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

Town House,
ABERDEEN 26 May 2014

ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

The Members of the **ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE** are requested to meet in Committee Room 2 - Town House on **TUESDAY, 3 JUNE 2014 at 2.00 pm.**

JANE G. MACEACHRAN
HEAD OF LEGAL AND DEMOCRATIC SERVICES

B U S I N E S S

1 REQUESTS FOR DEPUTATIONS

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 MINUTES AND REFERRALS

3.1 Minute of Previous Meeting of 13 March 2014 (Pages 1 - 16)

4 MOTIONS

4.1 Motion by Councillors Boulton and Delaney - Hazlehead to Westhill Road (A944) Pedestrian Crossings and Suitable Bus Laybys (Pages 17 - 30)

4.2 Motion by Councillor Thomson - Consultations over applications to remove protected trees (Pages 31 - 32)

5 **FINANCE AND SERVICE PERFORMANCE**

5.1 2013-14 Revenue Budget Monitoring (Pages 33 - 42)

5.2 Capital Monitoring - Enterprise, Planning and Infrastructure Projects (Pages 43 - 46)

5.3 Review of Service Performance 2013-14 (Pages 47 - 62)

6 **ENTERPRISE**

6.1 Twinning and International Partnerships (Pages 63 - 72)

6.2 HyER and CPMR Annual Meetings (Pages 73 - 90)

6.3 International Centre of Renewable Energy Excellence with Focus on Renewable Hydrogen (Pages 91 - 96)

7 **PLANNING AND SUSTAINABLE DEVELOPMENT**

7.1 Strategic and Local Transport Projects Update Report (Pages 97 - 130)

7.2 Supplementary Guidance - Infrastructure and Developer Contributions Manual (Pages 131 - 206)

7.3 School Transport Pick-Up and Drop Off Procedure (Pages 207 - 212)

7.4 Tree Preservation Orders and High Hedge Notices - Delegated Powers (Pages 213 - 216)

7.5 Adoption of Supplementary Guidance in Support of the Local Development Plan - Countesswells Development Framework and Phase 1 Masterplan (Pages 217 - 356)

7.6 Adoption of Supplementary Guidance in Support of the Local Development Plan - Newhills Development Framework (Pages 357 - 364)

8 **INFRASTRUCTURE**

**PROPOSED TRAFFIC ORDERS COMING TO THE COMMITTEE FOR THE
FIRST TIME**

- 8.1 Various Small Scale Traffic Management and Development Associated Proposals (New Works) (Pages 365 - 402)

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

- 8.2 Various Small Scale Traffic Management and Development Associated Proposals - (Final Stage of Statutory Process - Public Advert) (From January Committee) (Pages 403 - 452)

OTHER INFRASTRUCTURE, ROADS AND PARKING ISSUES

- 8.3 Proposed Controlled Parking Zone and Traffic Management Proposals (Palmerston Area) (Pages 453 - 474)
- 8.4 Winter Maintenance Operations 2013-2014 (Pages 475 - 482)
- 8.5 Structural Integrity of Non Galvanised Street Lighting Columns (Pages 483 - 498)
- 8.6 Review of Charges for Street Occupations (Pages 499 - 508)
- 8.7 Union Terrace/Rosemount Viaduct - Proposed Removal of Pedestrian Crossing (Pages 509 - 522)

9 COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST

- 9.1 Committee Business Statement (Pages 523 - 540)
- 9.2 Motions List (Pages 541 - 542)

10 ITEMS WHICH THE COMMITTEE MAY WISH TO CONSIDER IN PRIVATE

- 10.1 Advertising Bus Shelter Tender (Pages 543 - 550)

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Should you require any further information about this agenda, please contact Mark Masson, tel. 522989 or email mmasson@aberdeencity.gov.uk

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ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN, 13 MARCH 2014. Minute of Meeting of the ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Taylor, Vice-Convener; and Councillors Allan, Blackman, Corall, Finlayson, Forsyth (as substitute for Councillor Boulton), Graham (as substitute for the Convener), Jaffrey, MacGregor, Malik (as substitute for Councillor Jean Morrison MBE), McCaig, Milne, Thomson, Young and Yuill.

Also in attendance:- Councillor Delaney (for articles 4, 10 and 12).

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

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2899&Ver=4>

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

DETERMINATION OF EXEMPT ITEMS OF BUSINESS

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

MINUTE OF PREVIOUS MEETING OF 21 JANUARY 2014

2. The Committee had before it the minute of its previous meeting of 21 January, 2014.

The Committee resolved:-

to approve the minute, subject to including in the comments by Cllr Jennifer Stewart, reference to the need for hedging in the vicinity of the detention pond at the Stronsay/Kingsgate area (Article 6 - Flood Risk Management Scotland Act 2009).

INTERNAL AUDIT AND RISK AUDIT AND RISK COMMITTEE OF 27 FEBRUARY 2014

3. The Committee had before it by way of referral, a report from the Audit and Risk Committee of 27th February, 2014 relating to the Internal Audit Plan 2014/15.

The Audit and Risk Committee had resolved:-

to agree that the Internal Audit Plan be referred to each Service Committee for their information.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
13 March 2014

The Committee resolved:-

to note the Internal Audit Plan 2014/15.

NOTICE OF JOINT MOTION BY COUNCILLORS BOULTON AND DELANEY – HAZLEHEAD TO WESTHILL ROAD (A944) PEDESTRIAN CROSSINGS AND SUITABLE BUS LAYBYS

4. In terms of Standing Order 21, the Committee had before it the following joint motion by Councillors Boulton and Delaney:-

“Instructs officers to provide a report to the next Enterprise, Strategic Planning and Infrastructure meeting including the financial implications on the most efficient way to progress pedestrian crossings and suitable bus laybys on the Hazlehead to Westhill Road, the A944 in the vicinity of the residential area by Kingswells Church and the Five Mile Garage.”

In the absence of Councillor Boulton, Councillor Delaney formally moved the joint motion and explained the rationale behind their request.

The Committee resolved:-

to adopt the joint motion.

2013-14 REVENUE BUDGET MONITORING – EPI/14/032

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

The report recommended:-

that the Committee -

- (a) note the report on the performance to date and the forecast outturn and the information on risks and management action that is contained herein;
- (b) instruct that officers continue to review budget performance and report on Service strategies as required to ensure a balanced budget; and
- (c) instruct officers to report, in due course, on the actual outturn compared to budget following completion of the 2013/14 financial statements.

The Committee resolved:-

- (i) to approve the recommendations; and
- (ii) to congratulate officers for their efforts in relation to the budget.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
13 March 2014

CAPITAL MONITORING - ENTERPRISE, PLANNING AND INFRASTRUCTURE PROJECTS - EPI/13/148

6. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure, 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.

TWINNING AND INTERNATIONAL PARTNERSHIPS - EPI/14/010

7. 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 2013/14.

The report recommended:-

to approve a grant of £7,000 from the International Twinning Budget 2013-2014 towards the commissioning and performance of two new works to commemorate the outbreak of World War One performed by local musicians from Clermont-Ferrand at the Sound Music Festival on 24 October and in Clermont-Ferrand on 10 November 2014.

The Committee resolved:-

to approve the recommendation.

THE SCOTTISH CITIES ALLIANCE - DELIVERING SCOTLAND'S CITIES STRATEGY - EPI/14/038

8. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update as to how the Scottish Cities Alliance in its second year had been progressing in delivering Scotland's Cities Strategy, 'Scotland Cities Delivering for Scotland'.

The report recommended:-

that the Committee –

- (a) note the report;
- (b) approve that officers and elected members continue to support the activities of the Scottish Cities Alliance; and
- (c) approve a further three year funding of £15,000 per calendar year to 2018.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE
13 March 2014

The Committee resolved:-

to approve the recommendations.

**ROADS AND TRANSPORT RELATED CAPITAL BUDGET PROGRAMME 2014-2015
- EPI/14/030**

9. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the proposed roads and transportation programme from the approved Capital budgets for 2014/15.

The estimated costs for the individual proposed works were included as appendices within the private section of the agenda (article 26 of this minute refers).

The report recommended:-

that the Committee -

- (a) approve the schemes listed in the appendices as the detailed proposals for expenditure within budget headings;
- (b) instruct appropriate officials to implement the detailed programme;
- (c) (1) authorise the Director of Enterprise, Planning and Infrastructure, the Head of Asset Management & Operations and the General Manager – Operations, in connection with the programme, to undertake or instruct tendering procedures or competitive quotes procedures as appropriate and the awarding of contracts following thereon, subject to the necessary funding being available in the approved Non-Housing Capital Budget and (2) exempt all such procedures and contracts from Standing Order 1(3) of the Council's Standing Orders relating to Contracts and Procurement";
- (d) where traffic legislation is necessary, approve the proposals in principle and instruct the appropriate officials to progress the necessary legal procedures. Where no significant objections have been received at the statutory consultation or public advertisement stages to instruct the appropriate officials to implement the scheme, otherwise these would be reported back to future committee; and
- (e) grant approval to appropriate officers to award contracts on receipt of a valid tender submission subject to necessary funding in the approved revenue and capital budgets.

The Committee resolved:-

to approve the recommendations.

**COUNTESSWELLS DEVELOPMENT FRAMEWORK AND PHASE 1 MASTERPLAN
– EPI/14/006**

10. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the Countesswells Development Framework and Phase 1 Masterplan, prepared as a strategy for the future development of land identified in the Aberdeen Local Development Plan as OP58.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

In terms of Standing Order 32(1), the Committee heard from Councillor Delaney as a ward member in relation to the proposals outlined within the report. He expressed concerns with regards to the potential increase of traffic as a result of the proposed Countesswells development. He indicated that the developer's figures for traffic journeys at peak time were surprisingly low. He suggested that officers should consider dualling the Lang Stracht to help alleviate the impact that the development would have on traffic flow in the area. He also referred to the management of open spaces, and suggested that officers take steps to ensure that the developer maintain the open space appropriately.

The report recommended:-

that the Committee –

- (a) approve the Countesswells Development Framework and Phase 1 Masterplan as interim planning advice; and
- (b) agree for officers to implement the process to ratify the Development Framework as Supplementary Guidance. This would include a 6 week public consultation with results reported to the Committee prior to submission to the Scottish Government.

The Committee resolved:-

- (i) to approve recommendation (b) above;
- (ii) to approve the Countesswells Development Framework and Phase 1 Masterplan as interim planning advice, reserving the position to review the proposed road infrastructure once the Transport Assessment has been carried out;
- (iii) to note that the capacity of development on site prior to the delivery of the AWPR will be determined through the Transport Assessment process. Further detail on this, including a phasing plan, will be provided within the consultation outcome report due to be presented to the Enterprise, Strategic Planning and Infrastructure Committee on 3 June 2014; and
- (iv) to note that the issues raised by Cllr Delaney (these being (1) around a potential dualling of the Lang Stracht and (2) the management of open space within the area to ensure that agreements were adhered to, would respectively (1) be taken into account by the changes to the recommendation at (ii) above; and (2) be examined by officers as a wider issue in due course.

STRATEGIC AND LOCAL TRANSPORTATION PROJECTS – EPI/14/009

11. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided details in relation to the progress 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.

The report recommended:-

that the Committee -

- (a) note the contents of this report;

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

- (b) endorse development through Nestrans including Board decisions, completion of the 2013/14 programme of works and proposals for the 2014/15 programme of works;
- (c) consider the findings and outcomes of the draft Bridge of Dee Scottish Transport Appraisal Guidance (STAG) Part 1 Appraisal and approve the publication of a final version on the Council website;
- (d) agree that, as resolved by the Nestrans Board at its meeting on 12 February 2014, Concepts 6, 6B and 7 for the Bridge of Dee be progressed to STAG Part 2 Appraisal;
- (e) subject to the agreement of recommendation d), to approve the immediate commissioning of the Bridge of Dee STAG Part 2 Appraisal;
- (f) instruct officers to progress the necessary Temporary Traffic Regulation Order (TTRO) for the closure of Schoolhill (between Blackfriars Street and Back Wynd) and Belmont Street (between Schoolhill and Little Belmont Street) on Sunday 21 September 2014 between the hours of 0800 and 1700 for an event to mark In Town Without My Car Day 2014;
- (g) note the costs to the Council associated with the publicly available electric vehicle (EV) charging points;
- (h) continue to offer the EV charging service for free until the end of 2014 and instruct officers to review this position in January 2015; and

The Committee resolved:-

to approve the recommendations.

NEWHILLS EXPANSION AREA DEVELOPMENT FRAMEWORK – EPI/14/013

12. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the Newhills Expansion Area Development Framework (NEADF), prepared as a strategy for the future development of land identified in the Aberdeen Local Development Plan as OP29 (Craibstone South), OP30 (Rowett South) and OP31 (Greenferns Landward).

In terms of Standing Order 32(1), the Committee heard from Councillor Delaney as a ward member in relation to the proposals outlined within the report. He welcomed the commitment to provide affordable housing and health care facilities on site. He indicated however, that the estimated education provision figures for school pupils per house was extremely low and in his view, the figure would be significantly higher which may result in overcrowding within the proposed schools. He also referred to the management of open spaces, and suggested that officers take steps to ensure that the developer maintains the open space appropriately.

The Committee heard Sandy Beattie, Team Leader, Enterprise, Planning and Infrastructure provide an update on the feedback received from Bucksburn Community Council in relation to the NEADF, specifically in relation to community facilities, the management of sports facilities/pitches and the location of the proposed Gypsy Traveller Site.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

The report recommended:-

that the Committee -

- (a) approve the Newhills Expansion Area Development Framework as Interim Planning Advice; and
- (b) agree for officers to implement the process to ratify the Development Framework as Supplementary Guidance. This would include a six week public consultation with the results to be reported back to the Committee prior to submission to the Scottish Government.

The Committee resolved:-

- (i) to approve the recommendations; and
- (ii) to note that the comments submitted by Councillor Delaney and Bucksburn Community Council would be considered as part of the overall consultation process and reported back at the next stage, in particular the options for the location of a Gypsy/Traveller site, the demand for sports pitches amongst any community facilities provided, the management of open spaces and the school pupil projections provided, including information on how these projections are arrived at.

SUPPLEMENTARY GUIDANCE – SERVICED APARTMENTS – EPI/14/014

13. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval of Supplementary Guidance for Serviced Apartments for adoption as Supplementary Guidance to the Local Development Plan.

The report recommended:-

that the Committee approve the Supplementary Guidance: Serviced Apartments and to agree that officers undertake the statutory process for adoption of the supplementary guidance.

The Committee resolved:-

to approve the recommendations.

ABERDEEN LOCAL DEVELOPMENT PLAN POLICY ON AFFORDABLE HOUSING – EPI/14/015

14. With reference to article 15 of the minute of meeting of 12 November 2013, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the process on the review of the commuted payments and the options for accepting off-site affordable housing contributions.

The report recommended:-

that the Committee -

- (a) note progress on the review of commuted payments and the proposed amendments to Section 75 legal agreements; and

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

- (b) agree the scope of issues to be addressed through amended supplementary guidance on affordable housing.

The Committee resolved:-

to approve the recommendations.

SPONSORSHIP OF ROUNDABOUTS – EPI/14/033

15. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised that the sponsorship of roundabouts contract between the Council and an external marketing agent would terminate on 31 March 2014 and outlined the arrangements which are to be put in place to ensure continuity of delivery.

The report recommended:-

that the Committee –

- (a) approve to bring the sponsorship of roundabouts in-house for a period of one year commencing on 1 April 2014;
- (b) instruct officers to report back within that period to evidence the comparison between internal and external delivery and to recommend how such sponsorship could be delivered in future; and
- (c) note the exemptions granted in respect of the Standing Orders relating to Contracts and Procurement as detailed within the report.

The Committee resolved:-

to approve the recommendations, subject to officers reporting back after one year of operation.

MATTER OF URGENCY

The Vice-Convenor intimated that she had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973, that the following item of business be considered as a matter of urgency due to local authorities being informed on 4 March 2014 that the High Hedges (Scotland) Act 2013 would come into force on 1 April 2014. To ensure the Council was prepared for this date the Committee is required to set the fees and make them available to the public.

HIGH HEDGES (SCOTLAND) ACT 2013 APPLICATION FEES – EPI/14/042

16. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided details of the High Hedges (Scotland) Act 2013, which allows for the local authority to set a fee to accompany an application for a high hedge notice and outlined the proposed fee.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

The report recommend:-

that the Committee approve the fee proposed of £382.

The Committee resolved:-

- (i) to approve the recommendation; and
- (ii) that officers monitor the level of applications submitted, including the reasons for non-submission, and that a report be submitted in twelve months time in this regard, which would also consider whether the level of fee was appropriate, taking into account data on the number of applicants who had been prevented from submitting an application due to the fee level.

BUS LANE ENFORCEMENT EXPENDITURE – EPI/14/041

17. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which requested agreement of the proposed policy for the use of net Bus Lane Enforcement income and the list of proposed schemes, which directly or indirectly facilitate the achievement of policies in Aberdeen City Council's Local Transport Strategy as per Scottish Government legislation, to be funded from bus lane enforcement charge notice monies received to date.

The report recommended:-

that the Committee agree the proposed policy for the use of net Bus Lane Enforcement income and schemes for 2014/15.

The Vice-Convenor proposed that the report be referred simpliciter to the next meeting of the Council.

The Committee resolved:-

to refer the report simpliciter to the next meeting of the Council.

VARIOUS SMALL SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS (NEW WORKS) - EPI/14/023

18. 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 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 -
Polmuir Road/Ferryhill Place;
Walker Road/Grampian Place;

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

Frederick Street Car Park;
Springfield Avenue/Springfield Road;
Greenfern Avenue;
Auchinleck Crescent;
Forest Avenue Lane;
Thistle Lane;
Stronsay Drive;
Carnegie Crescent/Anderson Drive;
A944, between Kingswells and Westhill;
Rosemount Place;
North Deeside Road, Cults.

- Proposals to be funded by the School –
Cults Primary School.
- Proposals to be funded by the Developer/Business –
Tarbothill Road;
Wellington Road;
Earns Heugh Road.
- Proposals to be funded from the Disabled Parking Revenue budget -
Various On-Street Parking (1 space);
Various Off-Street Parking (1 space).

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 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; 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.

VARIOUS SMALL SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS (INITIAL STATUTORY CONSULTATION FROM JANUARY 2014 COMMITTEE) – EPI/14/027

19. With reference to article 27 of the minute of the previous meeting of 21 January 2014, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the outcome of the initial consultation process undertaken following the report titled 'Various Small Scale Traffic Management and Development Associated Proposals (New Works)' relating to the following:-

- Palmerston Road/Stell Road;

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

- Kittybrewster Access Road;
- Seafield Court;
- Margaret Street;
- Southerhead Road;
- Lewis Road;
- Bridge of Don Library Car Park;
- Grandholm Village;
- Leslie Road;
- Orchard Road;
- Orchard Place;
- Westburn Road;
- Thomson Street;
- Constitution Street;
- Abergeldie Road;
- Deemount Road; and
- Dunmail Avenue.

The report recommended:-

that the Committee acknowledge the responses received as a result of the initial consultation and thereafter instructs officers to progress to the public advertisement stage and report the results to a future Committee.

The Committee resolved:-

to approve the recommendation.

VARIOUS SMALL SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS (FINAL STAGE OF STATUTORY PROCESS) (FROM NOVEMBER 2013 COMMITTEE) - EPI/14/024

20. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the outcome of the final statutory stage of the following 13 traffic orders and presented the objections which had been received where relevant in each case:-

- (1) The Aberdeen City Council (Crown Street, Aberdeen) (Pay and Display) Order;
- (2) The Aberdeen City Council (Loch Street, St Andrew Street, Aberdeen) (Traffic Management) Order;
- (3) The Aberdeen City Council (Shielhill Avenue Area, Aberdeen) (Traffic Management) Order;
- (4) The Aberdeen City Council (C19C Shielhill Road, Aberdeen) (40mph Speed Limit) Order;
- (5) The Aberdeen City Council (St Peter Street, Aberdeen) (Prohibition of Waiting) Order;
- (6) The Aberdeen City Council (Aboyne Gardens, Aberdeen) (Prohibition of Waiting) Order;

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

- (7) The Aberdeen City Council (Clifton Road, Aberdeen) (Prohibition of Waiting) Order;
- (8) The Aberdeen City Council (Access Roads Serving Hutcheon Court and Greig Court, Aberdeen) (Traffic Management) Order;
- (9) The Aberdeen City Council (Off-street Car Parks) Order;
- (10) The Aberdeen City Council (Oscar Road, Aberdeen) (Prohibition of Waiting) Order;
- (11) The Aberdeen City Council (Queen Street, Aberdeen) (Pay and Display) Order;
- (12) The Aberdeen City Council (Woodlands Drive, Woodlands Road, Aberdeen) (Prohibition of Waiting) Order;
- (13) The Aberdeen City Council (Disabled Persons Parking Places in Aberdeen City) (Regulatory Parking Places) (No1) Order;

The report recommended:-

that the Committee –

- (a) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly; and
- (b) in relation to The Aberdeen City Council (Clifton Road, Aberdeen) (Prohibition of Waiting) order 201(X), and The Aberdeen City Council (Woodlands Drive, Woodlands Road) (Prohibition of Waiting) Order 201(X) to overrule the objections received and approve these orders be made as originally envisaged; and

The Committee resolved:-

- (i) to approve the recommendations; and
- (ii) that in relation to The Aberdeen City Council (C19C Shielhill Road, Aberdeen) (40MPH Speed Limit) Order 201(X), that following the order being made, officers monitor the situation in terms of future developments in the area, specifically in terms of the potential to revisit the 40mph speed limit for the entire road and to liaise with local Councillors in this regard.

THE ABERDEEN CITY COUNCIL (DISABLED PERSONS PARKING PLACES IN ABERDEEN CITY CENTRE) (REGULATORY PARKING PLACES) ORDER – FINAL STAGE OF STATUTORY PROCESS – EPI/14/028

21. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the outcome of the final statutory stage of the following traffic order:-

- The Aberdeen City Council (Disabled Persons Parking Places in Aberdeen City Centre) (Regulatory Parking Places) Order.

The report recommended:-

that the Committee approve the order and that the order be made and implemented accordingly.

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

The Committee resolved:-

to approve the recommendation.

DRIVEWAY APPLICATION – 53 TOLLOHILL DRIVE, KINCORTH - EPI/14/021

22. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information on the details of an appeal against an officer decision to refuse an application to form a driveway at 53 Tollohill Drive, Kincorth, Aberdeen.

The report recommended:-

that the Committee reject the application for a driveway at 53 Tollohill Drive due to the formed slope being greater than the permitted 1 in 20 gradient as it is against the approved policy for driveways.

The Vice-Convener, seconded by Councillor Allan moved:-

that the recommendation contained within the report be approved.

Councillor McCaig, seconded by Councillor Corall moved as an amendment:-

that the appeal be upheld and the application accepted, on the condition that the applicant undertake anti-slip works to form ribs on the existing surface.

On a division, there voted:- for the motion (10) – the Vice-Convener and Councillors Allan, Finlayson, Forsyth, Graham, Malik, Milne, Thomson, Young and Yuill; for the amendment (5) – Councillors Blackman, Corall, Jaffrey, MacGregor and McCaig,

The Committee resolved:-

to adopt the motion.

FESTIVE LIGHTING

23. The Committee was advised that this item had been withdrawn.

COMMITTEE BUSINESS STATEMENT

24. 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 5 (Bridge of Don Park and Ride), item 9 (Crematorium Bus Service), item 10 (Aberdeen Local Development Plan Policy on Affordable Housing Requirements for New Development), item 12 (Sustainable Urban Mobility Plan) and item 20 (Flood Guard Grant Scheme) from the statement;

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

- (ii) in relation to item 23 (Galas and Festive Community Grants), that the current procedure to support the delivery of Galas and Festive Community Grants continue for this year; and
- (iii) to otherwise note the updates contained within the statement.

MOTIONS LIST

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

The Committee resolved:-

to delete item 1 (Notice of Motion by Councillor Boulton – Haudagain Improvements) and item 3 (Notice of Motion by Councillor Malone – Earlsark Drive) from the list.

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

ROADS AND TRANSPORT RELATED CAPITAL BUDGET PROGRAMME 2014-15 – EPI/14/031

26. The Committee had before it the appendices to the report by the Director of Enterprise, Planning and Infrastructure relating to article 9 of this minute which contained the estimated costs for the individual proposed works for the Roads and Transport Related Capital Budget Programme 2014-15.

The Committee resolved:-

to note the appendices and the decision taken in relation to the appendices at article 9 of this minute.

ABERDEEN WESTERN PERIPHERAL ROUTE ADVANCE WORKS AND SERVICES – EPI/14/035

27. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which advised of the use of Standing Order 1(6)(b) in relation to the procurement of a contract for the construction of a short section of a new side road for the Aberdeen Western Peripheral Route/Balmedie-Tipperty Trunk Road scheme, to advise of the progress with other Advance Works and services and which sought approval of additional expenditure for advance site clearance works.

The report recommended:-

that the Committee –

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

13 March 2014

- (a) note the Chief Officer's decision, in relation to Standing Order 1(6)(b), to approve the commencement of procurement procedures in respect of the C5K Link Road due to the urgent exigencies of the Service;
- (b) note the update regarding other Advance Works and Services; and
- (c) in relation to Standing Order 1(3), approve a revised cost estimate (with a +10% allowance to account for variation in tender estimates) for advance site clearance works in relation to the AWPR/Balmedie-Tipperty Trunk Road Scheme.

The Committee resolved:-

to approve the recommendations.

COUNCILLOR ANGELA TAYLOR, Vice Convener.

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Report back to Committee on the Notice of Motion by Councillors Boulton and Delaney – Hazlehead to Westhill Road (A944) Pedestrian crossings and suitable bus lay-bys
REPORT NUMBER	EPI/14/061

1. PURPOSE OF REPORT

- 1.1 This is a background report which responds to Councillor Boulton and Delaney's notice of motion from the Council meeting on the 13th March 2014 to "instruct officers to provide a report to the next Enterprise, Strategic Planning and Infrastructure meeting including the financial implications on the most efficient way to progress pedestrian crossings and suitable bus lay-bys on the Hazlehead to Westhill Road, the A944 in the vicinity of the residential area by Kingswells Church and the Five Mile Garage".

2. RECOMMENDATION(S)

- 2.1 There are no recommendations at this stage.

3. FINANCIAL IMPLICATIONS

- 3.1 The costs associated with the implementation of a bus lay-by and footpath link on the A944 at Kingswells Church, Five Mile Garage and the Smiddybrae Industrial Units are in the region of £65,000 per location. The annual maintenance costs incurred would be £500 per location. These costs do not however allow for any works associated with the relocation of any services that are encountered at each site.
- 3.2 The preliminary costs associated with the implementation of a Puffin Crossing on the A944 near Kingswells Church, Five Mile Garage and Smiddybrae Industrial Units are £58,000 per location. The annual maintenance costs incurred would be £5,300 per year per location.

- 3.3 The requirement to purchase land to accommodate each new layby and footpath link would increase the installation costs by an estimated £20,000 per location.

4. OTHER IMPLICATIONS

- 4.1 none.

5. BACKGROUND/MAIN ISSUES

- 5.1.1 The notice of motion has been raised due to concerns expressed to the local members, Councillor Boulton and Delaney, by residents regarding the revision to bus stop facilities that are seen to serve the Kingswells Church area and the loss of bus facilities serving the community close to the Five Mile Garage.

The A944 corridor is a principal arterial route to the city and its environment and carries high volumes of both commuter and commercial traffic.

In recent years traffic volumes have significantly increased due to expansion and developments at Westhill and beyond and also the recent introduction of the major development at Prime Four.

Significant traffic growth can be anticipated along this corridor over the next few years as the Local Development Plan is implemented.

Due to the changing nature of this development corridor and traffic growth, alterations have been necessary to the major junctions with the introduction of reduced speed limits for which the most recent change to a 40mph is proposed for the near future.

A major junction which will provide a link between the A944 and AWPR is to be built approximately mid-way between Kingswells and Westhill and will add to the complexities of traffic movements on the corridor.

The changing nature of traffic on the A944 and requirements of the new development has resulted in the provision of public transport services being altered and revised.

