amenity and environment of the Kaimhill area, the existing Garthdee Controlled Parking Zone (CPZ) be extended. It is therefore necessary to undertake a consultation exercise with local residents and businesses regarding the introduction of a CPZ to the east of the existing CPZ operating in Garthdee. I have enclosed a plan showing the extent of the proposed CPZ.

The new CPZ is proposed for a number of reasons associated with the expansion of the Garthdee campus of the Robert Gordon University. The expansion of the campus will introduce a significantly higher number of staff and students which will be likely to have a detrimental impact to the environmental amenity within the existing uncontrolled parking areas in Kaimhill and Garthdee. The proposed CPZ will be designed to alleviate the potential for obstructive parking arising from those visiting the campus, which would be to the detriment of local residents. This will have the simultaneous benefit of safeguarding residential amenity throughout the Garthdee area. The introduction of a CPZ would also be seen to encourage staff and students of the Robert Gordon University to make use of public transport to access the Garthdee campus, thereby improving use of sustainable transport.

It is proposed that a small number of pay and display machines would be installed in the area, and that the use of cashless payment for parking would be encouraged by

the majority of users. A combination of residents only and general pay and display bays would be provided within the CPZ.

At present the Council is undertaking an informal consultation with residents and businesses in the area in order to ascertain if the implementation of a CPZ in this area is desirable. Following this informal process, all responses will be considered and reported to the Environment Planning and Infrastructure Committee at which time a decision will be taken on whether or not it is appropriate to proceed to the formal stages for the implementation of a CPZ. Should approval be given a detailed scheme would be advertised with all local residents, businesses and the general public afforded the opportunity to formally object to the scheme if they wish. Any future decision on whether the CPZ is to be implemented will be taken by the elected members of the Council.

The informal consultation exercise being carried out at present is simply designed to ascertain if there is a desire amongst existing residents and businesses for a CPZ to be introduced in Garthdee. A return slip is attached to this letter, with a single question asking for your opinion in respect of the above. There is in addition a space for any comments that you may wish to make in respect of these proposals.

Please take this opportunity at an early stage to voice your views on the attached reply form, and please return this to the Council in the stamped addressed envelope provided by **Tuesday 6 November 2012**.

Yours faithfully

Appendix D

Themes raised by residents and businesses in the area.

At present vehicles park in inappropriate locations in the area. How will the CPZ help this?

The implementation of the CPZ will regulate parking in the area and clearly identify where it is appropriate to park. Aberdeen City Council wardens will regularly patrol the area to enforce the CPZ restrictions.

Will there be a cost associated with the CPZ for residents?

The decision whether to charge for residents permits has not yet been taken. The decision will be the responsibility of the elected members of the Enterprise, Planning and Infrastructure Committee.

If there is a charge, why should residents have to pay to fund the CPZ to solve a problem introduced by the expansion of RGU?

The decision whether to charge for residents permits has not yet been made. In addition, the CPZ is being introduced to protect residents, and ensure that parking is available for them in a residential area. Any cost that residents are asked to pay is to meet the costs of administering the CPZ and by the presence of City Wardens, ensure that street parking is not abused. The benefit is felt entirely by the residents.

I have some suggestions to make for things to be included in the CPZ?

When designing the final scheme, we will take all comments into consideration, and implement them where possible.

Will I get a guaranteed parking space outside my house?

The parking permit does not guarantee a parking space at all, or in any particular place. There may be residents only bays, however these would be available to anyone with a residents parking permit.

It's very difficult to get to the RGU campus by any means other than by car. How can this be resolved if people also can't take their cars?

RGU are introducing a variety of measures to make travel by other modes of travel possible, including cycle parking, footpaths and cycle paths within the development, and new crossing points on the external road network. In addition there is a high frequency bus service.

What about local businesses? Some of these will suffer if people can't stop or have to pay to stop outside them.

There are a number of traffic management methods that can be implemented. These include for example additional pay and display machines on street close to the shops, and a pricing structure that allows for short visits. Other methods are available, and further consideration will be given when the scheme is designed.

My street is so far from the campus that no one will park here to walk down. Why is it being included in the CPZ?