The two areas in question are generally considered separately due to their geographical relationships.

Kingswells Church

- 5.1.2 Prior to the introduction of the Prime Four Development, the Kingswells Church area was served by bus stops on the A944 to the east of the Kingswells Roundabout and on Fairley Road. A number of services were available from both Stagecoach (numbers X17, X18 and 210) and First Bus (number 11), as shown in Appendix A. These stops, although being identified by Stagecoach as having a generally light usage, did not provide any designated pedestrian facilities

- 5.1.3 The introduction of the Prime Four Development required the upgrading of the Kingswells roundabout to accommodate the increased traffic volumes. The junction improvement included the introduction of an additional

carriageway lane on the westbound leg of the A944, either side of the roundabout. This resulted in the relocation of the existing westbound bus layby at Kingswells Church. Within the design of the junction realignment and improvements the opportunity to rationalise bus infrastructure and safe crossing facilities on this section of the A944 were taken. As part of the development scenario the opportunity was taken to relocate the existing bus layby at the Kingswells Church to the west of the roundabout to serve both the Prime Four Development and Kingswells Church area. This was in an effort to rationalise and improve safe pedestrian movements for both the Kingswells community and visitors to the Prime Four Development. New bus laybys with an associated controlled pedestrian crossing facility were therefore installed to provide a safe means of movement for pedestrians. The new crossing facility was seen to enhance safe pedestrian movements.

- 5.1.4 The new bus layby facilities at the Prime Four Development meet the adopted standards with the residential community within the vicinity of the Kingswells Church as they are within 400 metres with those beyond that within the 800 metres maximum walking distance to the bus stop (as shown in Appendix C). As the new bus stop and crossing provide a safer means of movement for pedestrians, within a reasonable distance of the Kingswells Church stop, officers have not considered reintroducing the former stop.
- 5.1.5 The reintroduction of the bus stop at Kingswells Church would require the installation of both a bus layby with footpath link and Puffin Crossing. Due to land constraints, the costs associated with the installation of these measures are £65,000 and £58,000 respectively, with associated annual maintenance costs of £500 and £5300 respectively. Land costs associated with the installation of the layby would increase the cost of the layby by a further £20,000. These costs however do not allow for the relocating of any utility company apparatus encountered within the limits of the works which may impact significantly on the costs.
- 5.1.6 Residents within Kingswells are currently able to use direct bus services between Kingswells and Aberdeen provided by First Bus (service numbers X40 – the Park and Ride Service and 11). These services remove the requirement for residents to use the bus stops previously provided on the A944.

Bus Services within Kingswells	Frequency of Service
X40 (Park and Ride)	From 05:44 every 15 minutes
11	From 07:43, limited service

Bus Stops at Five Mile Garage / Smiddybrae Industrial Site

5.2.1 Previously, Stagecoach services buses between Aberdeen and Westhill would stop on the A944 within laybys at the Kingswells Church. They also operated a 'hail and ride' system on the A944 between Kingswells and Westhills. This was restricted to locations at the Smiddybrae Industrial Units access road (in the westbound direction), and at the Five Mile Garage (in the eastbound direction) as shown in Appendix B. The stopping point at the Smiddybrae Industrial Units was at the junction of the access road to the industrial site and the A944 and the stopping point at the Five Mile Garage was at the existing layby to the east of the garage. Neither location provided suitable facilities to allow the bus to pull completely off the carriageway, as such it would partially obstruct the inside lane of the carriageway whilst stationary. These locations had no provisions for pedestrian crossing. The bus service numbers and frequency of service are listed below:

Bus services between Aberdeen and Westhill	Frequency of Service
X17	Every 10 minutes from 04:50 to 23:25
X18	Limited service
210	Limited service

5.2.2 Stagecoach approached Police Scotland seeking their advice in relation to safety issues at these locations. After assessing the sites Police Scotland concluded that they could not support the buses stopping at these locations as the dropping off points involved the buses stopping wholly or partially on a "live" lane of a dual carriageway subject to a 50mph speed limit and a high collision history with no pedestrian facilities.

5.2.3 A site meeting to discuss the matters raised by Police Scotland was organised by Stagecoach on the 5 February 2014. Representatives from Aberdeen City Council's Traffic Management Section, Aberdeenshire Council's Public Transport Unit, Stagecoach and Police Scotland attended the meeting. The existing stopping points, along with various alternative locations were investigated and discussed. It was agreed that whilst the existing sites had no pedestrian accident history, there was a high level of collision history within the vicinity of the stops. Various options, including introducing a smaller "shuttle bus" link between the Kingswells Park and Ride site and Westhill were discussed. Stagecoach informed the meeting that the current service was running at or near capacity, and as the existing uptake of commuters on this section of carriageway was low, it did not warrant the introduction of such a service at this time. As no suitable alternative locations could be identified due to visibility issues and land constraints, along with the low uptake of the service at these locations, the decision was taken by Stagecoach to withdraw the stopping points from service. Any member of the public wishing to use the bus service would therefore be required to walk to the new facilities at the Prime Four

Development, some 900 metres or so east of the Five Mile Garage bus stop.

- 5.2.4 The representative from Aberdeen City Council's Traffic Management Section did highlight the upcoming Aberdeen Western Peripheral Route (AWPR) and subsequent interchange between the Five Mile Garage and Ardene Vets Surgery. However after discussion with the AWPR team it was confirmed that no provision for public transport had been identified as part of the AWPR works and any works required would be at the expense of Aberdeen City Council.
- 5.2.5 A meeting to address concerns raised by residents was arranged by Councillor Boulton on the 26th February 2014. Representatives from Aberdeen City Council's Traffic Management section and Stagecoach were in attendance. At the meeting the issues were discussed and various solutions investigated. The representative from ACC's Traffic Management Section did suggest that the upcoming redevelopment of the Ardene Vets access road might provide an opportunity to approach the developer with the request that a bus layby be incorporated into the design. On further investigation it was highlighted that planning permission had already been granted for the new access road, but no provision had been conditioned for any public transport facilities.
- 5.2.6 Stagecoach did highlight the proximity of the former stops to the new stops at the Prime Four Development. As an existing footpath link was already in place between the two locations, it was felt that it was reasonable to assume that members of the public wishing to use the service could in fact walk the additional 885 metres or so to the new stops. Cllr Boulton did express reservations about the shared surface link due to ongoing pedestrian / cyclist conflicts. Whilst it was agreed that there was a narrow section of shared surface near the Ardene Vets Surgery, it was felt that as the pedestrian/ cyclist figures were so low, any conflict would be minimal. ACC's representative approached the Aberdeen Cycle Forum to ask that they remind their members to respect other footpath users at this location for which a response was received to indicate that this would be forwarded to members in the immediate future.
- 5.2.7 The local members, along with Aberdeen City Council's Public Transport Unit have received several complaints from local residents in relation to the loss of public transport services. The relatively low number of enquiries may be due in part to the limited number of residents that would in fact have used the bus service on a regular basis - the number of properties within the vicinity of the Five Mile Garage and Smiddybrae Industrial Units are 8 and 13 respectively (as shown in Appendix C). Figures obtained from Stagecoach indicate that the average daily usage of the Five Mile Garage stopping point (from figures obtained between 19 August to 15 September 2013 - as this was a full school day period and no holidays) was 9 persons. This figure however does not indicate the number of pedestrian pick up and drop off movements throughout the day, nor the origin points and movement patterns of the pedestrians in

question. Having assumed a worst case scenario for the purposes of calculating the Pedestrian / Vehicle value, the figure calculated provides a value of 0.33×10^8 . This confirms that crossing movements over the A944 would still be of a level as not to meet the criteria for the introduction of any pedestrian crossing facilities.

- 5.2.8 The introduction of any new bus layby would depend on finding a suitable location at or near the sites previously used. These locations would have to provide safe means of use by both the bus and pedestrians. The costs associated with the construction of the layby and footpath, relocation of services, provision of Puffin Crossings and purchase of land would be £143,000.00 per location. The annual maintenance costs would be £5800 at each site.
- 5.2.9 Prior to the removal of the bus stops on the A944 between Hazlehead and Westhills there was only one recorded pedestrian incident. Unfortunately, this was a fatality at the Kingswells Church bus layby in August 2013. The mitigating circumstances surrounding the incident identified that the layby and road layout were not a contributory factor to the accident. It is considered the recently introduced crossing facilities for the revised layout on this section will enhance pedestrian safety for those wishing to access public transport.
- 5.2.10 Aberdeen City Council are currently looking at a scheme which will involve constructing a through bus access link from the Kingswells Park and Ride directly to the A944 and potentially through the Prime Four Development. This is to be co-funded by Transport Scotland and NESTRANS and could in the future open up public transport services to the north of the A944, especially if services eventually run through the Prime Four site. It is anticipated that the initial phase of these works will be implemented by Spring 2015.

6. IMPACT

- 6.1 The content of the report meets with the local Community Plan objectives to continually improve road safety and maximize accessibility for pedestrians and all modes of transport.
- 6.2 The proposals are in line with the Council's Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.
- 6.3 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".

The projects will contribute to the 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.”

This project supports the 5 year Corporate Business Plan which includes an aim of delivering a fully integrated transport network to support movement and economic growth which the proposals

7. MANAGEMENT OF RISK

Having assessed the risks identified with the proposals and the potential to impact negatively or positively on the decision required of the Committee it has been assumed that the risk is low. The introduction of the designated bus lay-bys and pedestrian crossing facilities at the Prime Four Development has rationalised pedestrian movements in the area and reduced the risks to both pedestrians and drivers associated with the former bus stopping points at the Five Mile Garage. Aberdeen City Council, whilst supporting the comments made by Police Scotland, were not implicit in the decision to terminate the bus stopping points at the Five Mile Garage, this decision was ultimately taken by Stagecoach.

8. BACKGROUND PAPERS

“Notice of Motion from Councillor Boulton – “Instructs officers to provide a report to the next Enterprise, Planning & Infrastructure meeting including the financial implications on the most efficient way to progress pedestrian crossings and suitable bus laybys on the Hazlehead to Westhill Road, the A944, in the vicinity of the residential area by Kingswells Church and the Five Mile Garage”

9. REPORT AUTHOR DETAILS

Kevin Abercrombie
Engineer
Road Safety and Traffic Management Team
KAbercrombie@aberdeencity.gov.uk
(01224) 538065

Consultees comments

Enterprise, Strategic Planning and Infrastructure Committee

Convener: Councillor Barney Crockett – has been consulted 07/05/14

Vice Convener: Councillor Angela Taylor – has been consulted 07/05/14

Councillors

Councillor Marie Boulton – has been consulted 07/05/14

Councillor M Tauqueer Malik – has been consulted 07/05/14

Councillor Aileen Malone - has been consulted 07/05/14

Councillor David Cameron – has been consulted 07/05/14

Councillor Steven Delaney – has been consulted 07/05/14

Councillor Len Ironside - has been consulted 07/05/14

Council Officers

Lorna Inglis, Secretary to Head of Finance, Corporate Governance – ***has been consulted and the comments received have been included***

Jane MacEachran, Head of Legal and Democratic Services, Corporate Governance - ***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, Enterprise, Planning and Infrastructure - ***has been consulted and the comments received have been included***

Margaret Bochel, Head of Planning & Sustainable Development, Enterprise, Planning and Infrastructure - ***has been consulted***

Mike Cheyne, General Manager Operations, Enterprise, Planning and Infrastructure – ***has been consulted and the comments received have been included***

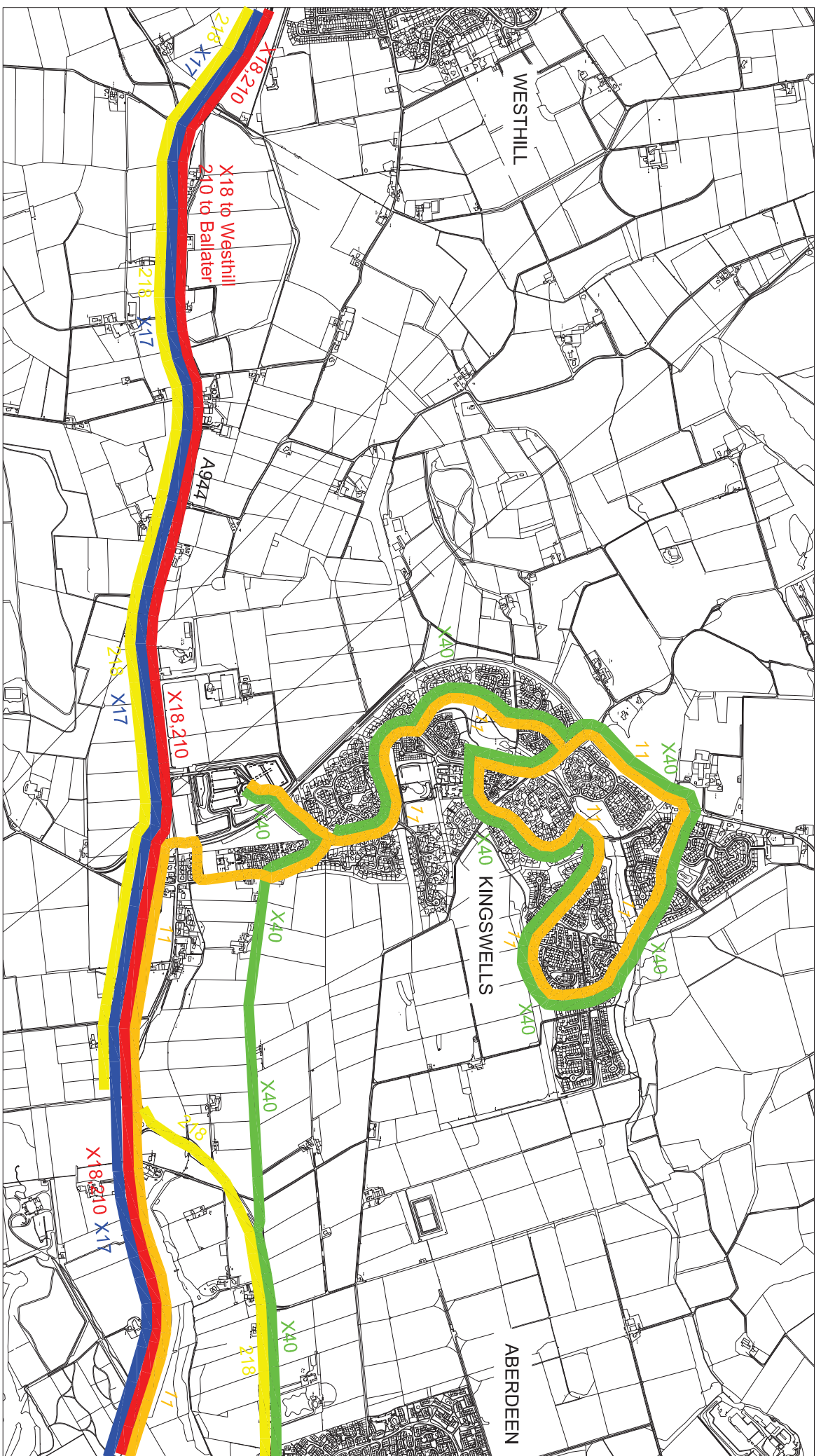
Neil Carnegie, Community Safety Manager, Housing and Environment – ***has been consulted***

Dave Young, Account Manager, Corporate Governance – ***has been consulted***

Willie Young, Convener, Finance, Policy and Resources – ***has been consulted***

Laura Watson, Service Co-ordinator

Appendix A - Bus routes between Aberdeen and Kingswells / Westhill



- Bus Services:**
- X40 (Aberdeen to Kingswells Park and Ride)
 - number 11
 - X18, Aberdeen to Westhill and Eirick
 - X17 Aberdeen to Westhill and Eirick
 - 210 Aberdeen to Westhill and Ballater
 - 218, Aberdeen to Westhill and Eirick

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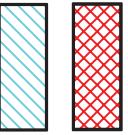
Appendix B - Location of Former and Current Bus Stopping points between Aberdeen and Westhill



distance in metres

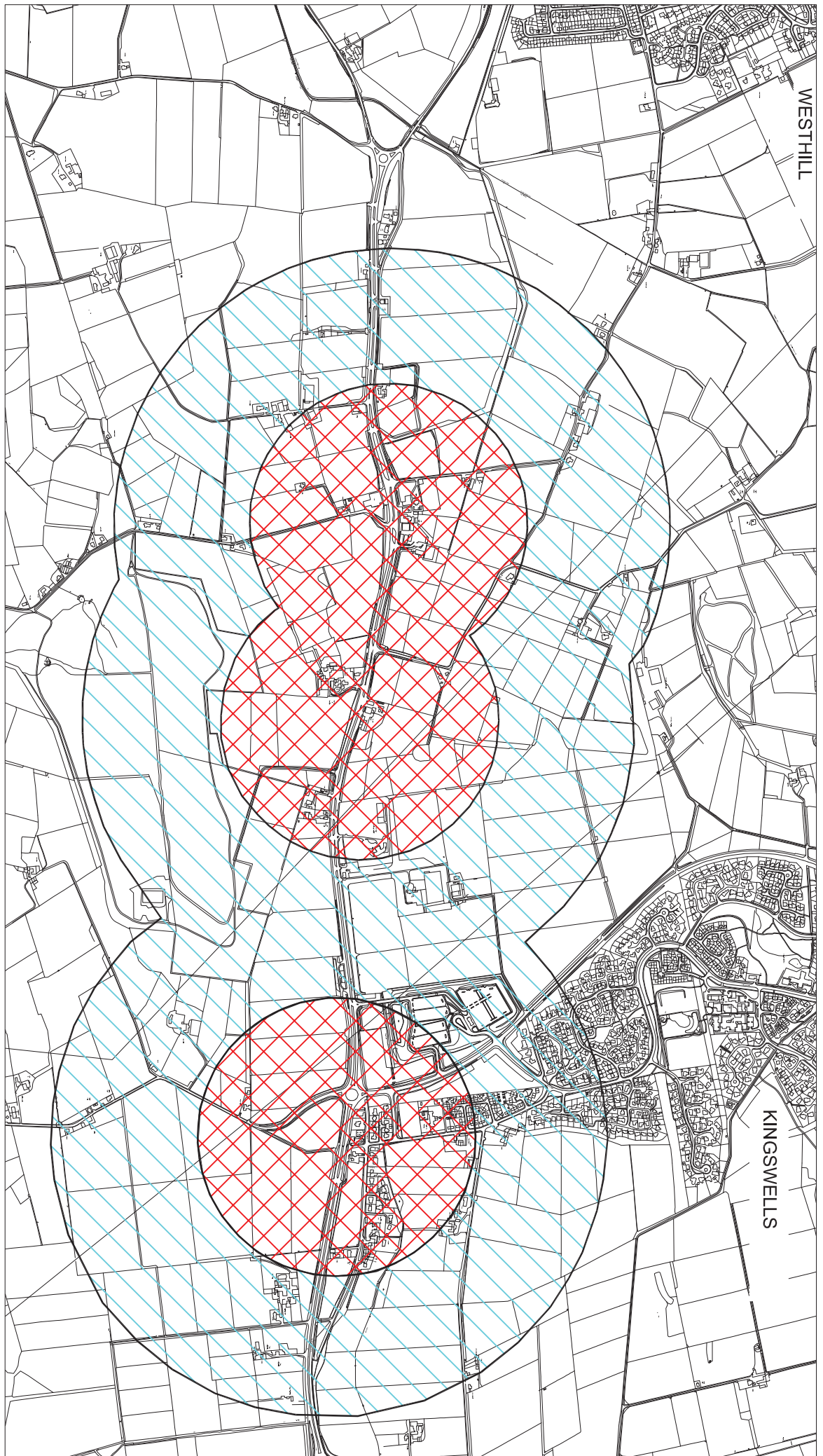
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Appendix C - Properties within catchment areas of former bus stops between Kingswells and Westhill



Properties within a 400m radius of the former bus stopping points

Properties within an 800m radius of the former bus stopping points



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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Motion by Councillor Thomson: Consultations over applications to remove protected trees.
REPORT NUMBER:	EPI/14/130
CHECKLIST RECEIVED	Yes

1. PURPOSE OF REPORT
This is a monitoring report on the six month trial period of notifying neighbours of applications to remove protected trees. It covers the number of notices issued, the number of responses received and the workload impact of the initiative.
2. RECOMMENDATION
It is recommended that this notification procedure is not continued. It is suggested that the staff time expended is disproportionate to any benefits that may result.
3. FINANCIAL IMPLICATIONS
The only financial implication is the cost of staff time in administering the scheme.
4. OTHER IMPLICATIONS
The scheme does not seem to be a particularly productive use of staff time.
5. BACKGROUND/MAIN ISSUES
 - 5.1 In response to a motion by Councillor Thomson the Committee, at its meeting of 21 May 2013, agreed to a trial period of six months during which applications received for the removal of protected trees (trees covered by a Tree Preservation Order or within a conservation area) would be advertised by displaying a notice on the nearest lamppost. This would allow neighbours to make representations over the proposed tree removals. The results of this exercise were to be reported back to the Committee.
 - 5.2 In the period between 12 June 2013 and 30 April 2014, forty four notices were posted. Two of these notices generated comments, seven

individual comments in total. In the case of one of the notices, the comments received were on the undesirability of tree loss in the general area and were not specific to the particular tree that was the subject of the application. In the other instance the comments were objections to the removal of a tree where the reason given in the application for the removal was the structural integrity of the tree. Clearly, in such a case an assessment of the structural integrity must be the sole factor in determining the application.

5.3 The workload impact is chiefly the Planning Inspector's time in taking the notices to the sites and fixing them to lampposts, and also the time of the Tree Officer in responding to queries generated by the notices. The Planning Inspector estimates that these notices take up about 2 hours a week. The additional workload for the Tree Officer has been relatively small to date simply because of the low level of response from the public.

6. IMPACT

The low level of response from the public during the trial period of notification suggests that not continuing with the scheme will have little impact. The EHRIA identified a neutral impact.

7. MANAGEMENT OF RISK

There is no statutory duty to carry out public consultation on applications to carry out works to protected trees. It is, however, the practice of the City Council to include tree work applications in the weekly list of new planning applications that is published on the Council's website. Thus, this information is available to Councillors, Community Councils and members of the public. There should be no risk, therefore, in the Council being seen to be avoiding the possibility of representations from the public; it is already doing more than it is required to do.

8. BACKGROUND PAPERS

None

9. REPORT AUTHOR DETAILS

Paul Pillath
Team Leader Environmental Policy

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01224 522228

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	2013/14 Revenue Budget Monitoring
REPORT NUMBER:	EPI/14/129
CHECKLIST RECEIVED	Yes

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 for the 2013/14 financial year and the reasons for the main variances from budget;
 - ii) instruct that officers continue to review budget performance and report on Service strategies as required to ensure a balanced budget;
 - iii) note that the financial position being reported for the Directorate represents the near-actual position for 2013/14 and is still be subject to external audit adjustment.

3. FINANCIAL IMPLICATIONS

- 3.1. The total Enterprise, Planning and Infrastructure budget currently amounts to £40.3M of net expenditure.
- 3.2. The Directorate recorded a net underspend of £2.2M for the year. 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. The £2.2M underspend is arrived at after taking into account the net income from penalty charges arising as a result of the civil enforcement of bus lanes. This figure was £980K for

2013/14 and will be earmarked for use on future projects in support of the council's Local transport Strategy.

- 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 revenue budget performance for the Directorate for the 2013/14 financial year and provides a high level summary for the consideration of Members.

- 5.2 The Directorate report and associated notes are attached at Appendix A. The overall position for the Directorate is a net underspend of £2.2M.

The main factors that contributed to this variance from budget are detailed below:

- Staff costs across the Directorate were £1.5M below budget as a result of the ongoing management of vacancies.
- Premises costs were £720K below budget with the main savings coming from property repairs costs and rates costs.
- Planning application and building application fee income was £1.0M, as a result of a high level of new applications, including a number of large individual applications during the year.
- Fleet Maintenance costs were £710K above budget. It should be noted that this overspend is mitigated in part by corresponding savings in other Directorates but the net overspend reflects the high average age of the vehicle fleet.
- Energy costs for the main office sites exceeded budget by £190K.
- Sponsorship income for the year was £160K below budget.

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. MANAGEMENT OF RISK

There are no risks associated with the decisions required of the Committee in respect of this report.

8. BACKGROUND PAPERS

Financial ledger data extracted for the period.

9. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL
REVENUE MONITORING 2013 / 2014

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	31 March 2014	BUDGET	ACTUAL	VARIANCE	VARIANCE %	CHANGE FROM LAST REPORT
ACCOUNTING PERIOD 12		£'000	£'000	£'000	%	£'000
ASSET MANAGEMENT AND OPERATIONS		28,814	27,958	(856)	(3.0%)	394
ECONOMIC AND BUSINESS DEVELOPMENT		4,096	4,396	300	7.3%	196
PLANNING AND SUSTAINABLE DEVELOPMENT		6,564	5,120	(1,444)	(22.0%)	273
DIRECTORATE SUPPORT		863	691	(171)	(19.9%)	(152)
TOTAL		40,336	38,165	(2,171)	(5.4)%	712

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	31 March 2014	BUDGET	ACTUAL	VARIANCE	VARIANCE %	CHANGE FROM LAST REPORT
		£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 12						
STAFF COSTS		30,070	28,619	(1,451)	(4.8)%	47
PROPERTY COSTS		11,188	10,468	(720)	(6.4)%	(355)
ADMINISTRATION COSTS		1,001	1,441	440	43.9%	81
TRANSPORT COSTS		4,900	4,834	(66)	(1.4)%	(58)
SUPPLIES & SERVICES		12,957	17,308	4,351	33.6%	(624)
TRANSFER PAYMENTS		3,184	3,205	21	0.7%	(67)
GROSS EXPENDITURE		63,301	65,875	2,574	4.1%	(976)
LESS: INCOME						
GOVERNMENT GRANTS		(378)	(806)	(428)	113.4%	(281)
OTHER GRANTS		(851)	(831)	20	(2.4)%	(10)
INTEREST		0	(1)	(1)	0.0%	0
RECHARGES		(9,129)	(12,710)	(3,581)	39.2%	1,595
OTHER INCOME		(12,607)	(13,363)	(756)	6.0%	383
TOTAL INCOME		(22,965)	(27,710)	(4,745)	20.7%	1,688
NET EXPENDITURE		40,336	38,165	(2,171)	(5.4)%	712

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been actively managed across the Directorate, resulting in savings in staff costs.

VARIANCE
£'000

(1,451)

CHANGE
£'000

47

Property Costs

Savings have been made in repair costs and in rates. Energy costs were above budget.

(720)

(355)

Administration Costs

Overspends were incurred in postage costs. Additional expenditure was incurred in several areas within Economic and Business Development but a number of these have contributed to increased income.

440

81

Transport Costs

Savings were achieved in fuel costs.

(66)

(58)

Supplies & Services

Overspends were incurred in Fleet Services materials, in Roads materials and contractors and in Design Team consultants fees. These were offset by increased income within the services.

4,351

(624)

Transfer payments

No significant variances were incurred in this area.

21

(67)

Government Grants

Funding contributions were received for a number of roads projects that were completed during the current year.

(428)

(281)

Other Grants & Contributions

No significant variances were incurred in this area.

20

(10)

Interest

No significant variances were incurred in this area.

(1)

0

Recharges

Recoveries for roads works and fleet repairs and hires exceeded budget.

(3,581)

1,595

Other Income

Income from planning applications and building applications exceeded budget, as did school catering income.