It is the experience of Council Officers when CPZs have been introduced in other areas that on street parking has been displaced further afield. While this may not be significant, there will be some impact in areas further from the campus which therefore require to be protected by the CPZ extending this far. Natural boundaries of Anderson Drive and the former Deeside railway line have therefore been selected.

Shouldn't you wait until after the RGU expansion has opened to see if the parking problem does get worse before implementing this?

This would be a decision for the elected members of the Enterprise Planning and Infrastructure Committee to make. It is a possibility, however if the parking problems were bad in the area it would take a minimum of one year to implement the CPZ, throughout which time residents would be exposed to the additional on street parking.

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett - email sent 20/12/12

Vice Convenor: Councillor Ramsay Milne - email sent 20/12/12

Local Members

Councillor Angela Taylor

email sent 20/12/12

Councillor Gordon Townson

email sent 20/12/12

Councillor Ian Yuill

email sent 20/12/12

Council Officers

Barry Jenkins, Head of Finance, – *has been consulted and has no comments.*

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted

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

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted

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

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – has been consulted

Mike Cheyne, Roads Manager has been consulted

Neil Carnegie, Community Safety Manager has been consulted

Dave Young, Account Manager, Service, Design and Development has been consulted

Laura Watson, Service Co-ordinator

Mark Masson, Committee Services

ENTERPRISE, PLANNING AND INFRASTRUCTURE - COMMITTEE BUSINESS

Following the Meeting of 6 November 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)	<p><u>Berryden Corridor – Transport Infrastructure Improvements</u></p> <p>The Committee resolved to approve the preferred option for progression to detailed design (i.e. the so-called “Do Something” option for the corridor, in association with a bus gate at Bedford Road/Powis Terrace), and that the officials report back on detailed design, costs and programming.</p>	<p>Definitive dates for the major transportation projects are difficult to provide as much of the work required to get to the next key stage for reporting will either be several months away or at least more than 12 months - in which case we don't have committee dates, and as always subject to budget and resource availability. Strategic Transport Projects reports which contain updates on all these projects are provided to the Committee by way of a report or bulletin as and when necessary.</p> <p>As per the update of 24 May funding has been secured for this financial year to enable development boundaries to be established.</p> <p>The Committee on 6 November 2012 agreed that this item was to remain on the Committee Business Statement.</p>	Maggie Bochel		No report required this financial year
2.	Enterprise, Planning and Infrastructure Committee 26.11.0	<p><u>(1) Access from the North – An Integrated Transport Solution -</u> <u>(2) Access from the North Proposals “Third Don Crossing”</u></p>	<p>At its meeting on 18 January, 2011, the Committee resolved:- (a) agree, in principle, the provisional programme for delivery of the ‘Access from</p>	Maggie Bochel		21.05.13

<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>
	(article 19)	<p>The Committee resolved, amongst other things to request a regular report back on progress in these matters, including the development of a Delivery Programme.</p>	<p>the North' integrated transport proposals; instruct officers to continue discussions with BEAR and Transport Scotland regarding options on the trunk road network;</p> <p>(b)</p> <p>(c)</p> <p>(d)</p> <p>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</p>			

<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>
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>progress is made during the year, ad-hoc updates can be provided as part of the bulletin or included within the Strategic Transport projects update report.</p> <p>A progress report was considered on 31 May 2012.</p> <p>The Committee on 6 November 2012 agreed that this item was to remain on the Committee Business Statement.</p>	Craig Innes	31.05.12	22.01.13
		<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</p>				

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			<p>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 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>			

<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>There are a number of tenders, containing community benefit clauses specifically relating to apprenticeship schemes on construction projects which are being actively assessed at the moment. There is also a number of forthcoming requirements where the clauses will be added and Officers are scoping out as to how best specify and weight them from experience gained from the initial tenders to ensure maximum benefit is offered by interested parties.</p> <p>The CPU had hoped to advise the Committee of this progress at the November meeting but this will now be presented to the January 2013 Committee.</p>			

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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 13 & 16 December 2011.</p>	Maggie Bochel		06.11.12
	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 3 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 29 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 12 April 2012 submitted an appeal to the UK Supreme Court. A date for a hearing has yet to be set.</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</p>			

<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>13 & 16 December 2011. Their Lordships delivered their judgement on 29 February 2012 dismissing the appeal.</p> <p>A further appeal against that decision was made to the UK Supreme Court and was heard on 9 and 10 July.</p>			
5.	Enterprise, Planning and Infrastructure 15.03.11 (article 4)	<p><u>Parking Charges/Emissions-based Permit System</u></p> <p>The Committee resolved, amongst other things, in relation to recommendations from the Controlled Areas Parking Working Group -</p> <p>(i) 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; and</p> <p>(ii) 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</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,</p>	Hugh Murdoch Maggie Bochel	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>
		<p>would be revenue neutral to the Enterprise, planning and Infrastructure Committee at its meeting on 13 September, 2011.</p>	<p>the proposal will be developed in conjunction with the review of 2012/2014 parking charges to be undertaken in autumn 2012 and reported to Committee in Spring 2013.</p>			
6.	<p>Enterprise, Planning and Infrastructure 13.09.11 (article 24)</p>	<p>South Aberdeen Coastal Regeneration Project (SACRP) – Programme Developments</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>	<p>The officer previously dealing with this issue (who was not employed by Economic and Business Development Service) left the Council's employment shortly after production of the previous report and the post was disestablished. Since then, no additional resources have been found to take this project forward. Also, the Aberdeen Coastal Regeneration Project can only be progressed as part of the mainstream development of climate change adaption strategies and flood risk management, if EP&I's Sustainable Development and Infrastructure teams are able to commit sufficient resources to address this issue. Currently. For the moment, these resources are not available. A report will be brought back to Committee as soon as these resources become available.</p>	Gerry Brough	31.05.12	

<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>
7.	Enterprise, Planning and Infrastructure 13.09.11 (article 41)	<p><u>Green Badge Scheme</u></p> <p>The Committee resolved 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.</p>	<p>At the EP&I Committee of 13 September 2011, officers were instructed to review the possible impact of Blue Badge reform on the City Council's Green Badge scheme and to report back to a future Committee following consultation with interested parties.</p> <p>As well as the Blue Badge reform, it is considered that the Equality Act 2010 and the Disabled Persons Parking Spaces (Scotland) Act 2009 have an impact upon the Green Badge scheme.</p> <p>Accordingly, a report has been prepared for consultation purposes with the Disability Action Group (DAG). Once consultation has been concluded, it is intended to submit a report to the EP&I Committee in March 2013, with proposals on the future of the Green Badge scheme.</p>	Hugh Murdoch	31.01.12	19.03.13
8.	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,</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</p>	Maggie Bochel	31.05.12	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>
		<p>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>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> <p>All partner organisations Self-Assessments have been completed and the HTAP are cross referencing all assessments, in order that the areas needing improvement across the agencies are identified and a full action plan can be produced. It is anticipated that this can be reported to the January Committee.</p> <p>No update – we are still awaiting sight of other partner’s reports and identification of</p>			

<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>
9.	Enterprise, and Infrastructure 31.05.12 (article 6)	<p><u>Four Traffic Orders – Outcome Of Main Statutory Advertisement Stage – Newhills Avenue</u></p> <p>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.</p>	<p>improvement areas – this is still with the Health Transport Action Plan Team. Officers have been pushing for a resolution to this as soon as possible for a number of months now.</p> <p>This scheme is about to go out to a combined Initial Statutory and public advert where the results will be reported to the January Committee.</p>	Hugh Murdoch Jane MacEachran	6.11.12	22.01.13
10.	Enterprise, and Infrastructure 31.05.12 (article 12)	<p><u>On-street Parking Charges at Foresterhill</u></p> <p>To agree to postpone the increase of on-street parking charges in both the Foresterhill</p>	<p>There is a report on the current agenda.</p>	Hugh Murdoch	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>
		Zone until a review of NHS Grampian's new parking scheme had been undertaken and that officers report back to the Committee at this time.				
11.	Enterprise, Planning and Infrastructure 31.05.12 (article 28)	<p><u>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, 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</p>	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 future committee.	Hugh Murdoch Jane MacEachran	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>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 for the list of Blue Badge parking spaces and to report back to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>				
12.	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</p>	<p>A number of anomalies have been found in information analysed to date, in respect of car parking areas for which charges are levied by other council departments.</p> <p>Officers require additional time in which to fully investigate these anomalies and to analyse the differing charges applied to</p>	Hugh Murdoch Donald Urquhart	6.11.12	19.03.12