(756)

383

(2,171)

712

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
ASSET MANAGEMENT AND OPERATIONS

AS AT	31 March 2014	BUDGET	ACTUAL	VARIANCE	VARIANCE %	CHANGE FROM LAST REPORT
		£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 12						
STAFF COSTS		20,470	19,386	(1,084)	(5.3)%	(24)
PROPERTY COSTS		10,982	10,295	(687)	(6.3)%	(381)
ADMINISTRATION COSTS		619	909	290	46.8%	38
TRANSPORT COSTS		1,594	1,480	(115)	(7.2)%	13
SUPPLIES & SERVICES		9,967	14,010	4,043	40.6%	(534)
TRANSFER PAYMENTS		863	879	17	1.9%	(18)
GROSS EXPENDITURE		44,494	46,959	2,465	5.5%	(906)
LESS: INCOME						
GOVERNMENT GRANTS		0	(426)	(426)	0.0%	(261)
OTHER GRANTS & CONTRIBUTIONS		(94)	(83)	11	(11.5)%	0
INTEREST		0	0	0	0.0%	0
RECHARGES		(7,957)	(10,072)	(2,115)	26.6%	1,413
OTHER INCOME		(7,630)	(8,421)	(791)	10.4%	148
TOTAL INCOME		(15,681)	(19,002)	(3,321)	21.2%	1,301
NET EXPENDITURE		28,814	27,958	(856)	(3.0)%	394

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been managed across the Service with the main favourable variances being in School Catering, Roads and Facilities Management.

VARIANCE £'000	CHANGE £'000
(1,084)	(24)

Property Costs

Favourable variances were achieved non-housing repairs of £130K and £670K in rates as the service holds the council-wide variance on rates. Adverse variances are forecast in energy costs of £130K for the main office sites.

(687)	(381)
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Administration Costs

Postages were overspent by £200K. Adverse variances were also recorded in printing, copying and advertising.

290	38
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Transport Costs

A favourable variance of £240K in fuel costs was offset by adverse variances in hire costs and fleet repair costs.

(115)	13
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Supplies and Services

Fleet costs for vehicle repairs were overspent by £910K, Roads operations and projects were overspent by £2.4M on materials and contractors. The Design Team was overspent by £730K on consultants costs. The overspends in Roads and the Design team reflect an increase over the budgeted workload and are offset by increased income.

4,043	(534)
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Transfer Payments

There were no significant variance from budget for this item.

17	(18)
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Income

School Catering income from meal sales was £180K above budget. Recoveries from revenue and capital exceeded budget for Fleet services by £400K and for Roads Operations by £2.4M.

(3,321)	1,301
---------	-------

(856)	394
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
ECONOMIC AND BUSINESS DEVELOPMENT

AS AT	31 March 2014	BUDGET	ACTUAL	VARIANCE	VARIANCE %	CHANGE FROM LAST REPORT
ACCOUNTING PERIOD 12		£'000	£'000	£'000	%	£'000
STAFF COSTS		2,075	1,868	(207)	(10.0)%	29
PROPERTY COSTS		0	0	0	0.0%	0
ADMINISTRATION COSTS		214	410	195	91.1%	55
TRANSPORT COSTS		88	178	90	102.2%	35
SUPPLIES & SERVICES		2,109	2,385	276	13.1%	94
TRANSFER PAYMENTS		1,608	1,643	35	2.2%	28
GROSS EXPENDITURE		6,094	6,484	390	6.4%	241
LESS: INCOME						
GOVERNMENT GRANTS		(188)	(192)	(3)	1.7%	0
OTHER GRANTS & CONTRIBUTIONS		(584)	(582)	2	(0.3)%	(14)
INTEREST		0	(1)	(1)	0.0%	0
RECHARGES		(582)	(555)	28	(4.8)%	(43)
OTHER INCOME		(644)	(759)	(115)	17.9%	11
TOTAL INCOME		(1,998)	(2,088)	(90)	4.5%	(45)
NET EXPENDITURE		4,096	4,396	300	7.3%	196

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been managed across the service, resulting in favourable variances in a number of areas, principally service management and Central Design.

VARIANCE £'000	CHANGE £'000
(207)	29

Property Costs

There were no significant variances from budget for this item.

0	0
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Administration Costs

Additional expenditure was incurred New Project Development, International Trade and Investment, City Promotion and Central Marketing.

195	55
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Transport Costs

Additional expenditure was incurred in a number of areas, principally in European Funding and Projects and in New Project Development.

90	35
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Supplies and Services

Additional expenditure was incurred in Central Design and in New Project Development although part of this increased spend was offset by additional income.

276	94
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Transfer Payments

The payment to AREG exceeded budget.

35	28
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Income

Sponsorship income was £130K below budget for the year. Increased recoveries for Events and Central Design helped to offset this variance.

(90)	(45)
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300	196
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ABERDEEN CITY COUNCIL
REVENUE MONITORING 2013 / 2014

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
DIRECTORATE SUPPORT

AS AT	31 March 2014	BUDGET	ACTUAL	VARIANCE	VARIANCE %	CHANGE FROM LAST REPORT
		£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 12						
STAFF COSTS		782	811	29	3.7%	(1)
PROPERTY COSTS		0	0	0	0.0%	0
ADMINISTRATION COSTS		54	19	(35)	(65.0)%	2
TRANSPORT COSTS		5	10	5	97.2%	2
SUPPLIES & SERVICES		128	(41)	(170)	(132.2)%	(154)
TRANSFER PAYMENTS		0	0	0	0.0%	0
GROSS EXPENDITURE		970	798	(171)	(17.7)%	(152)
LESS: INCOME						
GOVERNMENT GRANTS		0	0	0	0.0%	0
OTHER GRANTS & CONTRIBUTIONS		(55)	(55)	(0)	0.7%	(0)
INTEREST		0	0	0	0.0%	0
RECHARGES		(52)	(52)	0	(0.7)%	0
OTHER INCOME		0	0	0	0.0%	0
TOTAL INCOME		(107)	(107)	0	(0.0)%	0
NET EXPENDITURE		863	691	(171)	(19.9)%	(152)

REVENUE MONITORING VARIANCE NOTES	VARIANCE £'000	CHANGE £'000
Employee Costs		
Overspends were incurred in redundancy costs and the cost of temporary staffing.	29	(1)
Property Costs		
There were no significant variances from budget for this item.	0	0
Administration Costs		
Savings were achieved in stationery and courses.	(35)	2
Transport Costs		
There were no significant variances from budget for this item.	5	2
Supplies and Services		
A number of provisions had been made for expected items of spend that in the event did not arise. As a result these provisions were released, resulting in a favourable variance against budget.	(170)	(154)
Income		
No significant variance from budget is forecast for this item.	0	0
	(171)	(152)

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
PLANNING AND SUSTAINABLE DEVELOPMENT

AS AT	31 March 2014	BUDGET	ACTUAL	VARIANCE	VARIANCE %	CHANGE FROM LAST REPORT
ACCOUNTING PERIOD 12		£'000	£'000	£'000	%	£'000
STAFF COSTS		6,744	6,554	(190)	(2.8)%	43
PROPERTY COSTS		207	173	(34)	(16.2)%	27
ADMINISTRATION COSTS		113	103	(10)	(9.2)%	(14)
TRANSPORT COSTS		3,213	3,167	(46)	(1.4)%	(108)
SUPPLIES & SERVICES		753	954	201	26.8%	(30)
TRANSFER PAYMENTS		714	683	(30)	(4.3)%	(77)
GROSS EXPENDITURE		11,743	11,634	(109)	(0.9)%	(159)
LESS: INCOME						
GOVERNMENT GRANTS		(189)	(188)	1	(0.5)%	(20)
OTHER GRANTS & CONTRIBUTIONS		(119)	(111)	8	(6.8)%	4
INTEREST		0	0	0	0.0%	0
RECHARGES		(538)	(2,032)	(1,494)	277.7%	224
OTHER INCOME		(4,333)	(4,182)	151	(3.5)%	224
TOTAL INCOME		(5,179)	(6,514)	(1,334)	25.8%	432
NET EXPENDITURE		6,564	5,120	(1,444)	(22.0)%	273

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Vacancies have been managed across the service.

VARIANCE
£'000
(190)

CHANGE
£'000
43

Property Costs

The only significant variance was in security costs associated with the park and ride sites.

(34)

27

Administration Costs

There were no significant variances from budget for this item.

(10)

(14)

Transport Costs

There was a saving in vehicle running costs in the PTU of £70K. School transport costs were £20K above budget.

(46)

(108)

Supplies and Services

Overspends were recorded in consultants fees and equipment purchases. In the case of the consultants fees, these costs were associated with Roads Project works and have been recovered from capital.

201

(30)

Transfer Payments

An underspend was recorded in contributions to environmental bodies.

(30)

(77)

Income

Planning application and building application income exceeded budget.

(1,334)

432

(1,444)

273

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Capital Monitoring – Enterprise, Planning & Infrastructure Projects.
REPORT NUMBER:	EPI/14/134

1. PURPOSE OF REPORT

To advise the Committee of the capital spend in 2013/14 for the Enterprise, Planning & Infrastructure projects included within the Non-Housing Capital Programme.

2. RECOMMENDATION(S)

The Committee note the final 2013/14 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. As part of the Council's five year business plan, capital expenditure is now monitored within a five year timescale where appropriate. This has given budget holders the ability to profile across the full five years. In year monitoring will continue, alongside monitoring the complete Capital Programme.

4. OTHER IMPLICATIONS

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

5. BACKGROUND / MAIN ISSUES

As reported at the Finance & Resources Committee in June 2012 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 had a total of 16 projects, totaling £43,882 million allocated to it from the 2013/14 Non-Housing Capital Programme. The projects and total budget committed to each project included in the programme were:-

- 1) Corporate Property Condition & Suitability Programme
£10.075 million
- 2) Cycling Walking Safer Streets Grant
£232,000
- 3) Access From the North
£5.293 million
- 4) Western Peripheral Route
£4.945 million
- 5) Corporate Office Accommodation
£1 million
- 6) NESTRANS - Capital Grant
£882,000
- 7) Fleet Replacement
£3 million
- 8) Planned Renewal & Replacement of Road Infrastructure
£4.224 million
- 9) Land Acquisition – Contingency
£554,000
- 10) Hydrogen Buses
£7 million (including external funding)
- 11) City Broadband
£1.949 million
- 12) St Nicholas House Demolition
£2.713 million
- 13) Central Aberdeen Infrastructure: South College Street
£1.4 million

14) Central Aberdeen Infrastructure: Berryden Corridor
£250,000

15) Central Aberdeen Infrastructure: Union Street Pedestrianisation
£265,000

16) A96 park & Choose / Dyce Drive Link Road
£100,000

Spend for all projects in 2013/14 totaled £32,886 million. Spend profiles provided by budget holders show it is anticipated that underspend this financial year will be picked up in the following financial year(s).

Appendix A shows the total expenditure for 2013/14.

There is a requirement for carry forward totaling £10.683 million to retain the approved funding envelope for each project. This was agreed at Corporate Asset Group 30 April 2014.

Budget holders will be providing spend profiles for each project which will be provided within the update to this Committee on 3 June 2014.

6. IMPACT

Corporate - The continued implementation of the Property Asset Management Plan will ensure that the Council is utilising its property portfolios to support Services in implementing the Single Outcome Agreement. In addition the plan contributes to achieving the vision set out in 'Aberdeen: The Smarter City'. Property has a particularly important role to play in Smarter Living, Smarter People and Smarter Environment themes.

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
✉ damarshall@aberdeencity.gov.uk
☎ 01224 523191

**Appendix A:
Capital Monitoring – Enterprise, Planning & Infrastructure projects 2013-14**

Project Description	Revised Budget 2013/14 £'000	Final 2013/14 spend £'000	Five year budget '13-'18 £'000
Corp Property Condition & Suitability Programme	10,075	6,620	39,675
Cycling Walking Safer Streets Grant	232	232	573
Access From the North	5,293	1,884	15,473
Western Peripheral Route	4,945	9,109	7,345
Corporate Office Accommodation	1,000	547	1,000
NESTRANS - Capital Grant	882	882	6,062
Fleet Replacement	3,000	3,215	15,000
Planned Renewal & Replacement of Road Infrastructure	4,224	4,078	19,883
Land Acquisition – Contingency	554	4	554
Hydrogen Buses	7,000	3,907	11,000
City Broadband	1,949	147	1,949
St. Nicholas House Demolition	2,713	1,492	2,713
South College Street	1,400	13	5,500
Berryden Corridor	250	103	5,550
Union Street Pedestrianisation	265	161	9,000
A96 Park & Choose / Dyce Drive Link Road	100	492	15,200
Totals	43,882	32,886	156,477

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Review of Service Performance 2013/14
REPORT NUMBER:	EPI/14/133
CHECKLIST RECEIVED	Yes

1. PURPOSE OF REPORT

The purpose of the report is to provide Committee with an update on progress made within Enterprise, Planning and Infrastructure towards achieving our aims and objectives during 2013/14.

2. RECOMMENDATION(S)

The Committee are asked to

- i) Note to content of the report
- ii) To instruct further action as appropriate

3. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from the report, although management of resources, including budget, are subject to comment within the body of the report.

4. OTHER IMPLICATIONS

There are no other implications arising specifically from this report.

5. BACKGROUND/MAIN ISSUES

The Service has, along with other Council Services, adopted the principles of How Good Is Our Council to provide a framework against which to evidence progress with regards continuous improvement. Through our Directorate Support Unit, in collaboration with senior managers, we have been working towards the development of a

system of consistent and uniform team/service plans covering all aspects of the Directorate's functions.

We are currently engaged in an exercise to ensure that each of the aims and objectives identified within these plans remains consistent with the priorities of the Directorate and the wider Council as a whole.

This part of the process is now nearing completion and it is our intention to present a report to Committee to its next meeting, consolidating those priorities within our Business Plan whilst maintaining clear and transparent links back to the team plans. This will allow comprehensive analyses of our performance to be undertaken on which we will report to Committee at regular intervals.

6. IMPACT

Corporate – Reporting to Committee is a key element of the performance management process, assuring members that continuous improvement is evidenced.

Public – This report is for information purposes only and therefore no Equalities and Human Rights Impact Assessment has been undertaken.

7. MANAGEMENT OF RISK

Not applicable

8. BACKGROUND PAPERS

None

9. REPORT AUTHOR DETAILS

Mike Hearn
Directorate Support Manager,
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01224 522476

10. REPORT

The main body of the Report is provided at Appendix 1 and takes the form of a Balance Scorecard.

The scorecard is constructed around four themed quadrants, each consisting of a group of performance indicators which might be

Statutory (the majority of which are currently being finalised), Key as identified as by our managers in providing an insight to their team's performance against pre-determined targets or high level management information collated at Directorate level. These indicators are compiled on a monthly, quarterly or annual basis as appropriate.

Each indicator carries its own Traffic Light Icon gauging our position as at the end of March, frequency of reporting, the target and the latest performance scores accompanied by commentary as necessary.

The first quadrant focuses on matters related to **Financial and Resource Management**, primarily budget, health and safety and issues relating to staff, including absence management.

The second section, **Operation and Procedures**, contains the majority of our performance indicators, and looks at operational matters and how individual teams are performing against their specific aims and objectives.

In the section on **Customer Focus** we report on how our customers rate our performance, extracting the data from Customer Questionnaires that have been submitted, in addition to providing details on our performance in responding to requests for information.

The final section headed, **Learning and Growth**, is concerned with the development of our staff. Currently the only indicator populating this section relates to Training Courses attended, but we are currently working on incorporating information falling from the recently completed round of Performance Review and Development.

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APPENDIX 1

Enterprise Planning and Infrastructure Balanced Scorecard – 2013/14



Financial/Resources Management


Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
	EPI01 Revenue Budget - Spend to Date	Monthly	£40,336,151	£33,715,847	£35,608,594	£38,165,234
<p>Commentary: Underspend for year of £2.2m. Main areas of underspend were in Staff Costs £1.5m primarily through management of vacancies but also through inability to attract key staff, savings in premises costs of £720k from repairs costs and rates, additional income accruing from Planning Application and Building Warrant Fees of £1.0m being offset by overspends in Fleet Maintenance costs (due to ageing fleet) £710k, £190k in energy costs and a reduction in sponsorship income of £160k.</p>						
	EPI02 Non Housing Capital Programme - Spend to Date	Monthly	£43,882,000	£25,479,000	£29,795,000	£32,886,000
<p>Commentary: E,P&I had a total of 16 projects with an allocated budget of £43,882m during 2013/14 against which a spend of £32,886m was achieved. Although an underspend against budget is normally viewed as a positive in this instance it necessitates a carry forward in excess of £10.7m being approved for 2014/15.</p>						
	EPI06 Direct Payments to Staff	Monthly	£28,399,243	£21,939,321	£24,186,567	£26,479,406
<p>Commentary: This indicator relates to direct Salary/Wages payments made to all staff excluding other Staff Costs such as Training, Consultants Fees, Clothing etc. This indicator shows a net saving of £1.9m or 6.7%. This is one of the key indicators used in managing our staffing budgets.</p>						
	EPI63 % of Invoices issued to External Customers within 28 days of work being carried out	Monthly	90%	76%	83%	98%
	EPI64 % of Invoices issued to External Customers within 56 days of work being carried out	Monthly	100%	82%	90%	100%
<p>Commentary: Cash flow is an important feature for all organisations. In E,P&I we try and ensure invoices are issued as promptly as possible following the completion of the work. During 2013/14 we issued 1,787 invoices, valued at just short of £2.5million.</p>						
	EPI20 Average sickness absence - Enterprise Planning and Infrastructure	Monthly	10	10.3	10.3	10.1
<p>Commentary: Working closely with colleagues from HR our managers are encouraged to actively manage each sickness case, particularly with regard long term absences (absences of more than 4 weeks). This approach is now paying dividends in terms of our result, an average of 10.1 days lost per employee per annum being our best monthly score since the Maximising Attendance policy was introduced.</p>						
	EPI14 Score for compliance with Health & Safety Matrix	Monthly	100%	98.4%	98.5%	98.7%
<p>Commentary: This indicator is used as a tool within the Service to measure and monitor our compliance across a range of Health and Safety issues (e.g. Emergency Precautions in place, Environment, First Aid Provision etc.) at all E,P&I establishments.</p>						

Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
	EPI15 Number of Accidents and Incidents - Reportable	Monthly	Minimise	0	0	0
	EPI16 Number of Accidents and Incidents - Non Reportable	Monthly	Minimise	4	5	2

Commentary: Accidents and Incidents are categorised as involving either employees or third parties with, in the case of accidents, a further distinction being made as to whether or not they are reportable under RIDDOR. All injuries sustained as a result of occupational accidents which incapacitate workers for more than seven consecutive days require to be reported to the Health and Safety Executive.



Eleven accidents/incidents were reported during the quarter to 31 March, none of which were reportable. Within the Service, we ensure wherever practicable remedial action is taken following accidents to reduce the possibility of future recurrences, this information being shared across the Service.

Operations - Procedures; Service Impacts (inc School Catering); Health and Safety; Environmental

	EPIP190 Percentage of householder and non-householder planning applications dealt with within two months (monthly)	Monthly	70%	63.19%	65.18%	57.48%
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Commentary: On the face of it performance in relation to target has fallen short of original expectations. However, this is indicative of the extremely high volume of applications dealt with by the team, rather than a reflection on performance. This is borne out by comparing our budgeted income for the year, which the team was geared to achieve, being a shade over £2million to an amount in excess of £3million of income actually achieved. This indicator is likely to be superseded to reflect the Scottish Governments latest reporting measures embodied in the yearly Planning Performance Framework Report.

Building Standards


	EPIT1BSD Building Standards - % Construction Compliance plans successfully delivered	Quarterly	100%			100%
	EPIT2BSD Building Standards - Average time to obtain a Building Warrant (working days)	Quarterly	45			42

Commentary: Quarterly measuring, reporting and analysing of performance is a requirement of Scottish Government. The Building Standards Division of Scottish Government are currently co-ordinating results from a year of submissions. This will provide the benchmarking comparison with similar local authorities. Scottish Government intends to publish this information within the next few months.

Business Growth

	EPIT2BUS No. of Attendees at Positive Procurement Programme Events	Annually	200			261
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Commentary: Achieved, target surpassed. 261. As part of the Service Plan process for 2014/15, revised target setting will be undertaken, to ensure continued increases in the number of SMEs supported to improve their success rates in winning contracts.


	EPIT9BUS No. of Visits Requested by International Delegations	Annually	12			19
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Commentary: International delegations from Government and Industry request support from the Business Growth team to prepare detailed business programmes for their visits to Aberdeen to learn about the city's development as a global energy hub and to meet local companies that do (or could) export to these markets. Demand for such support is increasing significantly, especially from non-target and emerging markets.





	EPIT4CDP Number of skills fairs attended annually	Annually	5			11
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Commentary: Key piece of work that has grown in importance to support companies in addressing the skills gaps currently being faced by the business community in Aberdeen City and Shire. As part of the Service Plan process for 2014/15, revised target setting will be undertaken to enable attendance at a larger number of relevant careers fairs that target specific skills and help attract skilled personnel to come and work in Aberdeen.









City Promotion









	EPIT11CDP Number of existing events delivered on annual	Annually	25			32
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Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014												
				Value	Value	Value												
	basis																	
<p>Commentary: This is a key priority, although current event programme needs to change to accommodate new, quality events. Event Bid Fund being investigated and will be considered by members in the coming months. As part of the Service Plan process for 2014/15, revised target setting will be undertaken.</p>																		
	EPIT12CDP Number of existing events staged in public spaces, in quarter	Annually	35			27												
<p>Commentary: This is a key priority, to make better use of existing and new public spaces. Working with the parks and gardens services, event organisers are encouraged to use the spaces available within Aberdeen for events that will attract the local population and tourists throughout the year. As part of the Service Plan process for 2014/15, revised target setting will be undertaken.</p>																		
	EPIT15CDP Number of new events attracted to Aberdeen, per annum	Annually	2			2												
<p>Commentary: On-going priority to add diversity and interest to Aberdeen's events programme. Events Bid Fund could support the attraction of new events never held in the city before. Also the development of an Events Strategy for Aberdeen will assist in providing high quality events of scale that deliver an economic impact to Aberdeen and benefit the residents of and visitors to Aberdeen.</p>																		
Corporate and Capital Asset Management																		
	EPIT1CPC % Floor Area of Operational Properties Surveyed	Annually	20%			12%												
<p>Commentary: Approximately 12% of GIFA was surveyed this year. The shortfall is as a result of other work priorities being carried out to feed in to work streams such as the Primary Schools Review. It is also as a result of the sole member of staff who carries out this work leaving at the end of December and it is proving difficult to find a suitable replacement. Surveys are therefore being prioritised to reflect PAMPs by services.</p>																		
SPI	EPIP250 % of council buildings in which all public areas are suitable for and accessible to disabled people	Annually	82%	The 2013/14 figure is still being calculated														
<p>Commentary: The Public Access SPI is a well established reporting tool. The results for 2010/11, 2011/12 and 2012/13 are shown as follows:-</p> <table border="1"> <tr> <td>No. required to be compliant*</td> <td>137</td> <td>143</td> <td>147</td> </tr> <tr> <td>No. of compliant buildings</td> <td>118</td> <td>120</td> <td>120</td> </tr> <tr> <td>%</td> <td>86.1</td> <td>83.9</td> <td>81.6</td> </tr> </table> <p>*Certain asset types such as Schools, Homes and Hostels are not included as per the Audit Scotland guidance.</p> <p>This year sees a further drop from 83.9% to a new figure of 81.6%. Seven assets were included within the SPI for the first time, with three being removed from the list. A number of these assets were assessed as not accessible resulting in an increase in the number of not accessible assets. These assets have not been included previously due to insufficient information or because they have become operational in the last year.</p> <p>Although none of the existing assets have become "not accessible", there has been no significant work that would result in any of the existing not accessible properties being reassessed as accessible. Looking ahead there is very little within the main capital programme that would result in improvements to the SPI but there is still scope for small improvement through the C&S programme. All the assets assessed as not accessible have been reviewed on a desktop basis to identify those that can potentially be addressed with reasonable levels of investment. This information will be fed through into the C&S prioritisation process.</p> <p>It is not anticipated that any significant improvements will be made in the next 12 months, so a target of 82% has been set. This is essentially maintaining the current position for the forthcoming year.</p>							No. required to be compliant*	137	143	147	No. of compliant buildings	118	120	120	%	86.1	83.9	81.6
No. required to be compliant*	137	143	147															
No. of compliant buildings	118	120	120															
%	86.1	83.9	81.6															
SPI	EPIP260 % of internal floor area of operational accommodation that is in a satisfactory condition.	Annually	93%	The 2013/14 figure is still being calculated														
<p>Commentary: Condition – This year's (2012/13) satisfactory condition figure of 91.7% falls short of the then 95% target, with the percentage falling by 2.3% on last years figure. The decrease was predominately due to the resurvey and resulting down grading of several properties, a number of smaller assets moving into the C category and some C&S projects not progressing as planned. There is the potential for further assets to move into C category as the survey programme continues but it is difficult to predict the impact this may have on the SPI.</p> <p>Summary – Capital projects due to be completed over the next 12 months that will improve this indicator includes an extension to Riverbank Primary and a new children's home. In addition the amalgamation of Newhills and Bucksburn primary school's on a temporary basis on the Bucksburn site means the closure of Newhills, a poor condition asset. Outwith the C&S programme, there are several approved capital projects due to go ahead, the completion of which will not have any impact on next years figures but will result in improvements in subsequent years. Generally the position is still positive, with the condition side being at a good level. It should however be noted that within the 91.7% there are still</p>																		










Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014																					
				Value	Value	Value																					
many elements of buildings that are unsatisfactory. Improving suitability is more of a challenge both in terms of quality of information and investment required to make assets suitable. Relevant EP&I officials will continue to review the data and make sensible investment.																											
SPI	EPIP270 % of operational accommodation that is suitable for its current use.	Annually	81%	The 2013/14 figure is still being calculated																							
Commentary: Suitability – The figure has dropped very slightly from 81.5% to 80.9%. A drop was anticipated following the implementation of the non-schools form, which is now completed. The overall figure has declined over the four years of reporting but to a lesser extent than expected. Capital projects due for completion over the next 12 months should result in a small number of assets becoming suitable but resurveys may well counteract this.																											
SPI	EPIP280 The required maintenance cost of operational assets per square metre	Annually	£112 per sq m	The 2013/14 figure is still being calculated																							
Commentary: Required Maintenance is defined by CIPFA as "The cost to bring the property from its present state up to the state reasonably required by the authority to deliver the service or to meet statutory or contract obligations and maintain it at that standard". This data is collected through the condition survey programme and is also updated following capital spend on specific assets.																											
The results for 2010/11, 2011/12 and 2012/13 are based on the current operational portfolio during those periods and are as follows:-																											
<table border="0"> <tr> <td>Required Maintenance</td> <td>2010/11</td> <td>2011/12</td> <td>2012/13</td> <td colspan="3"></td> </tr> <tr> <td>Total Required Maintenance</td> <td>£66.1m</td> <td>£60.7m</td> <td>£65.3</td> <td colspan="3"></td> </tr> <tr> <td>Cost Per sqm</td> <td>£122</td> <td>£112</td> <td>£117</td> <td colspan="3"></td> </tr> </table>							Required Maintenance	2010/11	2011/12	2012/13				Total Required Maintenance	£66.1m	£60.7m	£65.3				Cost Per sqm	£122	£112	£117			
Required Maintenance	2010/11	2011/12	2012/13																								
Total Required Maintenance	£66.1m	£60.7m	£65.3																								
Cost Per sqm	£122	£112	£117																								
This is the fourth year that this figure has been reported through the SPI process and the first time a rise in the figure has been reported. This years figures of £65m and £117 is an increase of around 9% on last years figures of £60.7 million and £112 sqm. A target of £107 sqm was set last year as it was anticipated that there would be an improvement but this has not been achieved. It was noted last year that a decline in condition may become apparent during the resurveys and this has been the case. Albeit on a scale not expected.																											
Further decline in assets identified during the remainder of the current programme is difficult to predict. However this is likely to be offset by the Capital and C&S projects set to be completed in the next 12 months, likely leading to a small improvement. Taking this into account a target of £112 sqm has been set for next year.																											
	EPIT4CPC % Property Improvements Projects delivered on Budget	Annually	85%			100%																					
Commentary: The target of 85% of all non-housing capital projects being no more than 10% over the approved development cost has been exceeded. The majority of projects delivered in the C&S Programme have been below the contract sum. 100% of projects have been delivered within the approved development cost plus 10%.																											
	EPIT5CPC % Property Improvements Projects delivered on Time	Annually	100%			96%																					
Commentary: Only 2 projects completed during the year have failed to meet the target figure.																											
	EPIT23CPC % Property Improvements Projects final accounts agreed within timescale	Quarterly	90%			90%																					
Commentary: This objective has been fully met with the final account being agreed on 90% of projects before the end of the Making Good Defects period. Evidence of performance is available within each individual job file.																											
	EPIP310 % reduction in energy consumption in Public Buildings	Annually	2.5%	The 2013/14 figures are still being calculated																							
Commentary: The Council spends approximately £9 million per year on energy and water related costs in our public buildings. This is based on the following fuel consumption and carbon emissions (figures are taken from our CRC report for consumption in 2012/13):-																											
Electricity consumption : 40,480,696 kWh/yr; 21,810 tonnes CO2/yr																											
Gas consumption: 89,210,920 kWh/yr; 16,380 tonnes CO2/yr																											
Oil consumption: 787,700 litres/yr; 2,176 tonnes CO2/yr																											
Water consumption: 313221litres/yr; 422 tonnes CO2/yr																											
The Energy Management Team have a number of targets for reducing energy usage. The targets and outcomes for 2012/13 were:-																											
Energy reduction target of 2.5% year on year. For 2012/13, the overall energy increased by 8% compared with 2011/12.																											
Water reduction target of 2% from 2010/11. For 2012/13, the overall water consumption was 4% lower than previous year.																											
The oil consumption also decreased by 15% for 2012/13 compared to 2011/12.																											















Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
<p>It should be noted that the winter of 2012/13 was prolonged and colder by 28% than 2011/12. This resulted in an increase in the consumption of gas and electricity. It is also noted that Aberdeen Grammar School was converted from oil heating to gas heating in 2012/13 and this has reflected in the increased gas consumption and reduction in oil consumption for the year.</p>						
Design and Marketing						
	EPIT2DMK % Design & Marketing jobs completed within agreed timescales	Annually	80%			100%
<p>Commentary: All staff are responsible for agreeing deadlines with individual clients. Where expectations are unrealistic or the scale of the job grows then Marketing Services Manager is responsible for resolving any issues. Monthly meetings take place with the Waste Team and Bon Accord Care to monitor workload and deadlines. This will be rolled out to all clients as SLA's are introduced. As part of the Service Plan process for 2014/15, revised target setting will be undertaken.</p>						
	EPIT3DMK £ - Income generation (ACC sponsorship & external revenue streams)	Annually	£470,496			£330,000
<p>Commentary: £330,000 raised in roundabout sponsorship in year 2013/14. Contract with external service provider terminated at the end of March 2014, with the service now handled in-house. This will save on commission being paid to an external agent. New opportunities are to be identified within the next 12 months and report back to committee later in the year. As part of the Service Plan process for 2014/15, revised target setting will be undertaken.</p>						
Facilities						
	EPIP309P Number of School Meals Provided - Primary	Monthly	Maximise	87,540	102,658	
	EPIP309P1 Average Number of School Meals Provided per day - Primary	Monthly	Maximise	4,377	6,038	
	EPIP309S Number of School Meals Provided - Secondary	Monthly	Maximise	56,078	48,938	
	EPIP309S1 Average Number of School Meals Provided per day - Secondary	Monthly	Maximise	2,804	2,879	
<p>Commentary: As part of the Service Plan process for 2014/15, revised target setting will be undertaken, data not yet available for March.</p>						
Fleet Services						
	EPIT2FLT Fleet Services - % MOT first time pass (per month)	Monthly	95%			95%
<p>Commentary: Returned to in house delivery. MOT first time pass rate has been maintained at 95% and keeping in house has been a success. As part of the Service Plan process for 2014/15, revised target setting will be undertaken.</p>						
	EPIT3FLT Fleet Services - % Services Completed on Time (per month)	Monthly	95%			90%
<p>Commentary: Scheduled maintenance has remained at 90% through a mixture of in house and outsourcing, but remains a challenge due to difficulties in recruiting staff.</p>						
	EPIT4FLT Fleet Services - % vehicles over 5 years old	Annually	65%			60%
<p>Commentary: Through an injection of £3M, a replacement plan is now in place and the Fleet age profile is improving year on year, 60% achieved this year.</p>						
	EPIT5FLT Fleet Services - £ Value of spare parts held as stock	Annually	£100,000			£95,000
<p>Commentary: Target represents final objective in staged reduction. Reached £120K in FY 2012-13. An on-going programme of stock reduction has seen stock levels drop to below £100k. This stock is being replaced with Impressed stock (That is stock put in store by suppliers and billed when used) value of current stock at end of FY13-14 £95k. As part of the Service Plan process for 2014/15, revised target setting will be undertaken.</p>						
Estates Management						

Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
	EPIT1PES Property Estates Service - Annual Income Target	Annually	£3,500,000			£4,835,000
Commentary: Income generated as part of a rolling target						
	EPIT5PES % Asset Valuations delivered as per agreed programme	Annually	100%			100%
Commentary: 82 inspections and valuations were required of operational properties all were completed. 20% of the investment portfolio (101 properties) requires an annual inspection. 113 properties were inspected. All 508 properties were valued.						
Property Investment						
	EPIP320 Number of Commercial Voids/Vacant Units	Monthly	25	35	35	27
Commentary: As at year end 27 units were available for let across a portfolio of 508 units. This excludes areas of vacant land and business centre voids, accounted for elsewhere. It includes units/properties under offer at that time so not technically available, but still void.						
	EPIP321 Number of Voids/Vacant Units at Council run Business Centres	Monthly	10	3	3	4
Commentary: Monitor units which are proving difficult to let. Disposal of redundant space on-going.						
	EPIT2PIN % Leases completed within 2 months	Annually	60%			60%
Commentary: In the year 16 new leases were agreed, 10 of these being new lease, 6 being lease renewals. The Reported figure represents new leases only.						
	EPIT3PIN % Rent reviews completed within 6 months of review date	Annually	80%			86%
Commentary: 57 rent reviews were agreed during the year. Of these 8 are outstanding for more than the 12 month period at the end of the calculating period. This represents 86% of reviews being agreed in the year. This figure excludes Industrial Ground leases.						
	EPIT6PIN % of scheduled visits to tenants/premises	6 Monthly	100%			
Commentary: Information not available. A new recording method for this is being established (likely to focus on assets with an MRV in excess of £5,000 per annum). The target was not met due to staff turnover and difficulties in recruiting replacement staff.						
Roads Operations						
	EPIP302 % of Road Category 1 defects repaired on time	Monthly	92%	100%	91.4%	98.1%
Commentary: Breakdown for March is as follows: Potholes – Reported 204 Repaired 200, Slabs – Reported 10 Repaired 10 and Gullies 0. Total Reported 214 Repaired 210 = 98.1% Breakdown for the Year (2013/14) Potholes – Reported 2,750 Repaired 2,617, Slabs – Reported 177 Repaired 176 and Gullies 0. Total Reported 2,927 Repaired 2,793 = 95.4%						
	EPIP303 % of Road Category 2 defects repaired on time	Monthly	92%	89%	76.2%	86.1%
Commentary: Breakdown for March is as follows: Potholes – Reported 537 Repaired 498, Slabs – Reported 98 Repaired 92 and Gullies – Reported 313 Repaired 226. Total Reported 948 Repaired 816 = 86.1% Breakdown for the Year (2013/14) Potholes – Reported 8,429 Repaired 6,447, Slabs – Reported 1,277 Repaired 1,244 and Gullies Reported 2,776 Repaired 2,302. Total Reported 12,482 Repaired 9,993 = 77.8%						

Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
	EPIT210 Percentage of all street light repairs completed within 7 days	Monthly	90%	74.28%	58.51%	70.99%
<p>Commentary: Throughout 2013/14 performance for street light repairs within target has generally been poor, with overall 69.7% achieved for 2013/14 (compared to 86% for the previous year). The usual issues have been encountered, with shortages of staff and machinery. However, despite the number of faults continuing at a high level, the number of complaints relating to the street lighting service has not risen.</p>						
	EPIT25RDS % Lighting Column Condition Survey Completed	Annually	100%			92.1%
<p>Commentary: Service plans to undertake 1,500 surveys per year, 1,382 completed. Evidence from surveys used to support replacement cycle, RAMP and potential future investment need.</p>						
	EPIT52RDS % Road Inspections completed within timescale	Annually	100%			95%
<p>Commentary: The shortfall can be attributed to sickness absence which is being closely monitored in order to improve this figure.</p>						
Structures Flooding and Coastal						
	EPIT1SFC % of Annual Programme of Bridge Inspections Completed	Annually	100%			50%
<p>Commentary: 50% complete due to staff shortage – dependant upon success with recruitment can catch up in 2014/15 – if not consider alternatives and risks.</p>						
	EPIT5SFC % of Annual Programme of Retaining Wall Inspections Completed	Annually	100%			50%
<p>Commentary: Less than 50% complete due to staff shortage – dependant upon success with recruitment can catch up in 2014/15 – if not consider alternatives and risks.</p>						
	EPIT17SFC % Bridges Maintained	Annually	100%			100%
<p>Commentary: Rob-Roy Bridge works scheduled for 2014/15. Measure being recalculated to reflect investment needs from RAMP.</p>						
	EPIT3SFC % of Annual Programme of Water Course Inspections Completed	Annually	100%			0%
<p>Commentary: Presently suspended pending recruitment option</p>						
Traffic Engineering						
	EPIT200 Percentage of all traffic light repairs completed within 48 hours	Annually	98%	95.3%	95.2%	98.4%
<p>Commentary: There were a total of 850 faults during the last financial year. In the first 6 months of the financial year from 1st April to 30th September there were 458 faults and from 1st October to 31st March this figure had slightly reduced to 392. The most serious fault group "all dark" showed a slight increase from 105 faults to 109, an increase of 4%, whilst the largest fault group "lamp faults" decreased from 468 to 394 faults, a drop of around 19%. The total amount of faults this financial year stands at 850, which is a slight decrease over last year's 886. This decrease is mainly attributable to the previously highlighted decrease in the number of recorded lamp faults during this year. A slight decrease has been noted in the number of faults relating to age-related issues, such as controller and cable faults, which fell from 88 last financial year to 76 this year.</p> <p>There were 61 faults recorded in March with 6 of these being "all dark", the most serious category. An overall performance level of 98.4% was achieved, an increase on the previous month, with 5 faults requiring longer than 48 hours to resolve. The largest single fault group is again lamp failures with 46% of recorded faults in this category. "All darks" make up almost 10% of faults, detector failures contribute almost 5%, with aging equipment contributing 18% of faults. Road Traffic Accidents make up 13% of faults, with miscellaneous faults making up the remaining 8%.</p> <p>The only failure was due to an All dark on an old controller which took some time to diagnose and source the part for repair.</p>						

Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
	EPIT7TFM Statutory Utilities Reinstatements - % Required Inspection Tests carried out	Annually	75%			86.7%
Commentary: The inspection process is achieving the target values and has exceeded in some quarters. A second street works inspector has been employed this year and there has been an increased inspection rate that will give long term benefits for the road infrastructure. A total of 538 inspections are to be carried out in the current year and as of 24th March 86.7% of inspections have been completed and this percentage figure should increase before the end of March.						
	EPIT9TFM Third Party Works - % Notices issued within target timescale	Quarterly	95%			85%
Commentary: The noticing of third party works has improved over the last year following the introduction of FPN's and a revision of occupation charges. A total of 110 notices have been issued with 93 submitted within the time limit and achieving 85% performance level. The section would hope to continue to see an improvement towards the target of 95% and will continue to be diligent in the application of penalty notices as a deterrent against illegal road occupations. The employment of an additional inspector has improved the detection of illegal occupations and will encourage third party operators to provide notices in a timely manner.						
	EPIT11TFM Aberdeen City Council Works - % Notices issued within target timescale	Quarterly	90%			97%
Commentary: A total of 335 notices have been recorded with 326 being recorded within the statutory time limit achieving a 97% performance level exceeding the target figure of 90%. The standard of noticing has continued to improve and is largely due to the close working relationship and coordination of works that has been proactively developed over the last two years.						
	EPIT17TFM Disabled Parking Permits - % processed within 8 week target timescale	Annually	90%			60%
Commentary: The percentage being processed within the target is currently 60%. Applicants with automatic entitlement to a Blue Badge are being progressed within the target period. However those that require an OT assessment are taking some 12- 16 weeks to process. Funding provided to Council to deliver service did not reflect the demand and in order to catch up with the backlog additional resources are being sought to resolve issues relating to the OT delivery of the service. EP&I Officers are currently working with colleagues from SC&W to address.						
	EPIT19TFM Driveway Applications - % processed within 6 week target timescale	Quarterly	90%			100%
Commentary: All applications are being processed in the line with target expectations.						
	EPIT21TFM Traffic Regulation Orders - % completed within target timescale	Quarterly	80%			95%
Commentary: The traffic management team have achieved a figure of over 95% of all TRO's being put before the EP&I committee for final determination. The team have efficiently dealt with the orders and carried out all of the procedural aspects following the withdrawal of legal support.						
Transportation						
	EPIT5TRN Car Club - number of staff memberships	Annually	Maximise			367
	EPIT5aTRN Car Club - number of residential memberships	Annually	Maximise			200
	EPIT6TRN Car Club - number of business memberships	Annually	Maximise			22
	EPIT6aTRN Car Club - Number of all vehicles	Annually	Maximise			26
	EPIT6bTRN Car Club - Number of electric (alternative fuel) vehicles	Annually	Maximise			9
	EPIT6cTRN Car Club - Number of wheelchair accessible vehicles	Annually	Maximise			1
Commentary: All types of memberships continue to increase – with in excess of 600 members. This represents an increase of 62.5% since March 2013. The Car Club is the fastest growing in Scotland for the second year in a row.						

Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
Transportation – Public Transport Unit						
	EPIT10TRN PTU - No. of log books checked	Annually	100%			100%
Commentary: Target of 100% achieved, log books for all 26 vehicles checked twice per annum either on submission to PTU or during spot checks.						
	EPIT11TRN PTU - No. of spot checks of vehicles	Annually	100%			100%
Commentary: Target of 100% Achieved, all 17 transport runs spot checked by Team Leader or Contract Monitoring Officer, at least twice throughout the year.						
	EPIT12TRN PTU - % Fleet Transport Services Contractual Problems/Complaints actioned within target	Quarterly	100%			100%
Commentary: Target of 100 % achieved, all complaints reported have initial action undertaken within prescribed timescale. Initial actions vary depending on nature of complaint						
	EPIT13TRN PTU - Assess and Issue Minibus Permits Within Timescale	Annually	90%			90.5%
Commentary: Target: 90%. Average for year – 90.5%, this is above the target but is down 6% on last year. Delays in processing occurred due to a staff vacancy from December 2013 to the financial year end. This was unavoidable as the responsibility was added to remaining staff workloads. We expect an improvement in 2014/15 once vacant post has been filled. However this is still achieving the target set.						
	EPIT16TRN PTU - % Urgent repairs undertaken within target timescale	Annually	100%			49.3%
Commentary: There is no set target in terms of performance reporting. However the standard we aim for is for urgent repairs to be actioned within 24 hours and for non-urgent repairs, within 14 days. As we rely on other Council services and 3 rd party contractors there are a number of mitigating circumstances which result in these targets not being achievable. In terms of urgent repairs the annual average was 49% completed on target and non-urgent the average for the year was 58%. These are down by about 20% this year which is not satisfactory. Discussions will be held with the contractors and Council's Roads Services to see how this can be improved upon.						
	EPIT18TRN Commercial Bus Network Reviewed / Monitored	Annually	90%			81%
Commentary: Target of 90%: Average for year 81%, this has not met target and is down by 18% on last year. Delays in processing occurred due to a staff vacancy from Dec 2013 to the financial year end. This was unavoidable as the responsibility was added to remaining staff workloads. It should be noted however that only 1 timetable change over the year was not completed in time and because of the low number of changes over the course of the year, this has made performance percentage low.						
	EPIT21TRN PTU - % Mainstream Transport Applications assessed within target timescale	Annually	90%			86%
Commentary: Improvement in performance, still below target but moving in the right direction. Heavy workload does place pressures on the team and does result in delays at times.						
	EPIT23TRN PTU - % School Transport Contracts Spot Checked within time period	Annually	80%			65.5%
Commentary: Considerable decline and well below target. Target does not seem realistic for one staff member to achieve. Contractual concerns resulted in officer attending to more responsive visits rather than spot checks.						
	EPIT27TRN PTU - % Social Work Transport scheduled specifications Spot Checked within time period	Annually	80%			75%
Commentary: Slight decline and well below target. Target does not seem realistic for one staff member to achieve.						

Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
Contractual concerns resulted in officer attending to more responsive visits rather than spot checks.						
	EPIT28TRN PTU - % Social Work Transport Services Contractual Complaints/Issues actioned within target	Annually	100%			100%
Commentary: Satisfactory.						
Customer Focus - Staff; Stakeholder; Customer Engagement						
Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
	EPI100 Delivery - Enterprise Planning and Infrastructure staff did what they said they would do	Quarterly	80%			79.4%
	EPI101 Professionalism - How well did Enterprise Planning and Infrastructure staff do their jobs	Quarterly	80%			80.18%
	EPI102 Satisfaction with the overall service that was received from Enterprise Planning and Infrastructure	Quarterly	80%			75.6%
Commentary: The gathering, analysis and effective use of customer feedback continues to develop across EP&I, with the majority of Teams now having surveys in place. However, the level of returns can vary hugely and impact on the accuracy and value of data. As part of the Q4 and annual analysis for Teams we are looking especially at the effective targeting of surveys at the point of issue in order to generate the most useful response, using as wide a customer base as possible. Detailed analysis for each team is available below.						
	EPIT4BSD % Customer Satisfaction with the Building Standards Service	Quarterly	80%			88%
	EPIT20CPC % Customer Satisfaction - Asset Management	Quarterly	80%			100%
	EPIT3CPC % Customer Satisfaction (Design Team)	Quarterly	80%			83%
	EPIT4DMK % Customer Satisfaction with the Design & Marketing Service	Quarterly	80%			100%
	EPIT3DVM % Customer Satisfaction with the Development Management Service	Quarterly	80%			68.9%
	EPIT14FLT Fleet Services - % Customer Satisfaction	Quarterly	80%			90.2%
	EPIT4PES % Customer Satisfaction with the Property Estates Service	Quarterly	80%			64%
	EPIT67RDS % Customer Satisfaction - Roads Operations	Quarterly	80%			64%
	EPIT15TRN Develop and implement customer feedback questionnaire - % Customer Satisfaction - EP&I	Quarterly	80%			97%
Commentary: Target: 80% satisfaction. Overall satisfaction rate was 97%, which is a highly successful result. A number of matters were identified and these have been addressed. Monitoring will be ongoing with customer feedback sought across other aspects of the department.						
	EPI70 Number of Enquiries currently Open	Monthly	Minimise	40	28	28

Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
	EPI71 Number of Enquiries currently Open and Overdue	Monthly	Minimise	24	16	22
Commentary: The current timescale for processing Enquiries is 15 working days.						
	EPI80 Number of Complaints currently Open	Monthly	Minimise	5	2	5
	EPI81 Number of Complaints currently Open and Overdue	Monthly	Minimise	3	0	2
Commentary: The current timescale for the processing of Complaints is: Stage 1 5 working days and Stage 2 20 working days. The Stage is decided by the manager given the nature of the complaint. The majority of complaints within EP&I have been treated as Stage 2 in order to give as complete and accurate response as possible.						
	EPI90 % of Freedom of Information requests cleared in Month	Monthly	100%	100%	100%	100%
Commentary: The current timescale for Freedom of Information requests is 20 working days when received by the FOI team. A total of 343 requests were dealt with during 2013/14 with 34, 52 and 26 in January, February and March respectively.						
Learning and Growth - Competence Analysis and Upskilling						
Traffic Light Icon	PI Code & Short Name	Frequency of Reporting	Current Target	January 2014	February 2014	March 2014
				Value	Value	Value
	EPI18 Number of Staff who have undertaken Training Workshops/Online Modules	Monthly	na	78	82	58
Commentary: A total of 1,031 attendances were recorded at all courses during 2013/14.						

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Twinning & International Partnerships
REPORT NUMBER:	EPI/14/112
CHECKLIST RECEIVED	Yes

1. PURPOSE OF REPORT

The purpose of this report is to bring before Committee applications for financial assistance from the International Twinning Budget 2014-2015 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 2014-2015:

- i) £4,910 contribution towards the participation of Simunye, Simunye from Bulawayo at the Aberdeen International Youth Festival, July 24th - August 4th 2014
- ii) £2,200 contribution towards the participation of a group from Clermont-Ferrand performing at Celebrate Aberdeen Weekend, 29th August - 1st September 2014
- iii) £1,600 contribution towards the costs of sending three representatives from Aberdeen to conduct an exploratory visit of Mini-Regensburg, 4th - 8th August 2014
- iv) £1,500 contribution towards a reciprocal partnership between the Baker Hughes 10k and Regensburg Marathon (with option to participate in either the 10k, half-marathon or full marathon) which rewards the first city resident to complete the race with free entry, accommodation and travel to partnered event the following year

3. FINANCIAL IMPLICATIONS

Full council approved the International Twinning Budget for 2014-2015 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 as at April 2014	£102, 000
	Opening Balance	£101, 400
i)	Contribution towards the participation of Simunye, Simunye from Bulawayo at the Aberdeen International Youth Festival, July 24 th - August 4 th 2014	£4,910
ii)	Contribution towards the participation of a group from Clermont-Ferrand performing at Celebrate Aberdeen Weekend, 29 th August - 1 st September 2014	£2,200
iii)	Contribution towards the costs of sending three representatives from Aberdeen to conduct an exploratory visit of Mini-Regensburg, 4 th - 8 th August 2014	£1,600
iv)	Contribution towards a reciprocal partnership between the Baker Hughes 10k and Regensburg Marathon (with option to participate in either the 10k, half-marathon or full marathon) which rewards the first city resident to complete the race with free entry, accommodation and travel to partnered event the following year	£1, 500
	TOTAL	£10, 210
	Closing Balance (if recommendations approved)	£91, 190

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

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

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

5. BACKGROUND/MAIN ISSUES

i) Contribution towards the participation of Simunye, Simunye from Bulawayo at the Aberdeen International Youth Festival, 24th July - 4th August 2014

Simunye, Simunye are a traditional story, dance and music group from Bulawayo. They are a group of 15 performers – 13 of whom are aged under 26. Aberdeen International Youth Festival (AIYF) are seeking funds to support the group's participation at the 2014 festival.

This project will:

1. Support the young people of Simunye, Simunye to attend the festival and present their multi layered performance of music, dance, song and storytelling to as wide an audience in the city as possible
2. Deliver a programme of performances, workshops and social activity that makes the most of the visit and allows meaningful learning and social opportunities for the group, other participants and general public in the city
3. Work in partnership with the city venues to present the group in the most positive light to festival audiences

4. Collaborate with the Creative Learning Team at ACC and their community partners to deliver a programme of performances and workshops as part of the AIYF Community touring programme
5. Provide social opportunities for groups attending the festival from the general public to meet Simunye, Simunye to share knowledge and cultural experiences

This will be achieved through the delivery of 3 main city performances, 3 community venue performances/workshops and 2 outdoor free access events. As well as supporting the main AIYF programme, these events will allow the group to tour to venues within regeneration areas of the city and target groups who have difficulty accessing live performance. This will provide cultural opportunities for audiences in the city who would otherwise not engage with AIYF.

AIYF showcases a variety of youth arts from across Aberdeen, Scotland, UK and the world. As an annual event that is celebrating its 41st year, AIYF constantly aims to develop a diverse programme of activity and performance for participants and audiences. The opportunity to engage audiences with work from the African continent, especially Aberdeen's twin city of Bulawayo, adds diversity of music and performance styles as well as geographical spread to the AIYF programme.

The successful application of this project will strengthen cultural connections between Aberdeen and Bulawayo. Last year was the first time in several years that a group from Bulawayo had participated in AIYF. Supporting a group for the second consecutive year will cultivate this relationship and further strengthen it. It will also promote Aberdeen's link with Bulawayo – allowing international participants and local audiences to discover cultural traditions and engage in new experiences.

The application requests a total of £4,910 to support festival participation and travel to and around the festival. A full break-down of costs has been provided below:

Expenditure	
Flights Zimbabwe-UK	£18,000
Visa Costs	£9,000
Accommodation/Participation Fee	£4,620
Festival Travel Costs	£1,000
Festival Courier, production & technical support	£1,640
Venue Hire Fees	£500
Promotion & Publicity	£750
Total	£35,510
Income	
Contribution by Participants	£25,000
Other Sources of Income	£5,600

Total	£30,600
Expenditure-Income	£35,510-£30,600
Total Applying For	£4,910

ii) Contribution towards a music group from Clermont-Ferrand to perform at Celebrate Aberdeen Weekend, 29th August - 1st September

Celebrate Aberdeen Weekend is a new event in the city's Summer Festival 2014 programme. The organisers of the event have asked for the presence of a professional music group from the twin city of Clermont-Ferrand to enhance and add an international element to the event.

The group will perform at this event at various points throughout the weekend. As well as performing on the main stage, they will also perform at locations throughout the city to highlight the Celebrate Aberdeen programme, such as the Belmont Street Country Fair. Having an international group attend the event introduces audiences to new music, which strengthens the promotion of cultural activities within the city.

Providing the opportunity for a group from Clermont-Ferrand to participate in a large city event demonstrates Aberdeen's commitment to maintaining international partnerships. The attendance of the group at the event also promotes opportunities for Aberdeen citizens to create and establish projects and partnerships with twin cities. The group's participation will be highlighted within publicity materials and in public announcements to ensure the twinning link and profile of the twin cities is raised. The attendance of the group at the event will also be highlighted to Aberdeen's French Community through organisations such as Aberdeen Accueil.

The application requests a total of £2,200 to cover the cost of accommodation, food and transport for the group during their stay in Aberdeen. Ville de Clermont-Ferrand will cover the cost of flights.

Expenditure	
Flights	£2,500
Accommodation	£1,500
Food Costs	£500
Transport	£200
Total	£4,700
Income	
Other sources of income	£2,500
Total	£2,500
Expenditure-Income	£4,700-£2,500
Total Applying For	£2,200

iii) Contribution towards the cost of sending three representatives from Aberdeen to conduct an exploratory visit of 'Mini Regensburg', Regensburg, 4th - 8th August 2014

Ongoing discussions have taken place between Aberdeen City Council and Stadt Regensburg about developing Aberdeen's involvement with Regensburg's biennial 'Mini-Regensburg' event. An invitation has been extended to three representatives from Aberdeen to undertake an exploratory visit to Regensburg from 4th - 8th August 2014, with the ambition of enabling a group of young people from Aberdeen to participate in the next Mini Regensburg in August 2015.

Mini-Regensburg is a 'game' for children where they can actively experience how life is organised within society. Other twin cities of Regensburg take part in the event, such as Clermont-Ferrand who regularly attend the event. Each country or group taking part has their own 'Embassy' where the children are able to shape and determine lives in their own city. This allows the children to participate and understand how democracy and social contexts work, as well as the economic cycle and effect of policies. Each group also directly experiences the consequences of their decisions.

A group of three representatives from Aberdeen will travel to Regensburg to conduct an exploratory and learning visit. The representatives proposed to conduct the visit include officers from ACC's Education Department and APA's Development Team, forming a multi-organisation project. The party also includes the Twinning and International Partnerships Officer. The Twinning and International Partnerships Officer is new in post and this will be the first visit by the officer to one of Aberdeen's twin cities. During the visit the officer will also meet with representatives from other cultural and educational institutions to discuss projects which celebrate the 60th anniversary of the twinning relationship between Aberdeen and Regensburg. Visiting Regensburg to make these contacts will ensure a vibrant cultural programme is developed for 60th anniversary celebrations in 2015.

This visit will enable the representatives to form a group running a 'Scottish Embassy' during Mini Regensburg in August 2015. It is further envisaged that this learning process would activate a similar event in Aberdeen where local school children can have the opportunity to participate, widening the benefits for the greater Aberdeen community.

The application requests a total of £1,600 to contribute towards the cost of air flights for the three officers to conduct the visit and a contingency fund for emergencies. Stadt Regensburg will cover the cost of accommodation and food for the Aberdeen delegation.