<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>
13.	Enterprise, Planning and Infrastructure 11.09.12 (article 16)	Housing Revenue Account and parking that the Enterprise, Planning and Infrastructure Service is responsible for.	<p>the areas administered by Housing and Environment.</p> <p>It is intended to obtain further information from Housing and Environment in order to provide a robust analysis and recommendation to the March EP&I Committee.</p>	Gerry Brough	22.01.13	
		<p><u>City Events Programme 2013/14</u></p> <p>The Committee agreed:-</p> <p>(1) that officers report back to the Committee in early 2013 providing information in relation to the Festive Communities Grant, specifically identifying the benefits of the grant, outlining previous and present uptake figures and geographical spread, and advising what the grant monies had been spent on previously; and</p> <p>(2) that officers review the arrangements for the Santa Parade and Christmas Lights Switch-on event, specifically with an option that they be held jointly, and report back to the Committee in early</p>	<p>The relevant report for (1) is included in the agenda papers. A report relating to (2) will be submitted to the next meeting of the Committee.</p>	Gerry Brough	19.03.13	

<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>
	Finance and Resources 04.10.12 (article 22)	2013 in this regard. Note that officers will submit a report to the Enterprise, Planning and Infrastructure Committee prior to the end of February 2013, assessing the potential for a 2013 Hogmanay event and requesting approval of an appropriate budget to deliver a safe, inclusive and enjoyable family event in 2013.				
14.	Enterprise, Planning and Infrastructure 11.09.12 (article 20)	<u>Management of Events in Parks and Open Spaces</u> The Committee agreed to request that officers report back to the appropriate Committee on how future events of the type described are to be managed in Park and Ride sites.	Perhaps the committee decision should refer to Events in Parks and Open Spaces , not Park and ride sites, (a Committee approved regime is already in place governing Park and Ride sites). If the issue is indeed about what events can be held on Park and Ride sites, it should be possible to produce a short paper on what type of events may appropriately fit in with the current regime for utilising Park and Ride sites for purposes other than parking. In which case a report will be prepared for the next committee cycle.	Gerry Brough	22.01.13	
15.	Enterprise, Planning and Infrastructure 11.09.12	<u>Aberdeen The Smarter City: A Strategy for 2020</u> The Committee agreed to		Maggie Bochel	August 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>
	(article 23)	instruct officers to report back to the Committee in August 2013 with the strategy and implementation plan for approval.				
16.	Enterprise, Planning and Infrastructure 31.05.12 (article 31)	<p>Strategic and Local Transportation Projects Update Report</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</p>	<p>In relation to Bridge of Don Park and Ride issues - we last reported an economic study and are now awaiting the outcome of the development tendering process, all as outlined in the last report so all actions progressed as far as we can at this time and each cyclical report will include progress to that point. No further actions at this time.</p>	Maggie Bochel	06.11.12	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>
		meeting of the Enterprise, Planning and Infrastructure Committee.				
17.	Enterprise, Planning and Infrastructure 11.09.12 (article 25)	<p><u>Various Small Scale Traffic Management and Development Associated Proposals (New Works)</u></p> <p>The Committee agreed:-</p> <p>(1) to instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in the report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee;</p> <p>(2) to 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.</p> <p>(3) in terms of the proposal</p>		Hugh Murdoch	Date to be confirmed.	

<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 Foresterhill Road, to note in relation to Councillor Cormie's request that the speed limit extension be monitored, that as part of the statutory consultation process officers would receive feedback from partners including Grampian Police and NHS Grampian, and would report back to the Committee following the consultation period.</p>				
18.	<p>Enterprise, Planning and Infrastructure 11.09.12 (article 26)</p>	<p><u>(1) The Aberdeen City Council (A96/Old Meldrum Road/ Mugiemoss Road, Aberdeen) (Shared Pedestrian/ Cycle Path) (Amendment) Order 2012; and</u> <u>(2) The Aberdeen City Council (Dubford/ Greenbrae Area) (Various Footways) (Re-determination of Means of Exercise of Public Right of Passage) Order 2012.</u></p> <p>The Committee agreed that officers be instructed to report back in two years time on how these Traffic Orders have progressed.</p>		Hugh Murdoch	September 2014	

<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>
19.	Enterprise, Planning and Infrastructure 11.09.12 (article 29)	<p><u>Extension of Pay by Phone and Parking</u></p> <p>The Committee agreed to instruct officers to report back on the feasibility of paying parking charges by credit/debit cards at parking machines.</p>		Hugh Murdoch	22.01.13	
20.	Enterprise, Planning and Infrastructure 11.09.12 (article 32)	<p><u>Palmerston – Revised Traffic Management and Controlled Parking Zone Proposals</u></p> <p>The Committee agreed:-</p> <p>(1) to instruct officers to progress the preliminary design of the traffic management proposals and Controlled Parking Zone;</p> <p>(2) to instruct officers to establish cost estimates for the traffic management proposals and Controlled Parking Zone and develop a business case for the Controlled Parking Zone; and</p> <p>(3) to instruct the appropriate officers to report back on the findings of the above to a future Committee meeting.</p>		Hugh Murdoch	Date to be confirmed	

<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>
21.	Enterprise, Planning and Infrastructure 11.09.12 (article 33)	<p><u>Permit Misuse Policy</u></p> <p>The Committee agreed to instruct officers to report back to the Committee in November 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.</p>	<p>At the meeting on 6 November 2012, the Committee agreed to instruct officers to undertake an additional three month monitoring period for residential parking permits and to report back to this Committee in January 2013 regarding the progress of the monitoring period.</p>	Hugh Murdoch	06.11.12	22.01.13
22.	Enterprise, Planning and Infrastructure 11.09.12 (article 38)	<p><u>Bus Shelter Advertising Contract</u></p> <p>The Committee agreed:-</p> <p>(1) to instruct officers to enter negotiations with Clear Channel with the aim of agreeing a reduced term for the Bus Shelter Advertising Contract; and</p> <p>(2) to instruct officers to report back on the outcome of the above negotiations and with a plan for retendering the Contract and Variation.</p>	<p>Letter to Clear Channel has been drafted and is with the Legal team for progressing.</p> <p>This is still with our Legal team who are still to progress the matter. It is expected any negotiations to take some time, so likely to be a further committee cycle before progress can fully be reported.</p>	Maggie Bochel	22.01.13	21.05.13
23.	Enterprise, Planning and Infrastructure 11.09.12 (article 4)	<p><u>Speed Limit Review</u></p> <p>The Committee agreed:-</p> <p>(1) to instruct the appropriate officers to commence the</p>	<p>In relation to (2), a progress report is included within the Information Bulletin.</p>	Hugh Murdoch	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>
		<p>necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in the report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee;</p> <p>(2) to report back on the feasibility and costs for converting existing 20's Plenty Zone speed limits to mandatory 20mph speed limits; and</p> <p>(3) to report back on reducing the speed limit on (1) the A944 city boundary at Westhill to Hazlehead from 50mph to 40mph, including the possible introduction of fixed speed cameras for enforcement and all costings associated with the proposal, consulting with Aberdeenshire Council in the production of this report; and (2) Skene Road from 50mph to 40mph as a result of the</p>				

<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>
		West Huxterstone, Kingswells development, including all associated costings.				
24.	Enterprise, and Infrastructure 11.09.12 (article 13)	<u>Pavement and Street Lighting Repairs</u> The Committee agreed that officers report back to the Committee on the feasibility of utilising the projected underspend within the revenue budget in 2012/13 for road, pavement and street lighting repairs.		Hugh Murdoch	22.01.13	
25.	Development Management Sub-Committee 08.11.12	<u>Policy Relating to 25% Affordable Housing Provision</u> The Development Management Sub-Committee considered an application for 81 units at Friarsfield Road, Cults (this site will be developed to the extent of 280 units as per the Local Development Plan). The Sub-Committee discussed the affordable housing allocation for the site and the overall affordable housing policy. The Sub-Committee approved the application and also made a	A report is on the current agenda.	Maggie Bochel	19.03.13	