Expenditure	
Flights	£1,200

Contingency	£400
Accommodation	£1,000
Food Costs	£600
Transport	£200
Total	£3,400
Income	
Other sources of income	£1,800
Total	£1,800
Expenditure-Income	3,400-1,800
Total Applying For	£1,600

iv) Contribution towards a reciprocal partnership between the Baker Hughes 10k and Regensburg Marathon (with option to participate in either the 10k, half-marathon or full marathon) which rewards the first city resident to complete the race with free entry, accommodation and travel to partnered event the following year.

The Baker Hughes 10k is one of the key sporting events within Aberdeen. This application seeks to develop the event by linking with the Regensburg Marathon to provide citizens of the respective cities with the opportunity to participate in the partner city's sporting event: The first Aberdeen citizen to finish the 2015 Baker Hughes 10k will receive flights, accommodation and free entry to the Regensburg Marathon for themselves and a partner in 2016; and, likewise, the first Regensburg citizen to finish the 2015 Regensburg Marathon will receive flights, accommodation and free entry for themselves and a partner to the Aberdeen Baker Hughes 10k 2016.

Launched in 1986, the Aberdeen Baker Hughes 10k attracts nearly 6000 participants – from serious runners to people raising money for local charities. The 2015 Baker Hughes 10k is launched on May 19th 2014 – the day after the 2014 running festival. This application has been submitted as the Baker Hughes 10k 2014 draws to a close to allow for a full year to promote the event and the opportunity provided through the Aberdeen Twinning Grant.

This application will develop the event to make entry more attractive to Aberdeen citizens and raise awareness of the event outside of the city. One of the key priorities for Sport Aberdeen is to increase the profile of the city's sports events and venues to participants and organisations outwith the city. At present, only 6% of participants in the running festival come from outside of Aberdeen. Partnering with the Regensburg Marathon will promote the Baker Hughes 10k to international athletes.

This opportunity also offers a new incentive to existing and new local audiences. Encouraging more people to take part in the event raises more money for local charities as many participants fundraise when taking part. It also provides sports development opportunities to athletes

within the city. The winner of the Aberdeen Baker Hughes 10k will have the opportunity to participate in either the 10k, half-marathon or full marathon in Regensburg the following year and so can choose whether to maintain their current sport programme or build up to a half or full marathon.

Aberdeen and Regensburg celebrate their 60th twinning anniversary next year. Supporting this application celebrates Aberdeen’s strong cultural links with Regensburg. It also demonstrates Aberdeen City Council’s commitment to promoting a sports legacy following the 2014 Commonwealth Games.

This application requests a total of £1500 to cover the costs of flights to Regensburg for the Aberdeen winner and partner and costs of accommodation and subsistence of Regensburg participants whilst in Aberdeen.

Expenditure	
Air Flights	£1600
Food Costs	£600
Accommodation	£600
Local Transport	£200
Entry in race	£200
Total	£3200
Income	
Other sources of income	£1700
Total	£1700
Expenditure-Income	£3200 – 1700
Total Applying For	£1500

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.

8. BACKGROUND PAPERS

None used

9. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	3 rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Hydrogen Fuel Cells and Electro-Mobility in European Regions (HyER) and Conference of Peripheral Maritime Regions (CPMR) Annual Meetings and EU Funding update
REPORT NUMBER:	EPI/14/117
CHECKLIST RECEIVED	Yes

1. PURPOSE OF REPORT

This report is to give elected members an update on EU funded projects and approval for future EU projects as well as an update on the North Sea Commission and the Covenant of Mayors.

2. RECOMMENDATION(S)

That the committee:

1. Approves the travel for the Convenor of EP&I Committee and one Officer to attend the HyER AGM in Copenhagen, Denmark.
2. Approves the request to nominate a member of the EP&I Committee to the HyER Board. Their role would be to support decision-making on the actions of HyER.
3. Approves the travel for an Officer to attend the Fuel Cell Hydrogen Joint Undertaking (FCHJU) Communication Campaign workshop on the 23rd June, 2014 and to attend the FCHJU Info Day for New Call for Proposals on the 10th July, 2014, Brussels, Belgium.
4. Approves the travel for the Council Leader, or whom failing another elected member, and two officers to Umea, Sweden to attend the Conference of Peripheral Maritime Regions (CPMR) General Assembly Meeting.
5. Approves the request to participate in the North Sea Region Programme project Digital Agenda for the North Sea: Orientation

towards New Innovation (DANS ON) if the funding application is successful and approve officer travel for the project.

6. Approves the participation of Aberdeen City Council in the Energy Technology Institute (ETI) and Heat Programme project.
7. Nominates the Convenor of EP&I for the position of Vice President of North Sea Commission and approves associated travel costs for North Sea Commission work.
8. Notes the success of the Aberdeen City Hydrogen Energy Storage (ACHES) project in drawing down £757,630.78 in external grant funding.
9. Approves the request, subject to the approval by the Head of Legal & Democratic Services of the relevant documentation, for the Council to sign up to the Covenant of Mayors climate change adaptation initiative, Mayors Adapt and overseas travel that will be undertaken.

3. FINANCIAL IMPLICATIONS

- Costs for the Convenor of EP&I and Officer's attendance at the HyER AGM will be met from the current service travel budget. Approximate costs £1,500.
- Costs for an Officer's attendance to the FCHJU Information Days will be met from the current service travel budget. Approximate costs are £700 total.
- Costs for the Council Leader and Officers attendance at the CPRM General Assembly will be met from the current service travel budget. Approximate costs £2,000.
- Aberdeen City Council will provide equivalent €27,000 match funding to the DANS ON project in staff costs and travel to project meetings from current service budget.
- If the Council is successful in its bid to the Energy Technology Institute (ETI) a further report will be brought to Council for the approval of match funding.
- The position of vice-president would require travel to four meetings per year by Elected Member plus one officer. These costs are estimated at £400 per person per meeting.
- Travel that will be undertaken for the Covenant of Mayors will be met from current service budgets. It is estimated at £750.00

4. OTHER IMPLICATIONS

Travel

As far as possible, measures relevant to the destination will be taken to reduce any risks in line with Council Policy.

Risk Management

It is important that Aberdeen is fully represented in all European matters, especially those dealing with energy issues, and all opportunities for influencing policy and the development of transnational projects for the City's benefit are grasped in order that opportunities are maximised. This level of participation will help increase the understanding of the new programmes and will assist in developing the capacity to successfully develop new projects and work with other European cities that will benefit Aberdeen City.

Human Rights/Equality/Diversity

European Policy takes full account of the Equal Opportunities Policy of the Council.

Sustainability

Aberdeen City Council has a clear contribution to make to sustainable development with an emphasis on enhancing productivity through improved resource efficiency, new business opportunities in the developing market for sustainable technologies and delivering better and more efficient Council services. By attending these events, it will give Aberdeen City Council the opportunity to look at the possibilities of best practice and drawing down more funds from EU programmes to raise the quality of life through increasing economic opportunity for all on a socially and environmentally sustainable basis. Attendance at this event will help ensure Aberdeen promotes awareness as an internationally recognised energy efficiency hub and pool for generating innovative solutions.

Environmental

European activities are implemented in line with the aim of achieving a quality and sustainable environment.

Social

The principles of Social Inclusion underpin European cohesion policy.

Economic

European representation and inter-regional networking contributes to the City's overall effort to maximise opportunities and to promote its interests, both at home and overseas with the aim of creating sustainable economy and energy efficiency environment.

5. BACKGROUND/MAIN ISSUES

5.1 HyER AGM in Copenhagen, Denmark, 24th to 25th June 2014.

It is proposed the Convenor of EP&I Committee and 1 Officer of Aberdeen City Council attend the Hydrogen Fuel Cells and Electro-Mobility in European Regions (HyER) AGM in Copenhagen, Denmark between the 24th and 25th June 2014.

HyER is an association which was established in collaboration with the EU Commission in 2008 and supports the deployment and uptake of hydrogen and fuel cell technologies and electro-mobility in Europe. This is in order to contribute positively to the carbon dioxide emissions reduction, environmental protection as well as economic growth and employment. HyER represents over 30 regions and cities in Europe. The association seeks to develop fact-based policy at EU, national and local level to establish robust local deployment channels and a first customer base. HyER is currently facilitating development European wide electro-mobility monitoring facility to collect data and experiences of electro-mobility projects.

The benefits of HyER are that it provides its members with a representative body that can be coherent, distinguishable and influential towards all relevant stakeholders and decision-makers at public and private level. It allows members to play a key role in the implementation of strategies which aim at increasing the uptake of hydrogen, fuel cells and electric-mobility.

The Aberdeen City Council delegation will attend the AGM, which follows the Green Capital Award Ceremony 2014 which was won by Copenhagen. Following the AGM there will be an exclusive symposium on the integration of fuel cell vehicles in specific fleets. This will be useful information for the Aberdeen City Council delegation to learn from as we try to encourage transport fleets to deploy hydrogen fuel cell vehicles.

5.2 Nomination of Aberdeen City Council Elected Member to HyER Board

To ensure Aberdeen's influence and demonstrate our lead by example approach in the hydrogen and fuel cell sector, we seek approval to nominate the Convenor of EP&I Committee to sit on the HyER Board.

The HyER Board meets three times a year in Brussels, or another member location, as well as once a year via teleconference. There are also informal Board update calls every Wednesday in which the latest HyER and relevant regional, national and EU activities are discussed.

Given Aberdeen City Council's leadership in Hydrogen Fuel Cells, for example the recent arrival of the hydrogen bus to the city, it is appropriate to consider the nomination of the Convenor of EP&I Committee to the HyER Board to observe the actions of other member countries as well as decision making for the running of HyER. Their nomination to the Board can also possibly lead to hosting the HyER AGM where the city can demonstrate its forward-looking vision and further promote our international and business links. Participation on the board can further lead to join Taskforces such as Smart Cities and Communities and Ten T as examples. It also allows Aberdeen City Council to disseminate information on Aberdeen City on an international scale. It will ensure Aberdeen remains at the forefront of research and innovation, continuing to make the city an internationally recognised energy and sustainability hub.

5.3 Fuel Cell Hydrogen Joint Undertaking (FCHJU) Information Sessions

It is proposed that an Officer from Economic Business Development attends two information sessions which have been organised by the FCHJU.

The first of these sessions is 'Communication Campaign' which takes place on the 23rd June, 2014 in Brussels. The purpose of the workshop is to explain common financial issues related to the FCHJU Grant Agreement and to improve the costs' reporting and assessment process. The main points which will be discussed include the following;

- Rules
- Eligibility of Costs
- Ex ante certificates
- Ex post audits
- Most common errors

Aberdeen City Council is a grant receiver of the FCHJU. The workshop would provide invaluable information which can be disseminated to colleagues on the Officer's return to office to ensure we comply within the financial rules of the funding granted, as well as make efficient use of resource time by avoiding errors.

The second workshop takes place on the 10th July, 2014 in Brussels and it is proposed an Officer also attends this session. The session is an Information Day on the new Call for Proposals and is the first call under the new funding programme Horizon 2020. It would be beneficial if an Officer attends as to understand the funding opportunities available to bring inward investment to Aberdeen City and further Aberdeen City Council's work in a Hydrogen Economy.

5.4 Conference of Peripheral Maritime Regions (CPMR) 42nd General Assembly Meeting, Umea, Sweden, 24th to 26th September 2014

It is proposed that the Council Leader and two Officers attend this Conference.

The CPMR exists to target action towards ensuring the needs and interests of the Member Regions are taken into account in all policies with a high territorial impact. The General Assembly is organised once a year for the member regions to come together for a meeting to adopt the Conference's policy guidelines and budget.

The Council Leader and Officers will attend the General Assembly to ensure the needs and interests of Aberdeen City are being met, as well as have the opportunity to meet and network with other member regions. The networking opportunity is particularly important as the calls for Horizon 2020 and Interreg have or will be launched soon. As the members attending the General Assembly are all maritime regions there will be similar research and innovation problems and solutions which members can act through the aforementioned funding programmes.

5.5 DIGITAL AGENDA FOR THE NORTH SEA: ORIENTATION TOWARDS NEW INNOVATION (DANS ON)

An application has been submitted by Aberdeen City Council to the Interreg North Sea Region Programme to approve the DANS ON project. Aberdeen City Council hope to be a partner in this Swedish led project involving 6 European partners from across the North Sea Region.

The DANS ON project aims at disseminating how the DANS model stimulates innovation in the North Sea Region by demonstrating how the DANS model has been applied and implemented in practice. The DANS model is a Quadruple Helix model suitable to innovation processes where citizens needs are central in the area of digital innovation in open data. The partnership will communicate the DANS Model via a range of media channels and show how regions in the North Sea Region can adapt the model to increase society's capacity for innovation.

If successful the project will draw down €27,500 in EU funds which is a sum of the external funding granted to Aberdeen City Council through its successful application. The Council shall be required to provide equivalent funding in staff and travel costs. This shall be met from current Service budgets.

5.6 ENERGY TECHNOLOGY INSTITUTE – SMART SYSTEMS AND HEAT PROGRAMME

The Energy Technology Institute (ETI) ETI is focused on accelerating the deployment of affordable, secure low-carbon energy systems for 2020 to 2050 by demonstrating technologies, developing knowledge, skills and supply-chains and informing the development of regulation, standards and policy.

This programme has a projected budget of up to £100m, which is solely financed by ETI, and will run in two phases:

Phase 1 (2012-2016): Toolkit Development

Phase 1 will develop software tools to design location-specific smart energy systems. ETI will work with Local Authorities to create a small number of designs specific to their communities. Aberdeen City Council will also undertake a number of consumer behaviour, technology development, business modelling and supply-chain activities to create heat supply and demand management products and services that meet consumer needs.

Phase 2 (2016 onwards): Demonstration and Validation

Phase 2 will see a demonstration of the designed local smart energy system to prove the concept and methodology, importantly proving that the capability and approach can be adopted nationally and providing an evidence base for future supportive policy.

As a shortlisted local authority for the funding bid to ETI Smart Heat and Systems, Aberdeen City Council is working with the ETI to advance Phase 1 of the programme by refining the software under development. To this end, input from the local authority partners in energy delivery is being solicited in order to collate a fuller picture of the issues and potential applications of the tool. Finalist cities are to be announced in the fourth quarter of 2014. Should Aberdeen be selected, further collaboration with partner organisations would be outlined against Phase 2 of the project.

5.7 NOMINATION FOR VICE-PRESIDENT OF NORTH SEA COMMISSION

The North Sea Commission political leader is the President, who is supported by two vice-presidents. From on-going discussions, it is anticipated that one of the existing vice-presidents will take up the vacant president role and that a new vice-president will be sought. A nomination for this post would help to increase the level of influence that Aberdeen City Council has on the future direction of the organisation and our ability to raise local issues at a European level through a recognised body. Councillor Crockett is currently the only ACC elected member involved in the work of the North Sea Commission. The role would also help Aberdeen City Council to

further raise its profile on the EU stage as a leading region with strong relations across northern Europe.

5.8 ABERDEEN CITY HYDROGEN ENERGY STORAGE

Notes the success of the Council in drawing down £757,630.78 in external monies to be utilised in the ERDF project Aberdeen City Hydrogen Energy Storage (ACHES) over the period of one year.

The ACHES project will look to demonstrate the commercial viability of this innovative storage technology. In addition there will be a strong focus on supporting local SMEs to develop products and services which can take advantage of the deployment of the technology here in Aberdeen.

5.9 MAYORS ADAPT

Aberdeen became a signatory of the Covenant of Mayors, a European emissions reduction initiative in 2009. A new Covenant of Mayors initiative, Mayors Adapt, has now been established by the European Commission to engage cities in taking action to adapt to climate change. It recognises that major centres of population and infrastructure are particularly vulnerable to extreme weather events and other effects of climate change.

The initiative offers a platform for communication among cities and between local and European-level authorities. This increases capacity for sharing best practice, learning from each other, sharing expertise and offering and finding support.

To sign up to Mayors Adapt a local authority must agree to complete and sign the commitment document. This document shall require prior approval by the Head of Legal & Democratic Services. By signing up to the initiative, local authorities commit to: either developing a comprehensive local adaptation strategy or integrating adaptation to climate change into relevant existing plans.

The development of an Adaptation Plan will ensure the Council addresses climate change adaptation, a statutory requirement under the Climate Change (Scotland) Act 2009, public bodies duties.

6 IMPACT

Several of the challenges of the Community Plan identified in the Single Outcome Agreement are also supported, such as: Leading the City, Being Informed, Getting Involved, Land Use and the Environment and Clean City, Prosperity and Jobs, and Aberdeen's Image.

7. MANAGEMENT OF RISK

There will be inevitably be some risks associated with overseas travel. As far as possible, measures relevant to the destination will be taken to reduce any risks in line with Council Policy.

It is important that Aberdeen is fully represented in all European matters and that all opportunities for influencing policy and the development of transnational projects for the City's benefit are grasped in order that opportunities are maximised. If this is not done the Council could be at risk of not being able to draw down European grant monies.

8 BACKGROUND PAPERS

None

9 REPORT AUTHOR DETAILS

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Local authorities are working at the forefront of implementing solutions for a changing climate. Adaptation action brings new opportunities to enhance the quality of life, promote sustainable urban development, stimulate investment and innovation, reinforce stakeholder participation and multi-stakeholder cooperation. By adopting resilient thinking and investing in climate preparedness, EU Mayors and Political Leaders make their local authorities more attractive, healthier and safer.

Mayor's Commitment

I, **[Name of the Mayor (or other authorised representative)]**, **[Mayor or Job title]** of **[Name of the local authority]** inform you that the **[Municipal Council (or equivalent decision-making body)]** decided at the meeting on **[date]** to mandate me, **[me / legal representative: Mayor, President,..]**, to sign up to the Mayors Adapt Initiative – the Covenant of Mayors' Initiative on Adaptation to climate change, in full knowledge of all commitments outlined below and specified further in the full 'Commitment Document'.

In particular I commit to contributing to the overall aim of the EU Adaptation Strategy and creating a more climate-resilient Europe. This means enhancing the local authority's preparedness and our capacity to respond to the impacts of climate change by:

- **[Developing a comprehensive (independent) local adaptation strategy for our local authority]** (1) ; and/or¹
- **[Integrating adaptation to climate change into our existing relevant plans.]** (2)

¹ Please choose your desired option(s), remove the non-selected one (if any).

Regardless of the option selected, I undertake to fulfil the following step-by-step approach:

- Assess **potential climate change risks and vulnerabilities** as a basis to prioritise adaptation actions ;
- **Identify, assess and prioritise adaptation actions** through the **development and submission of a local adaptation strategy (1) or the respective relevant adaptation documents (2)**, including the results of the vulnerability assessment, identifying clear responsibilities and resources, and outlining adaptation actions, within two years following the formal signing of the Commitment;
- **Implement local adaptation actions;**
- **Regularly monitor and evaluate progress;**
- **Report** every second year according to the framework of the initiative;
- **Adjust the local adaptation strategy** accordingly.

I declare my local authority up to the challenge, and ready to mobilise sufficient resources and capacities to strengthen its climate change resilience.

[Name and complete address of the local authority]

[Name, e-mail and phone number of the Mayor]

[Name, e-mail and phone number of the contact person]

[Date],

SIGNATURE by Mayor

Full Commitment Document

WHEREAS the Inter-Governmental Panel on Climate Change (IPCC) has confirmed in [its Fifth Assessment Report](#) that Human activities are continuing to affect the Earth's climate;

WHEREAS the European Commission, the European Parliament, the European Council, the European Economic and Social Committee and the Committee of the Regions recall that the objective of keeping the global mean surface temperature increase below 2°C compared with preindustrial levels requires urgent and ambitious mitigation action by the global community; and underlines that adaptation is a necessary and unavoidable complement to mitigation;

WHEREAS the European Commission (EC) and the European Environment Agency (EEA) state that climate change threatens the different regions of Europe in different ways, although all regions will experience climate change through a mix of gradual changes (such as increasing average temperature or changes to biodiversity) and rapid ones (such as flooding). Both the EC and the EEA consider climate change now as a major part of planning for the future. As well as reducing greenhouse gas emissions, there is also a need for society to adapt. Otherwise damage costs will continue to rise;

WHEREAS the European Commission, in the [EU strategy on adaptation to climate change](#) (EC, 2013), sets out a framework and mechanisms for taking the EU's preparedness for current and future climate impacts to a new level; and introduces adaptation in the Covenant of Mayors framework (2013/2014). The Commission, on the basis of the model of the Covenant of Mayors initiative, will support adaptation in cities, notably by launching the Mayors Adapt initiative through which they can make a voluntary commitment to adopt local adaptation strategies and awareness-raising activities (Action 3).

WE, THE MAYORS, KNOWLEDGE THAT:

Local authorities, in all socio-economic situations and geographical locations, are vulnerable to the various impacts of climate change – such as extreme weather events, like heat waves, storms, floods and droughts, as well as longer term changes, like economic losses and public health problems – although emission reduction efforts are already underway.

Local authorities are key drivers in the implementation of adaptation measures, improving the overall resilience of local territories in policy fields under their competences – such as the environment, spatial planning, public health, civil protection, risk management, energy and water supply; and many initiatives are already in place to do so.

Adaptation action brings new opportunities to enhance the quality of life of our citizens, promote sustainable urban development, stimulate investment and innovation, reinforce stakeholder

participation and multi-stakeholder cooperation, and should therefore be integrated into urban development and planning practices.

Mitigating greenhouse gas emissions and adapting infrastructures and policies to climate impacts are both crucial to building more sustainable local authorities. The Covenant of Mayors initiative therefore offers a promising framework for local authorities to take action and facilitate networking, where both climate mitigation and adaptation efforts at local level could be considered in an integrated way.

WE, THE MAYORS, COMMIT TO:

Contributing to the overall aim of the EU Adaptation Strategy and creating a more climate-resilient Europe. This means enhancing our preparedness and our capacity to respond to the impacts of climate change by:

- Developing a comprehensive local adaptation strategy for our local authority (1) ; **and/or**²
- Integrating adaptation to climate change into our existing relevant plans (2).

Regardless of the option selected, we undertake to:

Fulfil the following step-by-step approach :	And submit (within predefined time frames):
1. Get started: secure commitment and ensure management,	✓ A local adaptation strategy (1) or the respective relevant adaptation documents (2), including the results of the risk & vulnerability assessment, identifying clear responsibilities and resources, and outlining the adaptation actions - <u>within two years</u> following the formal signing of the Commitment;
2. Assess risks and vulnerabilities as a basis to prioritise adaptation actions,	
3. Identify adaptation options,	
4. Assess adaptation options,	
5. Implement adaptation options,	✓ An Implementation Progress Report <u>every second year</u> according to the framework of the initiative (see the proposed self-assessment checklist in Appendix).
6. Regularly monitor and evaluate progress, and adjust the local adaptation strategy accordingly.	

In case of non submission of the above-mentioned document(s) – we accept to be suspended from the initiative – subject to prior notice in writing by the Mayors Adapt office.

² Sufficient flexibility is given to the participating municipalities to choose the best way to integrate adaptation into their local policies and activities. Please specify your desired option(s) and remove the non-selected one (if any) in the Mayor's Commitment form (1st page).

WE, THE MAYORS, CONSIDER THAT ADAPTATION REQUIRES:

Strong political leadership

To ensure the success and durability of the climate agenda, it is essential that sufficient empowerment and support are secured at the highest political level.

Establishment of long-term goals

Adaptation to climate change requires setting long-term objectives, and going beyond legislative periods or political mandates.

Coordination of climate policy

Adapting to the impacts of climate change requires coordinated action between mitigation and adaptation. Both mitigation and adaptation must go “hand-in-hand” and when possible reinforce each other. This coordinated approach is essential to trigger effective adaptation action at local level.

Integration of adaptation into plans and policies in a multi-sectoral way

Given the cross-cutting nature of the topic, adaptation requires a holistic, cross-sectoral and interdisciplinary approach. Local authorities can, for example, define climate-resilient standards for both existing and new buildings as well as transport and energy infrastructures; promote green and blue spaces in local spatial plans; reinforce the flood and/or heat wave risk management plan etc.

Integrating and mainstreaming adaptation across local authority plans and policies will help to address technical concerns and harness political support, while working with all the concerned departments of the local authority – thus facilitating horizontal and vertical policy integration. Coordination among the different policy departments within the local administration and beyond is effective in pooling resources and expertise while creating adaptation advocates.

Strong multi-stakeholder collaboration

Adaptation to climate change is a task that requires action and cooperation of the society as a whole:

- The citizens – to raise awareness (e.g. on the possible damage due to floods, heat waves, etc.), stimulate behaviour change, and ensure the understanding of the risks and uncertainties when coping with climate change ;
- The academic sphere and research institutes to develop and improve the knowledge base (e.g. climate change projections data relevant to local decision making) ;
- The practitioners (e.g. urban planners, housing associations, disaster prevention and health care services) – to develop and capitalise on knowledge that leads to effective concrete actions and increased public awareness ;
- The private sector - to explore appropriate technologies, tools and financial mechanisms to meet the local resilience challenge while creating economic growth and jobs.

Engaging all relevant stakeholders, communicating challenges and opportunities, and facilitating participation are key to successful adaptation.

Multi-level governance

The consistency between the adaptation frameworks at all (European, national and regional) levels is also important to integrate adaptation issues into relevant policies, programmes and strategies (e.g. disaster risk management). National governments can offer and reinforce the overall climate policy framework. Besides, the regions, provinces, networks and associations are recognised as key supporters and multipliers.

Immediate action in order to realise the opportunities from adaptation ('no-regret' approach)

Adaptation to climate change offers opportunities for developing new jobs, promoting innovation and making the local authorities more attractive. Designing the necessary policy instruments and incorporating climate change adaptation solutions into concrete measures, such as those aiming at improving the quality of our living environment or reducing energy consumption, will lead the way towards a more sustainable and resilient future for the citizens, the economy and the environment.

Soft, low-cost and 'no-regrets' actions could be considered first, and kept flexible enough to integrate new knowledge and be adapted to changing conditions. This will ensure adaptation in time and at a lower cost.

Identifying and mobilising financial resources

Adaptation measures should not be considered as a cost but as an investment for the long-term liveability of local authorities. Investing on resilience now is less costly than taking action later.

Innovative mechanisms within the financial sector that are city-oriented and flexible enough to fund and support integrated adaptation actions are needed to enable long-term investment. Capital could be raised through public-private partnerships and through insurance for dealing with climate risks. Besides, specific EU financial funds and programmes (e.g. Cohesion Policy, LIFE etc.) are developed and adapted by the European Commission to support local authorities in fulfilling their commitments and developing actions in the climate field.

Regular monitoring of progress

Monitoring and evaluating results is important for following up on the achievements and for developing future actions. Local authorities should therefore propose clear monitoring mechanisms (e.g. on how to maintain up-to-date data on risks and vulnerabilities, assess the implementation level of the adaptation actions and ensure feedback loops on experience on the ground).

WE, THE MAYORS, INVITE EUROPEAN INSTITUTIONS AND NATIONAL GOVERNMENTS TO:

Set up coherent co-operation schemes and consolidate policy frameworks which support the development and implementation of our local adaptation strategies.

Negotiate with the financial actors, unlock financial resources and/or ensure direct access to financing mechanisms to help us achieve our formal adaptation commitments.

Enable the delivery of sufficient technical support to reinforce our capacities to address climate adaptation.

Recognise local authorities' actions and achievements by providing public visibility through official communication channels.

Support and further recognise the role of the local authorities in improving the climate change resilience of our territories.

WE, THE MAYORS, ENCOURAGE OTHER LOCAL AUTHORITIES TO:

Join the initiative and formalise their contributions.

Take part in knowledge-sharing activities and capacity-building events proposed within the framework of the present initiative.

APPENDIX – Mayors Adapt Reporting Framework

Mayors Adapt Signatories are invited to report on their progress through a simple online questionnaire. The questions, directly arising from the below self-assessment checklist, are available under their own city profile factsheet. This list is based on the guiding principles defined in the full commitment document and is proposed as a basis for reporting. The key results are published on the initiative's website.