<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>
		number of further recommendations, one of which was to the EP&I Committee that a report be presented on the policy of 25% affordable housing provision and when it is appropriate for the planning authority to accept a commuted payment, and the calculation of that payment to maximise affordable housing provision in the city.				
26.	Enterprise, Planning and Infrastructure 06.11.12 (article 2)	<u>Deputations</u> To instruct officers to develop a protocol for hearing representations as part of the masterplanning process, and to report back.		Maggie Bochel	19.03.13	
27.	Enterprise, Planning and Infrastructure 06.11.12 (article 13)	<u>Delivering Transformational Change in Asset Management and Operations</u> To instruct officers to report back in six months to update the Committee on progress.		Hugh Murdoch	21.05.13	
28.	Enterprise, Planning and Infrastructure 06.11.12 (article 19)	<u>Support for Local Employability Providers</u> Agree that officers within Employability, Skills and		Gerry Brough	19.03.13	

<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>
		Community Enterprise further investigate and consult on the optimum means of supporting local employability training providers; and agree that officers submit a further report to Committee once further investigation and consultation has been completed.				
29.	Enterprise, and Infrastructure 06.11.12 (article 20)	<u>Loirston Development Framework</u> Agree for officers to implement the process to ratify the Development Framework as Supplementary Guidance. This will include a four week public consultation with results reported to Committee prior to submission to Scottish Government.		Maggie Bochel	19.03.13	
30.	Enterprise, and Infrastructure 06.11.12 (article 21)	<u>Maidencraig Masterplan</u> Agree for officers to implement the process to ratify the Masterplan as Supplementary Guidance. This will include a four week public consultation with results reported to Committee prior to submission to Scottish Government.		Maggie Bochel	19.03.13	
31.	Enterprise, and Infrastructure	<u>Supplementary Guidance: Wind Turbine Development in</u>		Maggie Bochel	19.03.13	

<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>
	Infrastructure 06.11.12 (article 24)	<u>Aberdeen City</u> Agree that following completion of the relevant consultation, any comments received and subsequent amendments to the draft guidance be presented to a future meeting of this Committee.				
32.	Enterprise, Planning and Infrastructure 06.11.12 (article 25)	<u>Technical Advice Note: The Repair and Replacement of Windows and Doors</u> Agree that following completion of the public consultation, any comments received and subsequent amendments to the draft advice be presented to a future meeting of this Committee.		Maggie Bochel	19.03.13	
33.	Enterprise, Planning and Infrastructure 06.11.12 (article 27)	<u>MUSIC Project</u> Instruct officers to report back to this Committee with progress on the MUSIC Project twice annually, following the reporting schedule set by the European Union Fund.		Maggie Bochel	Twice Annually	
34.	Enterprise, Planning and Infrastructure 06.11.12 (article 28)	<u>Various Small Scale Traffic Management and Development Associated Proposals (New Works)</u> Braeside Place, Garvock Wynd,		Hugh Murdoch	19.03.13	

<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>
		<p>Girdleness Road, Maberly Street/ George Street, Maryville Place, Union Street/ Crown Street Junction, Westburn Road, Proposals to be funded by the Developer - Earlsark Avenue, Mugiemoss, Davidson Mills; Wellington Road.</p> <p>(1) Instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in the report. If no significant objections were received, then progress with the public advertisement and report the results to a future meeting of this Committee;</p> <p>(2) 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.</p>				

<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>
35.	Enterprise, Planning and Infrastructure 06.11.12 (article 32)	<u>Refresh of Local Transportation Strategy</u> Instruct officers to initiate a refresh of the Local Transport Strategy and to report back to this Committee with a suggested programme of activity including public and stakeholder engagement.	A draft programme will be included in the January 2013 Transport Update report.	Maggie Bochel	19.03.13	
36.	Enterprise, Planning and Infrastructure 06.11.12 (article 36)	<u>Market Street/Guild Street Junction</u> That officers be authorised to remove the temporary ban if problems arise and to report back to the next meeting of the Committee on the impact of the temporary ban after undertaking consultation with relevant stakeholders.		Hugh Murdoch	22.01.13	
37.	Finance and Resources 06.12.12 (article 8)	<u>Recycling Facilities at Aberdeen City Council Offices – Referral from Zero Waste Management Sub Committee of 5 December</u> The Committee resolved to request officers to report to the next meeting of the Enterprise, Planning and Infrastructure Committee regarding the Council's strategy for meeting				

<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>the impending legislative requirements for recycling provision in Council premises and thereafter that this report be submitted to the Zero Waste management Sub Committee for information only.</p>				

ENTERPRISE, PLANNING AND INFRASTRUCTURE

MOTIONS LIST – 06 November 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 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</p>	<p>Head of Planning and Sustainable Development</p>	<p>31.05.12</p> <p>Now due 06.11.12</p>	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.	<u>Motion by Councillor Yuill</u>	17.08.11	<u>Enterprise, Planning and Infrastructure 13.09.11</u>	<p>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> <p>At its meeting on 6th November 2012, the Committee resolved:- that the Committee –</p> <p>(a) note the content of the report; and</p> <p>(b) support the principle of the long distance route but take no further action until all authorities along the route are engaged in the project.</p> <p>The person who organised the Steering Group in Angus has indicated that there is no meeting currently scheduled but a report is going to their Committee in January and there is likely to be a meeting organised thereafter.</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>“That, given the ongoing difficulties caused by HGVs using Broomhill Road as a through route, Council instructs officers to report to the appropriate committee on the introduction of an ‘except for access’ weight or width restriction on some or all of Broomhill Road between Holburn Street and South Anderson Drive.”</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>other options available, not excluding the introduction of an “except for access” width and/or weight restriction, to address the concerns of residents on Broomhill Road, and to report back to a future meeting of the Enterprise, Planning and Infrastructure Committee on these options, as well as the implications of the introduction of each.</p> <p>At its meeting on 31 May 2012, the Committee resolved to:-</p> <p>(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;</p> <p>(b) agree that no action be taken at this time; and</p> <p>(c) and to request officers to undertake further speed, volume and parking surveys on Broomhill Road following the</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>
3.	<p><u>Notice of Motion by Councillor Townson</u></p> <p>“Council agrees to develop a youth employment strategy for Aberdeen in consultation with relevant public and private organisations.”</p>	13.06.12	<p><u>Enterprise, Planning and Infrastructure 11.09.12</u></p> <p>To request officers to submit a report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee</p>	<p>implementation of the new puffin crossing and report back to the Committee with this information.</p> <p>A report is on the current agenda.</p>	Economic & Business Development	22.01.13	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>opportunities for increasing employment of young people and to research the feasibility and financial implications of Aberdeen City Council taking the lead amongst its partners in applying a 'job sharing' principle to suitable job vacancies in respect of school leavers for the first year of such posts, thereby reducing unemployment within the 16-19 year old age group and affording them training and development of a work history; and that the above report also include consideration of the apprenticeship scheme in the city.</p> <p>(ii)</p> <p>Officers are currently discussing various options for implementing the above proposals, with a view to</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>
4.	<p><u>Notice of Motion by Councillor Jennifer Stewart</u></p> <p>"Council instructs officers to report on the feasibility and implications of removing/ending on street Sunday parking charges"</p>	22.08.12	<p><u>Enterprise, Planning and Infrastructure 11.09.12</u></p> <p>To request officers to submit a report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee</p>	<p>submitting a report to the next EP&I Committee meeting.</p> <p>A report is on the current agenda.</p>	Asset Management & Operations	22.01.13	Yes
5.	<p><u>Notice of Motion by Councillor Yuill</u></p> <p>"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."</p>	22.08.12	<p><u>Enterprise, Planning and Infrastructure 11.09.12</u></p> <p>To request officers to submit a report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>	<p>At the Committee meeting on 6th November 2012, it was agreed that officers were to submit a report to the meeting on 22nd January 2013.</p>	Asset Management & Operations	22.01.13	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>
6.	<p><u>Notice of Motion by Councillors Yuill, Delaney and Malone</u></p> <p>“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.”</p>	22.08.12	<p><u>Enterprise, Planning and Infrastructure 11.09.12</u></p> <p>To request officers to submit a report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.</p>	A report is on the current agenda.	Planning & Sustainable Development	06.11.12	Yes
7.	<p><u>Notice of Motion by Councillor Yuill</u></p> <p>“That this Council:- 1. Expresses concern at the impact the withdrawal of evening bus services to</p>	22.08.12	<p><u>Enterprise, Planning and Infrastructure 11.09.12</u></p> <p>To request officers to submit a report on the terms of the motion to a future meeting of the Enterprise, Planning and</p>	A report is on the current agenda.	Planning & Sustainable Development	06.11.12	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>