Guiding Principles	Self-Assessment Checklist
Strong political leadership	<ul style="list-style-type: none"> ✓ Tangible adaptation commitments well integrated into the local policy agenda ✓ Enabling political environment set
Establishment of long-term goals	<ul style="list-style-type: none"> ✓ Clear priorities and long-term vision identified
Coordination of climate policy	<ul style="list-style-type: none"> ✓ Coordinated action set between mitigation and adaptation
Integration of adaptation into plans and policies in a multi-sectoral way	<ul style="list-style-type: none"> ✓ Comprehensive mapping of the risks and vulnerabilities of the territory undertaken ✓ Specific adaptation actions identified and prioritised accordingly (including clear synergies and potential trade-offs with e.g. mitigation, environment and disaster risk management policies)
Strong multi-stakeholder collaboration	<ul style="list-style-type: none"> ✓ Dialogue, cooperation and partnership set with relevant stakeholders (e.g. regular meetings, information events, communication campaigns, training)
Multi-level governance	<ul style="list-style-type: none"> ✓ Relevant organisation and coordination in place (i.e. clear role and contributions assigned to the different departments)
Immediate action in order to realise the opportunities from adaptation ('no-regret' approach)	<ul style="list-style-type: none"> ✓ Instruments in place for effective implementation (e.g. mainstreaming adaptation via existing policies and measures, developing new policies) and agreements with stakeholders in charge of implementation
Identifying and mobilising financial resources	<ul style="list-style-type: none"> ✓ Tangible financial resources allocated to adaptation actions
Regular monitoring of progress	<ul style="list-style-type: none"> ✓ Monitoring mechanisms in place to assess state of play and identify future actions (e.g. monitoring provisions in line with adaptation action; key indicators on impacts, vulnerabilities and adaptation defined; stakeholders involved; frequency proposed)

Note:

This list is mainly indicative. These elements can be progressively considered by the Mayors Adapt signatories; it is not required to cover all of them in the first progress report.

More Support for Mayors Adapt signatories:

A Technical Meta-Guidance Document (incl. a list of sectors to be addressed, a catalogue of good practices etc.) is available on the initiative's website to support signatories through the development and implementation of their adaptation actions.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	3 rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	International Centre of Renewable Energy Excellence with focus on renewable hydrogen
REPORT NUMBER:	EPI/14/149
CHECKLIST RECEIVED	Yes

1. PURPOSE OF REPORT

This report is to provide information on the discussions and work which is currently being undertaken between Aberdeen City Council and United Nations Industrial Development Organisation (UNIDO) to create an International Centre of Renewable Energy Excellence with focus on renewable hydrogen in Aberdeen City.

This report also seeks approval to sign a MOU agreement with UNIDO, and to approve the release of funding of up to £150,000 for the execution of the preparatory phase of the centre. The preparatory phase includes the development of a needs assessment, the project document for the first operational phase of the centre as well as several national and international stakeholder consultations.

2. RECOMMENDATION(S)

That the committee:

1. Approves a MOU Agreement between Aberdeen City Council and UNIDO subject upon the terms being deemed acceptable by the Head of Legal.
- 2 Approves the funding request of £150,000 to develop the needs assessment, project document and to execute the stakeholder consultations.
- 3 Approve the continued discussions to create an International Centre for Renewable Energy Excellence with focus on renewable hydrogen in Aberdeen City. Updates will be given on a regular basis to Committee on the development of the Centre should it be approved.

- 4 Approves Officer overseas travel connected with UNIDO subject to all internal service procedures being followed.

3. FINANCIAL IMPLICATIONS

The total cost of funding the preparatory study is estimated at £250,000, of which £50,000 will be met through EU funding and £50,000 contributed from UNIDO. This leaves the remaining sum of £150,000 which will be met by Aberdeen City Council. Funding is available from existing reserves earmarked for City development.

The preparatory study will undertake a financial sustainability study, however it is anticipated the on-going costs of the Centre for Excellence will be maintained through private, EU and international funding as well as Aberdeen City Council and local partners.

There may be some travel costs associated as individuals to undertake meetings between partners which would be met from the service travel budget. We currently cannot give an estimated figure till we exactly what travel will take place but will ensure that current service procedures are followed.

4. OTHER IMPLICATIONS

Travel

As far as possible, measures relevant to the destination will be taken to reduce any risks in line with Council Policy.

Risk Management

It is important that Aberdeen is fully represented in all European and International matters, especially those dealing with energy issues, and all opportunities for influencing policy and the development of transnational projects for the City's benefit are grasped in order that opportunities are maximised. This level of participation will help increase the understanding of the new programmes and will assist in developing the capacity to successfully develop new projects and work with other International cities that will benefit Aberdeen City.

Human Rights/Equality/Diversity

European Policy takes full account of the Equal Opportunities Policy of the Council.

Sustainability

Aberdeen City Council has a clear contribution to make to sustainable development with an emphasis on enhancing productivity through improved resource efficiency, new business opportunities in the developing market for sustainable technologies and delivering better and more efficient Council services. By the development of a Centre of Renewable Energy Excellence, it will give Aberdeen City Council the opportunity to look at the possibilities of best practice and drawing down more funds from EU programmes to raise the

quality of life through increasing economic opportunity for all on a socially and environmentally sustainable basis.

Environmental

International activities are implemented in line with the aim of achieving a quality and sustainable environment, as well as a carbon neutral economy.

Social

The principles of Social Inclusion underpin European cohesion policy.

Economic

International representation and inter-regional networking contributes to the City's overall effort to maximise opportunities and to promote its interests, both at home and overseas with the aim of creating sustainable economy and energy efficiency environment.

5. BACKGROUND/MAIN ISSUES

Within the UNIDO organization exists the Energy and Climate Change Branch which comprises of a Renewable Energy Unit and Energy Efficiency Unit. . UNIDO has long recognised that environmental issues must be addressed in order to facilitate an inclusive and sustainable industrial development in developing countries and economies in transition. Their belief is the promotion of renewable energy and energy efficiency markets and industry at a systematic level plays an integral role in addressing the challenges of energy poverty, energy security and climate change. Based on discussions with Aberdeen City Council, UNIDO would like to offer support and assistance in establishing an International Centre for Renewable Energy for Excellence with strong focus on renewable hydrogen within Aberdeen City. It was agreed that the center will have a strong focus on promoting knowledge and technology transfer to emerging and developing countries. To achieve this they are seeking a MOU agreement with Aberdeen City Council.

UNIDO can significant provide support to Aberdeen City Council in establishing a Centre for Renewable Energy Excellence and value add to the Centre by providing an established network, proven experience, international visibility as well as lessons learnt from other, international Centres. The activities of the International Center would be promoted through the UNIDO network of regional sustainable energy centers in Africa, the Caribbean and the Pacific.

It should be noted that UNIDO only wish to support the Centre and do not wish to own it, the Centre will belong to Aberdeen City Council and it will have its own local identity from the beginning. UNIDO will assist in making the center an important hub for promoting renewable hydrogen solutions in emerging in developing countries by promoting capacity building, knowledge management, awareness raising, policy support and investment and business promotion. A preparatory process, which is required as part of the criteria from UNIDO, will be undertaken which will be part funded by UNIDO and EU

funding. During the preparatory phase the institutional and technical design of the center would be determined.

Aberdeen City is well placed to have the Centre for Renewable Energy Excellence with focus on renewable hydrogen given Aberdeen's history, status as an energy hub and large international population. Aberdeen has a strong knowledge base from the oil and gas sector and the Renewable Energy Centre can be developed through the knowledge and skills which are already in the city. The Centre would also be complementary to the Offshore Wind Deployment Centre, AREG and the East Coast Renewables Group.

Though the Centre would be focusing on different aspects of renewable energy research and demonstration, it is visualised Hydrogen would be a large element of the research and the unique selling point of the Centre given our expertise from projects such as Hydrogen Bus Project and HyTrEc, as well as established networks such as Hydrogenics, HyER and Scottish Hydrogen Fuel Cell Association.

By Aberdeen's transitional phases with a Hydrogen Economy, it will be meaningful to other international countries and cities, especially given there is much trust placed in Aberdeen through the existing energy industry and the high number of international delegations which come to learn from us as well as requests to provide them with assistance with developing energy strategy. Much of the work of Centre might be based on partnerships with emerging and developing nations and as many of the Aberdeen workforce work in Africa and Papua New Guinea, there already exists company interests and corporate social responsibility by Aberdeen companies towards these countries.

It is important to Aberdeen for an economic future to have the International Centre of Renewable Energy Excellence; with the expected decline in the oil and gas sector renewables and Hydrogen will play an important role in the diversification of subsea companies. If the centre is approved, much of the de-risking of renewable technologies and commercial buy-in will have taken place removing the barrier to market entry and incentivise private investment. Aberdeen would become an expert industry in renewables and Hydrogen, as well as in the oil and gas industry. This would have knock-on effects on the sustainability of Aberdeen's economy and environment as well as job opportunities for future generations.

Through the Centre and UNIDO's international network, technology and knowledge transfer will take place between the Aberdeen and developing and emerging countries so they can embrace a low carbon pathway empowered by innovative, smart and locally relevant energy solutions. Particularly urban areas in developing and emerging countries offer market opportunities for hydrogen solutions in the industrial and transport sector. Moreover, it hydrogen can offer opportunities to solve storage challenges of intermediate renewable energy generation facilities. Aberdeen already has a number of energy links with Africa and Asia, which can be increased through the connection with UNIDO. Additionally to this, many energy industry employees

have experience of working in developing countries such as Africa and New Equatorial Guinea where the conditions are often difficult. Aberdeen can help influence policy development and implementation by international local government through the research undertaken at the Centre.

The International Centre for Renewable Energy with focus on hydrogen will give Aberdeen City international visibility and platform for the work it is undertaking and opportunity for the research it has undertaken to embed within important policy decision making at high, international level. Moreover, it will open up knowledge and technology transfer possibilities - which translate into market opportunities - to industrialized, emerging and developing countries. It will explore and potentially secure options for energy security not only on a local and national basis which can help reduce fuel poverty, but also for emerging and developing countries. This makes the work of the Centre smart, inclusive and sustainable which is fitting with EU and local policy. It is essential to remember developed countries are historically responsible for the increase of global emissions throughout the industrial revolution and from lifestyle choices. As emerging and developing countries develop without clean energy technologies and standard of life also increases placing pressure on electricity, cars etc the level of global CO₂ emissions will also significantly increase and heighten climate change impacts. Technology and knowledge transfer must take place to provide local clean energy solutions to avoid future degrees of climate warming.

6. IMPACT

Several of the challenges of the Community Plan identified in the Single Outcome Agreement are also supported, such as: Leading the City, Being Informed, Getting Involved, Land Use and the Environment and Clean City, Prosperity and Jobs, and Aberdeen's Image.

7. MANAGEMENT OF RISK

As far as possible, measures relevant to the destination will be taken to reduce any risks in line with Council Policy.

It is important that Aberdeen is fully represented in all European and International matters and that all opportunities for influencing policy and the development of transnational projects for the City's benefit are grasped in order that opportunities are maximised. If this is not done the Council could be at risk of not being able to draw down European grant monies.

8. BACKGROUND PAPERS

Inclusive and Sustainable Industrial Development, UNIDO
UNIDO Renewable Energy Unit, What We Do, UNIDIO

9. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER	EPI/14/049
CHECKLIST RECEIVED	Yes

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; and
- b) Lend support to the Pedal for Scotland event in Aberdeen and instruct officers to facilitate the event through identifying and implementing any traffic management, diversions or restrictions deemed necessary for public safety within the Aberdeen City boundary, subject to the agreement of Aberdeenshire Council on those elements taking place within their boundary.

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 Cycling Scotland Pedal for Scotland Event

- 1.1 Following an inaugural event on Aberdeen beachfront in September 2013, Cycling Scotland is looking to hold a second Pedal for Scotland cycle ride in Aberdeen and Aberdeenshire on Sunday 14th September 2014.
- 1.2 The proposed event encompasses two elements: a short family ride from Duthie Park, along the Deeside Way to Pitfodells and back via Auchinyell Road; and a 22 mile Challenge Ride, heading south from Duthie Park, along Greyhope Road and into Aberdeenshire following the National Cycle Network Route 1 (NCN1). The route then re-enters Aberdeen City along the B979 at Maryculter and travels back to Duthie Park along the Deeside Way. The challenge ride will commence at 0800 and should be complete by lunchtime. The number of entrants for both sections will be restricted and the ride will be untimed.
- 1.3 It is anticipated that water stations, portable toilets, marshaled crossing points, traffic management and temporary road closures will be required for public safety and wellbeing during the event. While the majority of this will take place in Aberdeenshire, it is likely that some traffic management measures and restrictions will be required within the City.
- 1.4 Complementary activities will be taking place in Duthie Park for the duration of the ride, including a cycle stunt display and the Getabout Bike Roadshow. The event will also form the opening of European Mobility Week 2014 which Aberdeen City Council will be celebrating with a series of events in partnership with Getabout.
- 1.5 It is therefore recommended that Members lend their support to the Pedal for Scotland event in Aberdeen and instruct officers to facilitate the event through identifying and implementing any traffic management, diversions or restrictions deemed necessary for public safety within the Aberdeen City boundary, subject to the agreement of Aberdeenshire Council on those elements taking place within their boundary.

B) Issues for Information

Active Travel and Air Quality

2 Cycling Action Plan for Scotland and Associated Responsibilities for Aberdeen City Council

- 2.1 The Cycling Action Plan for Scotland (CAPS) was produced in 2010 and sets out how cycling, within the wider context of walking and active travel, contributes to improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars. The document contains a number of actions for which the following is becoming more pressing: *Develop for each local authority area the strategic approach to supporting functional cycling (and active travel more broadly) mapping the appropriate infrastructure improvements required along with supporting promotional work.* A deadline of 2015 has been set for this so that all action plans are developed in time for the start of the 2015-18 Scottish Government Spending Review.
- 2.2 Aberdeen City Council is currently working with Nestrans and Aberdeenshire Council on a regional Active Travel Action Plan. It is anticipated that a draft of this Plan will be presented to this Committee in September, following its consideration by the Nestrans Board. Aberdeen City Council would then intend to develop a more localised and detailed Cycling Strategy and Action Plan in the following format as per upcoming draft guidance:
1. An action plan - The cycling or active travel strategy should be in an 'action plan' format. It should be simple and set out clearly what tasks will be performed, by whom and when (either a specific date or short/medium/long term). Together the actions will form a Delivery Plan for both infrastructure and behaviour change measures over a defined period of time.
 2. A local cycle network proposal - A map of existing and proposed cycle routes should be produced that form a strategic cycle network across the local authority area. A high-level construction cost for the network should also be estimated ready for the start of the 2015-18 Spending Review.
 3. Promotional activities – Some promotional work must be programmed within the plans, which as a minimum should support new cycling and walking infrastructure improvements that are being introduced. There are a wide range of other promotional activities which could be included in the plans, depending on local priorities, and specific suggestions are contained within the 'desirable' section of the guidance.
 4. Integration with other policies and plans - Active travel plans should align with existing local strategies by summarising existing activities as well as proposing new actions.
 5. Monitor progress - The plan should contain seek to establish current levels of cycling and walking in the local authority area and measure progress against the actions at regular intervals.
 6. Political approval - Finalised plans should be approved by an appropriate Council committee as Council policy.

3 City Centre Wayfinding

- 3.1 Work is nearing completion on sign design and the identification of proposed locations.
- 3.2 The pilot scheme has received funding from the City Centre Regeneration Fund and is due for implementation at the end of 2014. A monitoring period will follow to enable refinements to be made to the design if required prior to full implementation.
- 3.3 The results of the pilot scheme will be reported back to the relevant Committee in early 2015.

4 Sustrans Community Links Fund 2014/15

- 4.1 £497,023 has been successfully bid for by the Council from Sustrans Scotland's Community Links Fund 2014/15 for match-funding, with Nestrans, the following projects:
 - Upgrading of the Deeside Way - £92, 523;
 - Upgrading of the Formartine and Buchan Way - £92,000;
 - Upgrading of the River Dee path - £190,000;
 - Implementing a section of cycle route along Ellon Road - £110,000; and
 - Detailed design of a pedestrian and cycle route along the Parkway - £12,500.

Further details of each of these projects, including indicative timescales, are included in the Nestrans Capital Programme update in Section 18 of this report.

5 School Active Travel Initiatives

- 5.1 With funding from the Scottish Government and Living Streets Scotland, 7 primary schools in Aberdeen (Abbotswell, Ashley Road, Charleston, Cults, Danestone, Hazlehead and Kingsford) are taking part in the WoW (Walk once a Week) Scotland scheme for free during the summer term. The scheme encourages children to walk (or cycle, scoot and park and stride) regularly to school by rewarding those who do so at least once a week with collectable pin badges. In addition to this, Sunnybank School received free Walk to School Week resources, allowing pupils at that school to take part in this event in May.
- 5.2 Two primary schools in Aberdeen took part in the Big Pedal in March 2014. Co-ordinated by Sustrans, this is an inter-school competition that encourages children, teachers and parents to cycle or scoot for their school journeys. In the 'Large Primary School' category, out of 1,056 participating schools, Danestone and Kingsford Schools came 455th and 671st respectively in the league table.
- 5.3 The Give Me Cycle Space campaign is now running in Aberdeen for the third consecutive year, with 13 primary schools participating – Greenbrae, Forehill, Middleton Park, Glashieburn, Danestone, Kingswells, Stoneywood, Dyce, Hazlehead, Airyhall, Fernielea,

Kingsford and Ferryhill. As part of the campaign, the Riderz cycle stunt team visited two of the schools – Fernielea and Danestone – for a day of interactive cycling promotion and to deliver a cycle stunt display show to pupils.

6 Bikeability

- 6.1 To demonstrate Corporate Social Responsibility, staff within the Planning and Sustainable Development and Economic and Business Development services have been granted a half-day's volunteering leave to allow them to assist with the delivery of Bikeability in Aberdeen Schools.
- 6.2 Bikeability is the modern-day cycle training programme, designed to give children the skills and confidence they need to cycle safely on today's roads. Less than half of the Council's primary schools participated in Bikeability during the 2012/13 school year, with lack of volunteers to assist with training the most common reason cited for not taking part.
- 6.3 To date, 28 staff members have assisted at 8 different schools, thus enabling these schools to take part and offer training to pupils when they might not have been able to do so without this level of support.

7 Council Travel Plan

- 7.1 The biennial staff travel survey was conducted during April and May 2014 and analysis is currently underway. A summary of the findings will be included in the next report to this Committee.
- 7.2 8 additional cycle lockers were installed at Kittybrewster depot in March 2014 to cope with the growing demand for cycle parking from employees located there, bringing the total number of lockers at that location to 18. All are now occupied, therefore officers will investigate whether more can be installed during 2014/15.

8 Air Quality Action Plan Grant

- 8.1 Aberdeen City Council has received a grant of £50,000 from the Scottish Government to assist the Council in progressing the Air Quality Action Plan.
- 8.2 As was outlined to the Scottish Ministers in the application form, it is intended that the grant funding is used for the following schemes:
- Promotional Campaigns - Advertising on the backs of buses, billboards, bus shelters, shop fronts and on the web for promotion of air quality, no idling and opportunities to avoid/reduce (i.e. promotion of sustainable transport). Assorted freebies to hand out to members of the public at events including leaflets, promotional material for air quality, walking, cycling,

bus, car sharing, car club, clean vehicles, freight distribution, idling, etc. Distribution of any leaflets to households and businesses;

- Events for Air Quality/Bike Week/European Mobility Week - Attendance at various events in Aberdeen including Highland Games, sporting and business events. Organisation of stands in shopping centres and for specific events and associated complementary costs during Bike/European Mobility/Climate Change/Air Quality Weeks, etc;
- Journey Time Expansion - Further expansion of Bluetooth technology on key corridors to connect to the City Council and Transport Scotland's Variable Message Signs highlighting congestion and time comparison between car and bus and cycle journeys;
- Sustainable Urban Mobility Plan (SUMP) - Traffic modelling for pedestrianisation of areas within Aberdeen City Centre as part of the SUMP; and
- Car Club Infrastructure - Signing, lining and Traffic Regulation Orders (TROs) for progression of new car club spaces

9 Electric Vehicle Charging Infrastructure

- 9.1 During April 2014, 3 new publicly-available Electric Vehicle (EV) Charge Points were launched in Aberdeen with each unit capable of charging 2 vehicles at once. This raises the number of publicly-available charging sockets in Council car parks to 21.
- 9.2 Two of these units have been part-funded by the Office for Low Emission Vehicles (OLEV) as part of their Public Sector Estate Charge Point funding scheme, with the remainder of the costs covered by the CARE North fund. These are located at Golden Square outer circle and Dunmail Avenue, Cults car parks. Both are 'fast chargers', capable of fully re-charging vehicles in around two hours. The site at Golden Square will host an electric car club car as well as providing a public recharging space while Dunmail Avenue will be wholly public.
- 9.3 The third unit was fully funded by Transport Scotland as part of their 'Rollout of Electric Vehicle Charging Infrastructure Project Across Scotland' scheme and is located at Aberdeen Snowsports Centre at Garthdee. This unit is capable of recharging a vehicle from 0 to 80% battery in less than 30 minutes and will be Aberdeen's third Rapid Charging site. This particular unit is also a Rapid Triple Charger, enabling it to charge new European EVs. The unit at Garthdee contributes to Transport Scotland's aspiration to create a rapid charger every 35 miles along the primary road network to facilitate long-distance travel across Scotland by EVs.
- 9.4 In May 2014, also funded by Transport Scotland, rapid charge sites at Gallowgate and Sclattie Park were upgraded to Rapid Triple Chargers.

- 9.5 Aberdeen City Council has now joined the Electric Vehicle Association Scotland (EVAS) and can now actively participate in their online forums. In addition to the regular dialogue that the Council already has with EV drivers and suppliers in the North East, this allows us to quickly find out about and rectify any problems with the Aberdeen network. The Council can also interact with drivers across Scotland, promoting Aberdeen's infrastructure to a larger audience and helping to encourage longer-distance travel by EVs, thus boosting Aberdeen's profile as an 'Electric Vehicle City'.

10 Car Club

- 10.1 In April 2014, Co-wheels took delivery of an additional 5 vehicles for the Aberdeen Car Club. Three of these are electric Nissan Leafs and will be based in new locations across the city - Frederick Street, Golden Square and another location still to be confirmed. The other vehicles are Toyota Yaris petrol/electric hybrids, one of which will be based at a new location on Marischal Street, while the other replaces the current vehicle at West Craibstone Street. There are now therefore 7 fully electric vehicles and 2 hybrids in the Co-wheels fleet in Aberdeen.

Public Transport

11 Local Authority Bus Operator Forum

- 11.1 Aberdeen City Council is a member of the Local Authority Bus Operator Forum (LABOF) together with representatives from Nestrans, Aberdeenshire Council, First Aberdeen and Stagecoach Bluebird. There are currently 3 governance/activity layers to LABOF:
1. The LABOF Steering Group meets 3 times a year on average with a remit to:
 - Lead the strategic development of the Quality Partnership for public transport (QP);
 - Direct the development and implementation of QP and Nestrans Bus Action Plan initiatives/projects;
 - Review the performance of partners, in terms of QP standards and targets;
 - Ensure linkages of QP aims and objectives to corporate plans and business plans within partner organisations; and
 - Direct and prioritise work of LABOF Executive.
 2. The LABOF Executive Group meets 6 times a year with a remit to:
 - Act as forum/liaison mechanism on operational matters of regional significance;
 - Monitor and report on performance of QP, in terms of QP standards and targets;
 - Monitor and report on delivery of the Nestrans Bus Action Plan;
 - Progress the development and implementation of joint QP and Nestrans Bus Action Plan initiatives/projects on behalf of the LABOF Steering Group to ensure delivery of priorities; and

- Initiate and oversee specific task groups to focus on the delivery of particular priorities following direction from the Steering Group.

3. Task and Finishing Groups (including other stakeholder membership as appropriate) meet as required to ensure the delivery of specific QP and Nestrans Bus Action Plan initiatives/projects.

11.2 The LABOF Steering Group last met on 13th February 2014 and the minute of this meeting is included as Appendix A to this report.

11.3 Key points to be noted from the various LABOF meetings that have taken place to date in 2014 are:

- Agreement has been reached amongst partners that the A944 Westhill to Aberdeen corridor is the preferred corridor for the proposed Statutory Quality Partnership (sQP) for Public Transport. Operators and Council/Nestrans officers have met to discuss the perceived problems, issues, opportunities and constraints along the corridor and this information is currently being quantified through survey work and traffic modelling. Some short-term actions arising from initial discussions are now progressing, such as rationalisation of bus stops;
- Indicative results from the 2014 Bus Passenger Satisfaction Survey show that regular bus users in Aberdeen City continue to show high levels of satisfaction with all aspects of service delivery;
- Real time information for Stagecoach services is anticipated to launch in the summer;
- The owner of the land on which the preferred location for the A90 (South) Park and Ride site sits has agreed to sell the land to Aberdeenshire Council, thus allowing this project to progress;
- Extra vehicles have been added to First Aberdeen services 18, 19 and 23 to improve reliability; and
- Stagecoach introduced some service changes on 8th May. These included more limited stops within the City on the services 10, 35 and Buchan services to speed up overall journey times. The frequency on the Jet service (City Centre to Airport) has doubled to every 10 minutes.

12 First Aberdeen Fare Revision

12.1 From 30th March 2014, for the second consecutive year, the majority of fares on First Aberdeen services were reduced or frozen, meaning that most customers will be paying the same or less for bus travel compared to 2012. Below are details of the changes to fares:

- Adult FirstDay ticket reduced by 40p to £4.30;
- Adult Off Peak FirstDay ticket reduced from £4.10 to £3.80;
- Student Academic Term Ticket Promotion (during fresher's week students can buy this ticket for £300 – a £50 discount);

- All other student tickets frozen;
- All season tickets (including FirstWeek) frozen;
- All children's tickets frozen;
- Park and Ride tickets frozen;
- First Family Weekend ticket frozen;
- Late night services frozen;
- Stage 3-5 Single Adult ticket increased by 10p to £2.10. Stages 1-2 and Stages 6+ are frozen at £1.20 and £2.50; and
- New introductory £3 evening ticket offering unlimited travel after 7pm.

13 Bus Investment Fund

- 13.1 Aberdeen City Council has been successful in an application to the Scottish Government's Bus Investment Fund to create a link through the Kingswells Park and Ride site to enable buses to travel through the site from the A944. Currently buses can only enter via a single access point from Kingswells into a turning circle. This does not enable buses travelling along the A944 to enter the site without a substantial diversion.
- 13.2 The project is currently in the preparatory design stage with a planning application due to be submitted soon. A detailed design will follow and it is anticipated that construction will start in early 2015 with completion in spring 2015.
- 13.3 The Scottish Government will provide 75% of the costs of the project, with Nestrans supplying the remaining 25%.

14 Usage of Park and Ride Sites

- 14.1 At its meeting on 12th November 2013, this Committee instructed that a *report be submitted to a future meeting on the use of Park and Ride sites as a safe pick-up and drop-off point for private companies operating buses to transport their employees to their place of employment.*
- 14.2 The Scottish Government, in 'Buses for Scotland: Park and Ride for Buses – A National Framework', defines Park and Ride as *an integrated transport option that allows private transport users to park their vehicles at a dedicated car park and travel onwards to another destination, usually an area of economic activity (for example a city centre), using public transport or other mode. In the large majority of cases, the public transport services used are dedicated bus services.*
- 14.3 The principal aim of the majority of Park and Ride schemes in the UK is to reduce congestion by removing cars from the network in advance of where traffic queues traditionally begin to develop (usually on the outskirts of the City). Commuters and other users instead switch to public transport for the remainder of their journey.