	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."		Infrastructure Committee				
8.	<u>Notice of Motion by Councillor Greig</u> "That this Council produces a report on identifying funding sources for the bus services which are scheduled for withdrawal from Seafield and Craigiebuckler."	22.08.12	<u>Enterprise, Planning and Infrastructure 11.09.12</u> To request officers to submit a report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee	A report is on the current agenda.	Planning & Sustainable Development	06.11.12	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>
9.	<p><u>Notice of Motion by Councillor Delaney</u></p> <p>“That this Council:-</p> <ol style="list-style-type: none"> 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. <p>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.”</p>	22.08.12	<p><u>Enterprise, Planning and Infrastructure 11.09.12</u></p> <p>Following a vote the Committee agreed to adopt the following amendment to the motion:-</p> <p>That this Council (1) regrets 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; and (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.</p>	<p>(2) Officers have already raised concerns with First and highlighted the importance of P&R services. A further specific meeting to discuss P&R is to be arranged, we propose to wait until we have at least 1 months data of P&R usage since the network review, so that this can be used as a comparator.</p> <p>In relation to (3), at its meeting on 6th November 2012, the Committee agreed to that officers be instructed to seek a meeting with the Transport Minister as a matter of priority. Park & Ride services have been reviewed and are being changed by First in February 2013. Further detail will be forwarded to members through a bus service change briefing note.</p> <p>Letter has been sent to the Transport Minister inviting him to meet with Group Leaders.</p>	Planning & Sustainable Development	06.11.12	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>
10.	<p><u>Notice of Motion by Councillor Jennifer Stewart</u></p> <p>“That this Council considers the possibility of scheduling future meetings of the Dev Management Sub-Committee so as to avoid meetings being held in July, with a suggestion that meetings be held in late June and early August instead to assist with meeting performance indicators for dealing with planning applications.”</p>	10.10.12	<p><u>Enterprise, Planning and Infrastructure 06.11.12</u></p> <p>To request that officers be instructed to submit a report to the next meeting of the Committee on this matter.</p>	<p>A report is on the current agenda.</p>	Legal Democratic Services	22.01.13	Yes
11.	<p><u>Notice of Motion by Councillor Thomson</u></p> <p>“Enterprise, Planning and Infrastructure Committee welcomes the United Kingdom Government’s decision to award Aberdeen a share of the £50 million Super Connected Cities funding which will hugely improve broadband</p>	EP&I - 06.12.12	<p><u>Enterprise, Planning and Infrastructure 06.11.12</u></p> <p>To request that officers be instructed to submit a report to the next meeting of the Committee on this matter.</p>	<p>A report is contained in the information bulletin.</p>	Economic Business Development	22.01.13	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>speeds and 4G wifi coverage across the city. Committee fully recognises that this decision shows the UK Government's recognition of Aberdeen as the UK's economic power house and as a global energy hub. Committee also recognises that the provision of superfast broadband will boost business confidence in the North East, secure jobs, secure investment and ensure new business growth. Committee further notes that the UK Government's decision is further evidence of how Aberdeen benefits from being part of a strong United Kingdom. Committee instructs officers to bring forward a report to the next meeting of E,P&I noting the benefits to Aberdeen having superfast broadband."</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>
12.	<p><u>Notice of Motion by Councillor Boulton</u></p> <p>“That the Council agrees to write to Keith Brown the Transport Minister requesting a meeting with him and Council Leaders on bringing forward as a matter of urgency the Haudagain improvement. Mr Brown will surely appreciate the problems faced by commuters on a daily basis having been delayed at the Haudagain himself and realise that the people of Aberdeen should not have to wait until 2019. Immediate improvements would allow the long awaited regeneration of Middlefield to begin.”</p>	19.12.12	<p><u>Council – 19.12.12</u></p> <p>(i) to instruct officers to write to Keith Brown requesting a meeting with him and Council Leaders regarding the Haudagain improvement; and</p> <p>(ii) to refer the motion to the Enterprise, Planning and Infrastructure Committee.</p>		Planning & Sustainable Development	22.01.13	No

Exempt information as described in paragraph(s) 8 of Schedule 7A of the Local Government (Scotland) Act 1973.

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Exempt information as described in paragraph(s) 6 of Schedule 7A of the Local Government (Scotland) Act 1973.

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