- 14.4 The benefits to Park and Ride users are therefore:
- cost savings – users can park their cars for free in Park and Ride car parks rather than having to pay for City Centre parking. Park and Ride fares are usually cheaper than conventional bus fares and, in most cases, will be less than the cost of City Centre parking;
 - time savings - Park and Ride sites are usually accompanied by bus priority measures meaning bus journey times are quicker and more reliable than car journey times at the busiest times of the day; and
 - a more relaxed journey – the need to drive and/or find a parking space in the City Centre is removed. Current Park and Ride services in Aberdeen are also fitted with Wi-Fi, allowing users to work or browse while travelling.
- 14.5 As well as reducing congestion, the concept of Park and Ride has further societal benefits. By removing a number of cars from the network in advance of the City Centre:
- journey times for all modes of transport will reduce and become more reliable;
 - the likelihood of accidents is reduced;
 - there will be fewer emissions in the City Centre resulting in improved air quality; and
 - a more pleasant urban realm will result, with improved opportunities for walking and cycling.
- 14.6 Officers are aware that a number of requests have been received recently from private companies to reserve sections of the Park and Ride car parks in Aberdeen for their exclusive use or to operate works buses from Park and Ride sites to their offices nearby. These requests have to date been resisted and the remainder of this section outlines the main reasons for this.
- 14.7 In many cases that have arisen, such proposals will do little to reduce congestion as the proposed journey from the Park and Ride site to the final destination constitutes a very small part of the overall journey undertaken by users and does not normally occur on the most congested part of the road network. To use the example of a journey from the Kingswells Park and Ride site to the Prime Four Business Park, the predominant part of most journeys will have been undertaken by private car, with the Park and Ride element very small and with minimal impact upon congestion and pollution levels in the City as a whole.
- 14.8 There exists a contradiction between these proposals and the aims and objectives of the Aberdeen Local Transport Strategy (LTS). One of the targets of the LTS is a reduction in private car usage, especially for the journey to work. Proposals to allow employees of private companies to use Park and Ride facilities as free neighbouring car parks would

encourage use of the car and favour car usage by facilitating this over other forms of transport.

- 14.9 There exists a conflict between such proposals and the concept of maximum parking standards, as outlined in the Aberdeen Local Development Plan's Supplementary Guidance on Transport and Accessibility. All developments are granted a maximum allowance of car parking spaces. Legitimising employees parking in a nearby Park and Ride facility could be viewed as circumventing these standards, essentially permitting developments additional car parking facilities off-site and therefore breaching planning conditions.
- 14.10 There is also a concern that Park and Ride sites would simply become overspill car parks for neighboring offices. If one employer is permitted to use the site in this way, it would be impossible not to offer this facility to all workplaces. This could have the effect of reducing the availability of parking spaces for legitimate Park and Ride users and therefore undermining the status of the facility as a Park and Ride site.
- 14.11 Acting in the interests of all members of the travelling public, the Council should instead encourage use of the commercial bus network, even when this involves a short walk at the beginning and end of the journey. Patronage growth on the commercial network is key to enabling an improvement to and increase in bus services throughout the City, the ultimate outcome of which will be better accessibility for all. Furthermore, some of the requests received to date have come from companies where employees can already use the Park and Ride site legitimately, either using the Park and Ride service or an alternative bus service in proximity to the site, both of which would be considered acceptable uses of the site.
- 14.12 The Council would also prefer to encourage employers from the same area to work together and engage with operators to see how their premises could be better accessed by existing public transport services, and to look at ways of making their premises more accessible by other modes of transport, particularly walking and cycling, and by encouraging car sharing to reduce the number of cars brought to the site.
- 14.13 It is also the case that Park and Ride facilities have been funded by public money for public utilisation, therefore allowing private companies to use the sites in this way could meet resistance from members of the public.
- 14.14 It may be an acceptable use of the site where private companies located some distance away, and not on an existing public transport corridor, utilise the site to transfer employees to their workplace by private bus. Such a scenario would fit with the aims of Park and Ride (to transport employees long distances by sustainable means and reduce congestion around destination points) but no request of this

nature has to date been received. It should be noted also that any commercial operator can currently use the site to pick up and drop off passengers.

- 14.15 Taking the above into account, officers would suggest that Park and Ride sites should not be used as a pick-up and drop-off point for private companies operating buses to transport their employees to their place of employment, where these places of employment are within reasonable walking distance and/or existing commercial bus services are already available. Situations where the proposed final destination is some distance from the site and not on an existing public transport corridor may be an acceptable use of the site, although any such applications would be dealt with by the Council's Public Transport Unit on a case by case basis.

15 Rail Improvements

- 15.1 In March 2014, the Scottish Government announced a £170 million package of improvements for the Aberdeen to Inverness rail corridor to be delivered between 2014 and 2019, with the aim of making journeys shorter, more frequent and more comfortable.

- 15.2 Improvements will include:

- redoubling of the track between Aberdeen and Inverurie;
- platform extensions at Inch and Elgin;
- signalling improvements at Elgin to improve reliability;
- a new relocated station at Forres;
- loop extension of the track at Forres; and
- infrastructure to allow for new stations at Kintore and Dalcross.

Future phases of the scheme will support an hourly service between the Cities with the average journey time reducing to two hours.

- 15.3 First ScotRail introduced an enhanced timetable from 18th May 2014 with an increased number of services to and from Aberdeen, including an hourly Sunday service between Aberdeen and Glasgow (0900-1600), translating into eight extra trains; additional weekday services between Inverurie and Aberdeen; and a new early-morning peak service from Huntly to Aberdeen.

Major Projects

16 Non-Housing Capital Projects

- 16.1 The following are the key milestones for a number of projects funded by the Non-Housing Capital programme:

Projects within the Energetica corridor:

- **Third Don Crossing:** the contract is now out to tender; start construction – summer 2014; opening - end 2015;

- **A96 Park and Choose:** design and contract documentation currently underway; start construction – late autumn 2014; opening - end 2015;
- **Dyce Drive Link Road:** design and contract documentation currently underway; start construction – late autumn 2014; opening - end 2015 (connection to A96 subject to AWPR contract programme); and
- **Aberdeen Western Peripheral Route/Balmedie - Tipperty:** procurement underway; start construction - autumn 2014; opening - spring 2018.

Others:

- **South College Street Corridor Improvements:** further traffic modeling is underway to confirm the final extent of this proposal, particularly in relation to other City Centre projects/priorities and further details will be reported back to this Committee in due course;
- **Berryden Corridor:** Phases 1, 2 and 3 (Maberly Street to St Machar Drive roundabout) are now planned to be delivered as a single contract with the expected start date for construction - summer 2016, further programme key milestones will be reported back to the next meeting of this Committee;
- **Marischal Square - Option Appraisal:** the outcomes of the Transport Assessment were reported to full Council in March 2014. Officers are continuing work on traffic management and air quality matters for reporting back to Councillors later this year; and
- **Union Street Pedestrianisation:** key milestones to be revisited following Marischal Square option appraisal.

The above will continue to be updated and refined for future reports to this Committee.

Regional Transport Strategy

17 Nestrans Board Meetings

17.1 The Nestrans Board met on 2nd April 2014 and a copy of the minute of this meeting will be included in the next report to this Committee. The approved minute of the February Nestrans Board meeting is included in Appendix B.

17.2 Key points to be noted from the reports considered by the Nestrans Board in April are:

- Free Wi-Fi has been introduced at Aberdeen Rail Station;
- Letters have been sent by Nestrans to Transport Scotland, Network Rail and ScotRail regarding overcrowding on peak time services in the North East of Scotland. Transport Scotland has since responded to say that:
 - Capacity issues will be addressed through the ScotRail franchise competition;

- A number of timetable changes were introduced in May 2014 to improve peak time travel to and from Aberdeen on weekdays, including a new AM peak service from Inverurie to Aberdeen and 2 services from Aberdeen to Dyce between 1600 and 1700; and
- Network Rail is delivering Phase 1 of the Aberdeen to Inverness Rail Line Improvements Project – please see section 13 for further details;
- Provisional agreement has been reached with First ScotRail to launch a North East Rail Forum. It has been suggested that the group will meet on a six-monthly basis, providing a platform for the consideration of key issues and enabling operators, Network Rail and Transport Scotland to report progress on major schemes, discuss proposed changes and consult on future development of the rail network as it affects the North East; and
- First Aberdeen launched the trial of a new M-Ticket smartphone app in March 2014, enabling passengers to purchase tickets using their mobile phone. If successful, this could be extended to further ticket types in the future.

18 Nestrans Capital Programme 2014/15

18.1 The Nestrans capital programme for 2014/15 was agreed at the Nestrans Board Meeting on 12th February 2014 and endorsed by this Committee on 13th March 2014. A summary of progress on those elements of the programme relevant to Aberdeen City is provided below.

18.1.1 Active Travel

Core Paths

A grant of £95,523 has been received from Sustrans Scotland's Community Links Fund 2014/15 to match-fund with Nestrans the cost of completing the hard surfacing of the Deeside Way from Peterculter to the City boundary. Design has been completed and it is anticipated that onsite works will finish in January 2015.

A further grant of £92,000 has been received from Sustrans Scotland to match-fund the installation of hard surfacing and drainage along the Formartine and Buchan Way between Dyce Station and the Parkhill Bridge. It is anticipated that the design will be completed in July, allowing implementation to take place between October and November 2014.

Ellon Road Cycle Route Implementation

A grant of £110,000 has been received from Sustrans Scotland to match-fund the Nestrans contribution to the implementation of a cycle route along Ellon Road between the Bridge of Don and the Parkway. It is anticipated that implementation will be complete by autumn 2014.

Ellon Road Cycle Path Feasibility

A feasibility study into a cycle route on Ellon Road between the Murcar Roundabout and the City boundary has commenced and is due to be completed in August 2014.

The Parkway Cycle Path Detailed Design

A grant of £12,500 has been received from Sustrans Scotland to match-fund the Nestrans contribution to the detailed design of a pedestrian and cycle route along the Parkway. This is due to be completed during summer 2014.

Riverside Drive Cycle Path

A grant of £190,000 has been received from Sustrans Scotland to match-fund the Nestrans contribution to the upgrading of the path along the River Dee between the King George VI Bridge and the Bridge of Dee. It is anticipated that construction will take place before the end of 2014.

18.1.2 Public Transport

Airport Bus Turning Circle

Construction is due to take place between June and September 2014.

Kingswells Park and Ride Through Access

A detailed design is being prepared and it is anticipated that construction will start in early 2015 with completion in spring 2015.

18.1.3 Strategic Road Safety Improvements

Variable Message Signs

Design is due to take place during August and September 2014, with installation expected to be complete by the end of March 2015.

18.1.4 Freight

Howe Moss Drive / Dyce Drive Junction Improvement

Increased radii to improve turning manoeuvres for HGVs, ease congestion and improve pedestrian safety are due to be implemented during August and September 2014, subject to successful land negotiations.

18.1.5 Strategic Road Prioritised Maintenance

Rob Roy Bridge Reconstruction

Strengthening works is to take place on the concrete arch.

18.1.6 Various

Aberdeen Cross City Transport Connections

A feasibility study is to be undertaken to investigate ways of maximising connectivity between new developments identified in the Aberdeen Local Development Plan.

Energetica Corridor Multimodal Study

An all modes study for the Aberdeen to Buchan corridor to consider the feasibility, costs and benefits of options, including new rail lines, is to be undertaken.

19 Nestrans Revenue Programme 2014/15

19.1 The Nestrans revenue programme expenditure for 2014/15 was also agreed at the Nestrans Board meeting in February 2014 and approved by the Council in March. A summary of progress on those projects relevant to Aberdeen City is provided below.

19.1.1 Active Travel

Greenbrae Cycle Project

A Greenbrae Active Travel Map has been published, showing all the formal and recommended walking, cycling and public transport infrastructure in the area. Copies of this have been distributed to all households in the neighbourhood, as well as to the local library, sports centre and medical practice.

Assessment for City Centre Pedestrianisation

Work has commenced on the Economic Activity and Location Impact (EALI) assessment. A survey has been carried out with businesses in the City Centre to determine their views on the pedestrianisation options in terms of the future operation of their business. This survey was undertaken alongside an existing survey carried out by Aberdeen and Grampian Chamber of Commerce to maximise the volume of responses.

19.1.2 Bus Action Plan

Repair and Maintenance of Bus Publicity in Aberdeen City and Shire

A programme of repair and maintenance of at-stop publicity will be taking place throughout the North East during 2014/15.

19.1.3 Rail Action Plan

Aberdeen to Inverness Timetabling Study

A feasibility study into possible timetable changes on the Aberdeen to Inverness railway line will commence once the findings of the Aberdeen to GRIP (Governance for Railway Investment Projects) 3 study are finalised and the new ScotRail franchisee is known.

19.1.4 Project Feasibility and Monitoring

Bridge of Dee Study

The study which commenced in 2010/11 to investigate capacity issues and potential opportunities relating to the existing transport network in the Bridge of Dee area, using the methodologies set out in Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB), continues. The STAG Part 1 report, the outcomes of which were agreed by this Committee in March 2014, has been published on the Aberdeen City Council website alongside all other information relating to the study that is already available:

http://www.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects/roa_access_from_south_home.asp

Members agreed that Concepts 6, 6B and 7 be progressed to Part 2 Appraisal and instructed officers to continue to work with partners to undertake the Part 2 Appraisal. This process has now commenced and a programme has been developed for this phase of the work, identifying elements of the study that will be progressed during 2014/15. The methodology will be in line with the STAG Part 2 Appraisal Guidance Note (01/01/2012).

The activities to be undertaken in 2014/2015, in respect of the above options, include the following elements:

Landowner / Stakeholder Consultation and Workshops

This involves undertaking stakeholder engagement including: identifying landowners, providing mapping, undertaking landowner meetings, stakeholder consultations, undertaking stakeholder workshops, identifying public utilities potentially affected and undertaking public utility meetings as necessary.

Topographical Survey

The topographical survey of selected areas within the study area supplements the less accurate LIDAR (Light Detection and Ranging) information currently available. This allows a more accurate design to be provided.

Ground Investigation Survey

The initial ground investigation survey of selected areas within the study area provides an outline understanding of the ground conditions that can reduce the uncertainty of the ground conditions associated with the design of the project.

Environmental Assessment

The environmental assessment will be undertaken based on the STAG methodology and based on findings scoped out in the STAG Part 1 Appraisal. This work will help inform any subsequent Environmental Impact Assessment and production of an Environmental Statement that may be required following completion of the STAG process.

Technical Development

Following further information gathering, the concepts stated above, which were taken forward from the STAG Part 1 Appraisal, will be developed to a further level of detail. Input from workshops etc. will influence the design and refine the design to align more harmoniously with transport planning objectives and the STAG Criteria.

The activities to be undertaken in 2015/2016 to complete the STAG Part 2 Appraisal include the following elements:

- Traffic Modeling;
- Safety Assessment;
- Economy Assessment;
- Integration Assessment;
- Cost to Government;
- Risk and Uncertainty; and
- Public Acceptability

The study will continue to involve full engagement with stakeholders throughout the appraisal process.

The compilation and publication of the STAG Report and associated Appraisal Summary Tables will form the main deliverable of this commission and it is anticipated to be completed for consideration by the end of March 2016. Members will be kept up to date on progress of this study through future reports to this Committee.

Feasibility and Design Aspects of Locking in the Benefits

A study is being undertaken to Identify, investigate and design improvements to the transport network to 'lock in' the benefits of the AWPR (Aberdeen Western Peripheral Route).

Wellington Road Multimodal Corridor Study

A study has commenced looking at ways of improving conditions for all transport users, particularly buses and cyclists, along Wellington Road.

Other Information

20 Scottish Transport Awards 2014

20.1 Aberdeen City Council has been shortlisted for two Scottish Transport Awards:

- Contribution to Sustainable Transport: The Aberdeen Car Club (with Co-Wheels); and
- Transport Team or Partnership of the Year: In Town Without My Car Day (with Getabout and in the In Town Without My Car Day Partnership).

Winners are due to be announced at a ceremony in Glasgow on 19th June 2014.

21 Local Transport Strategy

21.1 Officers are currently at work on refreshing the Aberdeen Local Transport Strategy (LTS) which will set out the Council's aspirations for transport in the City in the years leading up to the opening of the AWPR in 2018. Officers hope to present a draft document to this Committee in September 2014, along with a draft Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Equalities and Human Rights Impact Assessment (EHRIA), recommending that these are then released for a period of public and stakeholder consultation. It is hoped that final Strategy documents will be presented to this Committee for adoption early in 2015.

22 2011 Census Transport Information

22.1 Figures from the 2011 National Census have been released, allowing preliminary analysis of key transport trends in Aberdeen between 2001 and 2011 to be undertaken. Analysis has thus far concentrated on travel to work figures, as these are most commonly used to assess progress towards meeting traffic reduction targets.

22.2 Changes in travel to work modal split (work from home 'mode' removed) can be seen in Table 1 below:

	2001	2011
Walk	15.2%	16.8%
Drive/taxi	57.7%	58.1%
Passenger	7.0%	5.7%
Cycle	1.8%	2.0%
Bus	14.2%	13.4%
Rail	0.5%	0.7%
Motorcycle	0.7%	0.5%
Other	3.0%	2.8%

Table 1: Aberdeen Travel to Work Statistics (16-74 year olds in employment, not working from home), National Census

Although at first glance, the majority of changes in travel to work transport mode share between 2001 and 2011 appear minor, the actual change in trip numbers has in some cases been significant.

22.3 As Aberdeen's population grew between 2001 and 2011, the number of additional work-based trips added to the network increased by 6.8% (6,471 additional trips). In terms of the number of commuting trips undertaken, this has led to, between 2001 and 2011:

- a 55.7% increase in rail journeys;
- a 21.4% increase in cycling trips;
- a 18.1% increase in walking trips;
- a 7.6% increase in car trips (including van and taxi journeys); and
- a 0.8% increase in bus journeys.

	Commuting Trips 2001	Commuting Trips 2011	Change in number of trips (2001-11)	Percentage Change (2001-11)
Walk	14,365	16,962	+2,597	+18.1%
Drive/taxi	54,614	58,746 (57713 excluding taxi)	+4,132	+7.6%
Passenger	6,598	5,808	-790	-12.0%
Cycle	1,662	2,018	+356	+21.4%
Bus	13,426	13,530	+104	+0.8%
Rail	451	702	+251	+55.7%
Motorcycle	696	488	-208	-29.9%
Other	2,843	2,872	-29	+1.0%
Total	94,665	101,126	+6,461	+6.8%

Table 2: Changes in the number of work-based trips, by mode, between 2001 and 2011, National Census

22.4 The figures show therefore that:

- 4132 extra car/van/taxi commuting trips were added to the network over the ten year period, equating to, on average, 413 additional vehicle trips per year. This represents the largest proportion of new trips added to the network;
- Walking constitutes the second largest proportion of new trips;
- Rail travel has experienced the greatest growth (in terms of trip number percentage increase) over the decade, although bus use has been fairly stagnant;
- The second largest percentage increase in trip number over the decade is travel by bicycle.

22.5 Some ward analysis has also taken place. It has been difficult to compare 2001 and 2011 data because of presentational issues with the different datasets, and as such only 2011 information for both Travel to Work and Study is presented and includes work from home data. The information in some areas does change quite dramatically if travel to education is removed.

- George Street/Harbour, Ferryhill/Torry and Midsocket/Rosemount all have high public transport and active travel rates with over 40% of residents choosing to walk, cycle or take the bus;
- Tillydrone/Seaton has the highest bus use (21%), Hazlehead/Ashley/ Queens Cross the lowest (7%);
- Lower Deeside and Midsocket/Rosemount have the highest cycling rates at 3% and;
- Lower Deeside also has the lowest active and public transport rates at just 13% and the highest drive to work by car with 68% of residents driving.

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 assist in the delivery of actions identified in the Single Outcome Agreement (SOA) 2013, in particular the Thematic Priority of Safer Communities (Safer Roads) and the Multi-lateral Priority – Integrated Transport (Aberdeen is easy to access and move around in).

The listed projects will also assist delivery of the 5 year Corporate Business Plan, in particular the Enterprise, Planning and Infrastructure Directorate's aims to *Protect and enhance our high-quality, natural and built environment and Support the delivery of a fully integrated transport network.*

An Equalities and Human Rights Impact Assessment (EHRIA) has not been undertaken on this report as it merely provides an update on various projects and schemes, many of which will be subject to their own individual EHRIsAs. The LTS and RTS from which the transportation schemes within this report are an integral part have been subject to the appropriate assessments.

This report may be of interest to members of the public as it concerns various transport schemes taking place throughout the region which have the potential to affect all members of the travelling public.

7. MANAGEMENT OF RISK

Footway and cycleway improvements described in this report have no identified maintenance budget of their own and could impact on the Council's maintenance budgets in the future. This represents a potential Hazard and Financial Risk to the Council. This has been minimised, however, by the use of high-quality design and installation materials which should ensure longevity of new infrastructure. The risks of inaction (not improving pedestrian and cycle infrastructure) are also significant in terms of a poor quality environment, poor reputation for the City of Aberdeen and a decline in active travel which would have significant implications for the health and wellbeing of the citizens of Aberdeen (Opportunity, Environmental and Customer/Citizen Risks).

8. BACKGROUND PAPERS

All background papers are referenced within the main body of the report.

9. REPORT AUTHOR DETAILS

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LABOF STEERING GROUP

Minutes of Meeting Thursday 13th February 2014

Nestrans Board Room, 29 King Street, Aberdeen

In Attendance: Derick Murray, Nestrans (DM), Kirsty Chalmers, Nestrans (KC), Steve Walker, Stagecoach Bluebird (SW), Stephie Barber, Stagecoach (SB), Chris Cormack, Aberdeen City Council (CC), Ewan Wallace, Aberdeenshire Council (EW), Richard McKenzie, Aberdeenshire Council (RMcK); Duncan Cameron, First (DC).

Apologies: Maggie Bochel, Aberdeen City Council

1. Minutes of Meeting of LABOF Steering Group, 25th October 2013

The minute was agreed.

2. Matters Arising

Auchmill Road bus lane – action rolled forward from previous meetings.
Action: ACC to provide cost estimates, further detail on potential for a bus lane and extract detail from the traffic model indicating the impacts, both at implementation and after construction of committed schemes.

Pinch points action list - KC to chase ACC traffic management to get an indication of timescales for progressing the actions identified at the meeting on 31st October regarding pinch points for buses in the city. **Action:** KC

Multi-operator ticketing – the new multi-operator ticket will be launched on 28th February 2014 with the first tickets going on sale on 1st March. The ticket covers Stagecoach zone 3 services into the city and allows travel on First buses within the city. The ticket will be available as a daily ticket (£10.50) and a weekly ticket (£34).

3. Labof role and remit

The reason for including this on the agenda was to consider how the two groups are functioning and to make sure they are delivering effectively. It was agreed that the Steering Group (SG) needs to provide a greater steer to the Executive Group (EG) in terms of priorities and what it wants the EG to progress. It was agreed that there is no point in asking the EG to look at something that isn't going to come to fruition and that the groups need to focus on what can be achieved.

It was agreed that the SG should map out the next steps in terms of progressing projects in the short, medium and long term and be able to identify any resource issues within each of the partner organisations. If there are fundamental obstacles, these should be discussed at the SG level in order to avoid wasted time further down the line and ensure that discussions are more focussed. More detailed timescales should be added to actions at the EG level.

The operators voiced concerns at the delays in progressing consideration of the bus lane hours of operation in particular and questioned whether the Executive had been given a clear enough steer in terms of the further evidence that is required to support this. SW noted that minutes of the Executive meeting show that questions on what additional evidence may be required have been on-going for over 3 months.

Both bus operators have approached Members directly and it was agreed that a continuation of this dialogue between bus operators and Councillors would be beneficial.

DM agreed to raise with Maggie Bochel the frustrations regarding progress and the speed at which things are taken forward and will consider setting up a special meeting to report back to the SG as it was felt that the next SG in June 2014 was too far away to report back on this. **Action: DM**

It was also agreed the Nestrans would consider the format of the information that is presented to the SG to try and facilitate the points raised above. **Action: KC**

In terms of the paper that was circulated DC requested that the fourth bullet point under the Executive heading should be expanded upon to give the Executive more focus on implementation and a direct influence in moving things forward. **Action: KC**

The reporting and visibility of minutes of this meeting was also discussed. Currently the SG minutes are reported to the Nestrans Board and the minutes of the Nestrans Board are then reported to the relevant council committees. This perhaps does not give a great deal of visibility to the issues discussed in this forum and both councils to consider how this could be enhanced either through formal or informal reporting within their own authorities. **Action: EW & MB**

4. Statutory Quality Partnerships and strategy going forward

DC highlighted that from First's point of view quicker journey times and improved reliability are the essential elements of a sQP with all other elements being secondary. He would like to see the importance of improving journey time and reliability emphasised in the bullet points of section 3 of the paper. **Action: KC to update paper**

It was agreed that benefits delivered through the sQP should be invested back into the network in a way that creates future growth.

DM was happy with the paper as it had been presented. EW is supportive of this corridor and the inclusion of Westhill.

There was agreement from all partners to progress a sQP on the A944 corridor taking in the whole of Westhill and extending along the Lang Stracht and Queens Road into Union Street and the bus station.

It was agreed that it would be worth consulting local members along this corridor to understand what they would like to see with regard improvements. **Action: Nestrans to arrange consultation with local members, in conjunction with the two Councils.**

EW suggested that he could include this paper as part of Aberdeenshire's strategic update report to members. It was agreed that this would be a good idea and that DM would ask Joanna to do this same at the City. **Action: DM Action: KC to update paper and re-circulate.**

5. Labof Executive Progress

The Executive update was noted.

The Steering Group requested that the Executive consider the format of this report and all reports to the Steering Group and whether it should be changed to be more focussed on requests from the EG for decisions from the SG. **Action: Executive Group**

KC asked if the SG felt that the balance of SG to EG meetings was right. At present, there are 3 EG meetings and then a SG meeting. DM agreed to discuss this with Maggie when they meet and the EG to discuss whether they need as many meetings or whether it should be changed to 2 EG meetings for every SG meeting. **Action: DM and Executive Group**

EW also asked if we should involve Transport Scotland more in relation to the Trunk Road aspects of Labof discussions. DM agreed to raise this with Tom Davy as he already meets with him on a regular basis. **Action: DM**

6. AOCB

Realtimebus.com website – this was raised as currently the website only shows First bus information but with the imminent introduction of real time in Aberdeenshire it was asked how this website should change to reflect all information. Currently the site is run by VIX and First pay the ongoing hosting and maintenance costs.

SW asked if the information could be provided by a feed from Traveline instead. Traveline already provide real time information and this will include Aberdeenshire services when they are introduced. Traveline also already has

available mobile phone app in addition to the website and has recently also launched a talking app which will benefit those with visual impairments as well as visitors.

DM stated that the ultimate aim is to provide information in an easy to use place and format for passengers and agreed that Nestrans would look into this in conjunction with the operators, councils and Traveline Scotland. One option would be to link the website with the Aberdeenshire system to provide information for all operators. **Action: KC**

7. Date of Next Meeting

The next meeting of the **Steering Group** will be on **Thursday 5th June** at 10:00am in the Nestrans office.

Appendix B

NORTH EAST TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Transport Partnership

Aberdeen, 10 February 2014

Present: Councillor Argyle (Chairperson); Councillor Milne and Eddie Anderson (Deputy Chairs); and Councillors Finlayson and Taylor (Aberdeen City Council), Councillors Buchan and Clark (Aberdeenshire Council); Gerry Donald and Duncan Cameron (Non Councillor Members).

In attendance: Jenny Anderson (Nestrans), Dr Bochel (Adviser to the Board), Tom Buchan (Aberdeenshire Council), Louise Calder (Marketing and Communications Officer), Rebecka Coull (Clerk to the Board), Rab Dickson (Nestrans), Derick Murray (Nestrans), and Andrew Stewart (Health and Transport Coordinator),

Apologies: Steven Archer (Adviser to the Board), Councillor Latham (Aberdeenshire Council), Councillor McCaig (Aberdeen City Council) and David Sullivan (Non Councillor Member).

The agenda and reports associated with this minute can be located at the following link:

<http://www.nestrans.org.uk/60/board-meetings.html>

WELCOME

1. The Chairperson welcomed Gerry Donald and Duncan Cameron to their first meeting of the Board, and also noted that Sandra Macdonald, who would be joining the Board as a member in April 2014, was in attendance as an observer.

MINUTE OF PREVIOUS MEETING

2. The Board had before it the minute of its previous meeting of 16 December 2013.

The Board resolved:

to approve the minute as a correct record.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS, THE SCOTTISH GOVERNMENT AND OTHERS

3. With reference to article 2 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the Director which provided an update on liaison with other Regional Transport Partnerships (RTPs), the Scottish Government and others.

The meetings included –

- Health and Transport Action Plan Steering Group in Aberdeen on 6 December 2013
- High Speed Rail Scotland Benefits and Vision Sub Group on Glasgow on 7 January 2014
- RUNWAYS UK Conference in London on 16 January 2014
- High Speed Rail Scotland Group in Glasgow on 27 January 2014
- UK Government/ Scottish Government on cross border travel in Edinburgh on 29 January 2014
- Laurencekirk Station Research Advisory group in Glasgow on 29 January 2014.

The report recommended –

that the Board note progress on liaison arrangements with other Regional Transport Partnerships, the Scottish Government, and others, and arrangements for future meetings.

The Board resolved:

to approve the recommendation.

REGIONAL TRANSPORT STRATEGY REFRESH – APPROVAL

4. With reference to article 3 of the minute of its meeting of 16 December 2013, the Board had before it a report by the Director which advised members that the Regional Transport Strategy (RTS) refresh had now been approved by the Minister for Transport and Veterans.

Members intimated their thanks to all officers involved in this piece of work.

The report recommended –

that the Board note the approval of the RTS refresh 2013 – 2035.

The Board resolved:

to approve the recommendation.

STRATEGIC TRANSPORT FUND – UPDATE

5. With reference to article 4 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the Director which

updated members on the payments received into the Strategic Transport Fund since the aforementioned meeting.

The report recommended –

that the Board:

- (a) note the update on payments into the Strategic Transport Fund; and
- (b) note the number of responses received to the consultation on the strategic transport fund prioritisation.

The Board resolved:

to approve the recommendation.

NESTRANS' APPOINTMENT COMMITTEE

6. With reference to article 5 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the clerk which advised as to the outcome of the Appointment Committee of 13 December 2013, and that Scottish Minister approval in respect of the appointments had been received on 8 January 2014.

The report recommended –

that the Board:

- (a) note that Scottish Ministers had approved the appointment of Gerry Donald and Duncan Cameron (with immediate effect) and Sandra Macdonald (as of April 2014) as non councillor members of the Nestrans' Board, as per the recommendation of the Appointment Committee of 13 December 2013; and
- (b) to approve the minute of the Appointment Committee of 13 December 2013 (as appended to the report) as a correct record.

The Board resolved:

to approve the recommendations.

POSSIBLE JOINT MEETING OF ACSEF AND NESTRANS BOARD

7. The Board had before it a report by the Director which suggested that the Board have a joint meeting with the ACSEF Board to discuss the upcoming project constructions and the new regional transportation strategy.

Members suggested that it may be beneficial for officers to produce a communications strategy to clarify the respective roles of the difference Boards.

The report recommended –

that the Board agrees to hold a joint meeting with the ACSEF Board members.

The Board resolved:

to approve the recommendation with the addition of the invitation for this joint meeting being extended to all members of the Strategic Development Planning Authority.

BRIDGE OF DEE STAG PART 1 APPRAISAL

8. With reference to article 9 of the minute of its previous meeting of 18 April 2012, the Board had before it a report by the Director which advised as to the content of the draft Scottish Transport Appraisal Guidance (STAG) Part 1 report that had been submitted by consultants.

The report recommended –

That the Board:

- (a) consider the draft STAG Part 1 Appraisal for the Bridge of Dee, and approve a final version for publication on the Bridge of Dee project pages that are held on the Aberdeen City Council website, with a link to be provided from the Nestrans' website;
- (b) refer the report to Aberdeen City Council for consideration, and Aberdeenshire Council for information, along with a recommendation that concepts 6 and 7 as detailed within the report be progressed to STAG Part 2; and
- (c) subject to the agreement of the recommendation of Aberdeen City Council, approve the immediate commissioning of the STAG Part 2 Appraisal.

At this juncture it was clarified that recommendation (c) above meant that no action would be taken on this matter until Aberdeen City Council had taken a decision in this regard.

The Board resolved:

to approve the recommendations subject to Concept 6B as detailed within the report also being progressed to STAG Part 2 Appraisal.

RAIL MATTERS

9. With reference to article 7 of the minute of its previous meeting, the Board had before it a report by the Director which provided information on (1) rail franchises; (2) Caledonian Sleeper; (3) Scotrail; (4) Aberdeen – central belt and Aberdeen – Inverness studies; (5) Dyce railway station; (6) East coast mainline authorities; and (7) overcrowding.

The report recommended –

that the Board note the content of the report.

The Board resolved:

to approve the recommendation.

ACTIVE TRAVEL ACTION PLAN – UPDATE

10. With reference to article 8 of the minute of its previous meeting of 16 December 2014, the Board had before it a report by the Director which advised members of progress in relation to developing an Active Travel Plan.

The report recommended –
that the Board:

- (a) note the content of the report;
- (b) agree the broad outline and focus of the strategy; and
- (c) agree to consider the financial implications outlined above in deliberations of the budget in 2014/15 and 2015/16.

The Board resolved:

to approve the recommendations.

PROGRESS REPORT

11. With reference to article 9 of the minute of its previous meeting of 16 December 2013, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 5 February 2013.

The Board resolved:

- (i) to note the content of the progress chart;
- (ii) to request that Aberdeen City Council's Air Quality Action Plan be reported to a future meeting; and
- (iii) to request that officers write to Aberdeen International Airport to raise concerns around the lack of shelter at the disabled drop off point.

PUBLICATIONS AND CONSULTATIONS

12. With reference to article 10 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the Director which summarised and advised on a number of different publications and consultations as follows and sought approval of draft and/ or final responses as appropriate –

- Aberdeen City Council local development plan main issues report
- National planning framework 3

The report recommended –

that the Board note the content of the report and the documents referred to therein and approve the suggested responses to the consultation.

The Board resolved:

to approve the recommendation.

BUDGET MATTERS

13. With reference to article 11 of the minute its previous meeting of 16 December 2013, the Board had before it a report by the Treasurer which provided an update on the Partnership's budget and forecast outturn in this regard, and outlined one proposed virement to the budget.

The report recommended –

that the Board:

- (a) note the monitoring position and forecast as at 31 December 2013; and
- (b) approve the virements detailed below:

Project	Current Budget	Proposed Virement	Revised Budget
Kintore Railway Station	£300,000	(£300,000)	nil
Ellon Park & Ride	£65,000	(£30,000)	£35,000
A90 Schoolhill Park & Choose	£30,000	(£10,000)	£20,000
Fraserburgh Bus Station (increased contribution)	£76,000	£144,000	£220,000
A947 Towie Turner House	nil	£24,000	£24,000

Project	Current Budget	Proposed Virement	Revised Budget
A944/A97 Junction at Deskry	nil	£39,000	£39,000
A98 Longmanhill – Headition to Roadman's Cottage	nil	£103,000	£103,000
A920 Colpy to Potts Rayne	£195,000	£24,000	£219,000
A952 North of Shanna's Cottages to Wester Pettymarcus	£90,000	£5,000	£95,000
A944 Tillyfourie Westwards	£122,000	£1,000	£123,000
Airport Bus Turning Circle	£426,000	(£394,000)	£32,000
A96 Great Northern Rd approach to Haudagain resurfacing	nil	£63,000	£63,000
A96 Great Northern Rd from St Machar Dr to Printfield Walk resurfacing	nil	£116,000	£116,000
A944 Skene Rd westbound from Kingswells roundabout to Little Brodiach Cottage resurfacing	nil	£117,000	£117,000
A944 Lang Stracht bus gate to A944 Skene Road roundabout resurfacing	nil	£98,000	£98,000

The Board resolved:

to approve the recommendations.

2014/15 BUDGET PROPOSALS

14. The Board had before it a report by the Treasurer which presented the capital and revenue budgets for 2014/15, subject to available funding being confirmed.

The report recommended –

that the Board approve the 2014/15 revenue and capital budgets of £1,026,350 and £2,467,000 with programmes as detailed in appendices 2 and 3, subject to anticipated funding levels being confirmed and making any appropriate adjustments following the Board's consideration.

The Board resolved:

to approve the 2014/15 revenue and capital budgets of £1, 026, 350 and £2,467,000 with programmes etc as detailed in appendices 2 and 3, subject to anticipated funding levels being confirmed.

INFORMATION BULLETIN

15. With reference to article 13 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the Director which provided information and updates for the Board on a number of matters not requiring a decision as follows –

- Access to Laurencekirk study
- Traveline Scotland talking phone app
- Edinburgh to Glasgow rail improvement programme
- Airports Commission interim report
- Guidance on the protection of regional air access to London
- Aberdeen Health Village
- Strategic Development Plan reporter's findings
- Scottish Transport Awards
- Nestrans' press releases
- Getabout events and communications.

The report recommended –

that the Board note the content of the report.

The Board resolved:

- (i) to approve the recommendation; and
- (ii) to request that officers write to the Scottish Government to express the Board's concern around the cost associated with the Glasgow to Edinburgh rail improvements.

CONFERENCES AND PRESENTATIONS

16. With reference to article 14 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the Director

summarising recent and forthcoming conferences of interest to the Partnership along with presentations by Nestrans and its partners.

The Board resolved:

to note the information as presented.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

17. With reference to article 15 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the Director detailing pending business and information on reports to be submitted to future Board meetings.

The report recommended –

that the Board note the content of the report and agree the provisional scheduling of major reports to future meetings.

The Board resolved:

to approve the recommendation.

- **PETER ARGYLE, Chairperson**

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Supplementary Guidance – Infrastructure and Developer Contributions Manual
REPORT NUMBER:	EPI/14/050
CHECKLIST RECEIVED	Yes

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to obtain Committee approval of Supplementary Guidance for Infrastructure and Developer Contributions for adoption as Supplementary Guidance to the Local Development Plan. Some amendments have been made to the Supplementary Guidance following public consultation and details of these are contained within this report. A copy of the Supplementary Guidance is contained in Appendix 1.
- 1.2 It should be noted that this is an interim revision of the document providing immediate clarity on the Education, Open Space and Core Path sections and the introduction of Flood Protection Schemes. The whole document will be review as part of the Proposed Aberdeen Local Development Plan which will be undertaken towards the end of 2014.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee approve Supplementary Guidance: Infrastructure and Developer Contributions Manual and agree that officers undertake the statutory process for adoption of supplementary guidance.

3. FINANCIAL IMPLICATIONS

- 3.1 There will be financial implications for the Council as a result of the change to the payment levels proposed within the draft Supplementary Guidance, as the level of contribution for secondary pupils has been revised to £30,000 per pupil from £44,000 per pupil. This revision in contribution rate reflects the cost of constructing secondary schools within the Council area as part of the 3Rs programme. Officers from Education, Culture and Sport will continue to monitor the contribution rates for

both secondary and primary pupils to ensure that the rates being used within the revised Supplementary Guidance remain at satisfactory levels. Comparison will be made with the construction cost of future primary school projects and the new Academy in the south of the City.

4 OTHER IMPLICATIONS

- 4.1 Developer contributions, in the majority of cases, are agreed through a Section 75 agreement which is facilitated by the Council's legal service. Changes to the Supplementary Guidance will have an effect on these agreements.

5 BACKGROUND / MAIN ISSUES

- 5.1 Aberdeen Local Development Plan Policy I1 – Infrastructure Delivery and Developer Contributions requires development to be accompanied by the infrastructure, services and facilities required to support new or expanded communities. Where development, either individually or cumulatively, places additional demand on community facilities or infrastructure that would necessitate new facilities or exacerbate deficiencies in existing provision, the Council will require the developer to meet or contribute to the cost of providing or improving such infrastructure or facilities. The Infrastructure and Developer Contributions Manual gives further detail on contributions developers may need to meet, such as core paths, education and transport mitigation.
- 5.2 The existing Infrastructure and Developer Contributions Manual was consulted on in May 2012 (see Committee Report EPI/12/112) and was then approved to be sent to Scottish Ministers for ratification in November 2012 (see Committee Report EPI/12/204). It was subsequently adopted as Supplementary Guidance to the Aberdeen Local Development Plan. Although the Supplementary Guidance was recently adopted there were a number of changes proposed to the document which required the Supplementary Guidance to go out for public consultation again.
- 5.3 Changes were made to the Education, Open Space, Core Paths and Water sections of the Supplementary Guidance, as well as a general rationalisation of information contained within the document to aid clarity. Appendix III shows the track changes made from the adopted Supplementary Guidance (January 2013) and the proposed version (June 2014).
- 5.4 Changes are proposed to the education section as a result of new information received from Education, Culture and Sport on the pupil per household ratios used, build cost of new schools and an arising issue of functional and operational capacities of schools.
- 5.5 The change to the Open Space section now aligns the information regarding open space requirements with the Open Space Supplementary Guidance.

- 5.6 Changes made to the Core Paths section removes the reference of developer contributions being taken per household. Contributions should always be taken for the per-household equivalent.
- 5.7 Due to the approval of Committee Report ESPI/13/245 Flood Risk Management (Scotland) Act 2009 – Progress Report, information was included in the Supplementary Guidance on flood protection schemes that have been identified as an opportunity by Aberdeen City Council and will also serve a purpose as regional Sustainable Urban Drainage Systems (SUDS). Further information on the flood protection schemes and regional SUDS will be made available in the review of the Supplementary Guidance scheduled in late 2014.
- 5.8 This follows up on a report to Enterprise, Strategic Planning and Infrastructure Committee on 21 January 2014 (see Committee Report ESPI/13/258) requesting approval of draft Supplementary Guidance: Infrastructure and Developer Contributions Manual for consultation.
- 5.9 The revised draft Supplementary Guidance was subject to eight weeks of public consultation from 27 January – 17 March 2014. Details of the consultation were made available online and statutory key agencies and Community Councils were notified. Seven representations were received in response to this consultation from the Scottish Government, Scottish Natural Heritage, SEPA, Historic Scotland, Scottish Water, Emac Planning LLP on behalf of Scotia Homes Ltd. and Stewart Milne Homes.
- 5.10 A number of comments were raised by the seven respondents (please see Appendix 2 for the comments raised through the consultation and officers responses to these comments). There are no significant modifications proposed for the Supplementary Guidance.
- 5.11 This version of the Supplementary Guidance is an interim revision of the document. The Supplementary Guidance will be revisited towards the end of the year, as part of the Supplementary Guidance suite, which will accompany the Proposed Aberdeen Local Development Plan that will be subject to consultation early 2015.

6 IMPACT

- 6.1 The Local Development Plan and associated Supplementary Guidance contribute to the following Single Outcome Priorities: 1 – We live in a Scotland that is the most attractive place for doing business in Europe; 2. We realise our full economic potential with more and better employment opportunities for our people; 10. We live in well designed, sustainable places where we are able to access the amenities and services we need; 12 – We value and enjoy our built and natural environment and protect and enhance it for future generations.
- 6.2 The Local Development Plan and associated Supplementary Guidance 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.

- 6.3 The Local Development Plan and associated Supplementary Guidance contribute to “Aberdeen – A Smarter City” and the Smarter Environment by maximising the use of low carbon technology and materials, increasing energy efficiency and introducing carbon reduction measures in our processes and our housing and non housing assets to reduce our carbon footprint, save money and to bring people out of fuel poverty.
- 6.4 The proposal is consistent with the Planning and Sustainable Development Service Plan, in particular Adoption of Supplementary Guidance to Local Development Plan and production of Technical Advice Notes.
- 6.5 There will be no impact on equalities and human rights resulting from this report.

7 RISK MANAGEMENT

- 7.1 If the recommendations above are not agreed then the Council will be less likely to collect efficient amounts of developer contributions for future planning applications.
- 7.2 If the recommendations are agreed there is a chance that developers may challenge the contributions sought through the planning application process. However, this will be less likely if the document is adopted as statutory Supplementary Guidance.

8 BACKGROUND PAPERS

Aberdeen Local Development Plan (2012) –
www.aberdeencity.gov.uk/localdevelopmentplan

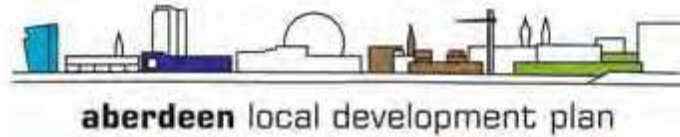
9 APPENDICES

- Appendix I – Supplementary Guidance - Infrastructure and Developer Contributions Manual
- Appendix II – Consultation Comments and Officer Responses
- Appendix III - Supplementary Guidance - Infrastructure and Developer Contributions Manual (Track Changes)

10 REPORT AUTHOR DETAILS

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Supplementary Guidance

Topic: Delivering Infrastructure

Title: Infrastructure and Developer
Contributions Manual

Date: June 2014

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1. Introduction

- 1.1 This Supplementary Guidance (SG) forms part of the Development Plan and is a material consideration in the determination of planning applications.
- 1.2 This SG relates to, and expands on, the following policies in the Aberdeen Local Development Plan:
 - Policy I1 – Infrastructure Delivery and Developer Contributions
- 1.3 New development can have a very positive effect on an area, providing new homes, jobs and economic prosperity. However, development can also place additional pressures on resources and infrastructure such as schools, community and leisure facilities, transport infrastructure, health services and the local environment. The delivery of infrastructure alongside new development can help to create balanced, accessible and sustainable communities.
- 1.4 The Scottish Government emphasises the need to plan more effectively for the infrastructure required to support new development and published new planning policy guidance (Circular 3/2012 Planning Obligations and Good Neighbour Agreements) to provide the framework for securing the delivery of infrastructure and financial contributions to support development.
- 1.5 The purpose of this Infrastructure and Developer Contributions Manual is to provide clear guidance on the methodology used to identify infrastructure requirements and the criteria that should be used to calculate developer contributions to support new development. However, pre-application discussions and early contact with the Developer Obligations Team to ascertain the likely levels of contributions required is encouraged.
- 1.6 It is important to note that this Guidance is not directly relevant to the provision of water and drainage, electricity, and telecoms infrastructure, as these services are controlled by public sector bodies and private supply companies, and the specific standards, specification and requirements relating to each are out with the control of the Council.

2. Our approach to Infrastructure Delivery

- 2.1 Through the Local Development Plan, Aberdeen City Council's approach to the planning and delivery of infrastructure is open, transparent, and is supported by a robust evidence base. Our aim is to provide clear guidance

to all stakeholders, in particular the development industry, on the infrastructure required to support development from an early stage in the preparation of the LDP.

- 2.2. Policy I1 of the Local Development Plan states that all development should be supported by the infrastructure and developer contributions necessary to support the proposed development.
- 2.3. The Action Programme which accompanies the Local Development Plan outlines further details on the delivery of supporting infrastructure. The Action Programme is a 'live' document that will be updated regularly to take account of changes in circumstances as sites come forward through the planning process.
- 2.4. From an early stage in the preparation of the Local Development Plan, the City Council has worked in close partnership with a wide range of agencies – through the Future Infrastructure Requirements for Services Group (or FIRS) – to establish the infrastructure requirements to support development. The FIRS Group comprises representatives from the following organisations:
 - Aberdeen City Council, including colleagues representing Roads, Public Transport, Transport Policy, Housing Strategy, Education, Culture & Sport, Development Management and the Planning Gain Team;
 - Transport Scotland;
 - Scottish Water;
 - Nestrans; and
 - NHS Grampian.

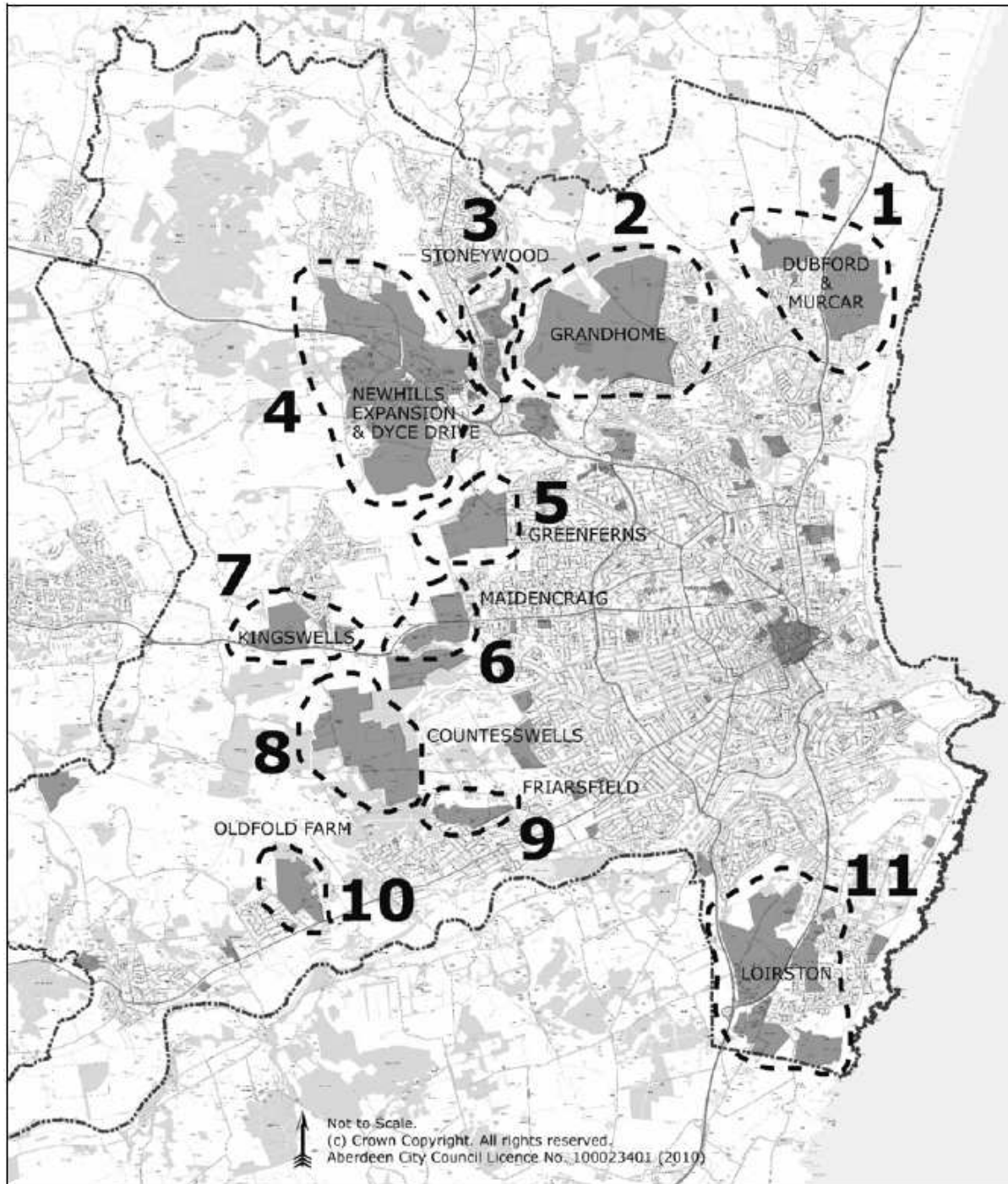
3. Masterplan Zones

- 3.1 The Council has identified eleven Masterplan Zones, shown in the Table and Map below, as well as Figure 1 in the Local Development Plan, within which developers will be expected to work together to prepare Masterplans for each zone reflecting the planning and delivery of associated infrastructure requirements set out in this document. Further details on the timing and delivery of infrastructure identified below are set out in the Action Programme which accompanies this Plan.
- 3.2 The requirements listed are based on the most up-to-date information currently available.

Figure 1 – Masterplan Zones Table

Masterplan Zone	Sites included
1 – Dubford & Murcar	OP25 Dubford OP2 Murcar
2 – Grandhome	OP12 Grandhome OP10 East Woodcroft
3 – Stoneywood	OP24 Stoneywood
4 – Newhills Expansion & Dyce Drive	OP26 Walton Farm & Craibstone North OP29 Craibstone South OP27 Land near Bucksburn School OP30 Rowett South OP28 Rowett North OP31 Greenferns Landward
5 – Greenferns	OP45 Greenferns
6 – Maidencraig	OP43 Maidencraig South East OP44 Maidencraig North East
7 – Kingswells	OP40 West Hatton, Home Farm, Home Farm Kingswells OP41 Kingswells C OP42 Kingswells D and West Huxterstone
8 – Countesswells	OP58 Countesswells
9 – Friarsfield	OP51 Friarsfield
10 – Oldfold Farm	OP62 Oldfold
11 – Loirston	OP78 Charlestown OP76 Souter Head Road OP77 Loirston

Figure 2 - Map showing the Masterplan Zones



3.3 All development sites, whether listed or not within the Masterplan Zones table in this document, LDP or Action Programme, will have to provide the necessary infrastructure and developer contributions necessary to mitigate

the impact of development. The means to how this will be calculated will be based on the criteria set out in the following sections.

- 3.4 Masterplans will need to reflect the infrastructure requirements identified and should include a Delivery Statement setting out details of how the proposed development, and the accompanying infrastructure, will be delivered. Subsequently, actions relating to the delivery of infrastructure will need to be defined once the Masterplan and Delivery Statement have been agreed with the Council and any key agencies.

4. Guidelines – Methodology for Infrastructure Requirements and Developer Contributions

- 4.1 This section explains the process undertaken by the FIRS Group to calculate the infrastructure requirements for the Masterplan Zones. It also sets out details on the criteria that will be used to assess the precise level of infrastructure requirements and developer contributions for all development proposals.
- 4.2 These criteria will need to be used when considering the infrastructure and developer contributions required in connection with any development proposal. The precise level of infrastructure provision and developer contributions required from any development will need to be agreed with the Council, in consultation with other statutory agencies. Any costs for infrastructure will be reviewed annually and adjusted according to an agreed indexation.
- 4.3 The methodology seeks to ensure that appropriate contributions are secured from developers to support new communities and to make a fair and proportionate contribution to the cumulative impact of development across the City and, where appropriate, the region as a whole. The Council has been careful to avoid deterring development by making unreasonable demands, and emphasise that any infrastructure or developer contributions sought are proportionate to the development proposed.

5. Transport

- 5.1 The Transport Framework process, which supported the preparation of the Local Development Plan, helped to identify the transport infrastructure likely to be required to support new development. A number of transport related projects are already being developed by the Council in partnership with key agencies and our neighbouring authority Aberdeenshire Council, to improve the regional transport network. These include the Aberdeen

Western Peripheral Route, Haudagain roundabout improvements and The Third Don Crossing, and are likely to bring about significant benefits to people living and working in the North East. Schemes listed in Policy T1 are not expected to be subject to developer contributions and details of how they will be delivered are set out in the Action Programme.

5.2. The transport schemes associated with new developments allocated for the first time in this Local Development Plan are separated into two categories:

- Strategic Transport Infrastructure -These projects have been identified by a partnership group consisting of officers from Aberdeen City Council, Aberdeenshire Council, the Strategic Development Planning Authority, Transport Scotland and NESTRANS. Funds realised from this initiative will be managed and delivered by Nestrans.
- Local Infrastructure -These transport projects are expected to be provided as part of new development and should be reflected in the associated Masterplan and subsequent planning applications.

Strategic Transport Fund

5.4 The City Council and Aberdeenshire Council, in partnership with Nestrans, Transport Scotland and the Strategic Development Plan Team have explored options for delivering strategic infrastructure as development comes forward for implementation across the region.

5.5. Further information is detailed in the Supplementary Planning Guidance document Delivering Identified Projects Through a Strategic Transport Fund which can be viewed through the Strategic Development Planning Authority website at <http://www.aberdeencityandshire-sdpa.gov.uk>

Local Transport Infrastructure and Mitigation

5.6 All developments, regardless of Strategic Transport Fund (STF) requirements, will be assessed in terms of their impact on the local transport network and may be required to mitigate these impacts. Indicative costs associated with the most frequently required mitigation measures are outlined in this document. Developments may be required to make an appropriate contribution towards one or several of the mitigation measures outlined in this document or any other measure that the Council deem to be appropriate.

- 5.7 Requirements will vary from site to site. The developer will be expected to provide and meet, in full, the cost of all external works identified as requirements through the planning process.
- 5.8. All developments, where impacts requiring mitigation have been clearly identified, will make an appropriate contribution towards local transport infrastructure and/or services related to that development, to ensure that the required facilities/infrastructure provision is in place in time to mitigate the impacts of the development.
- 5.9. Developer Contributions will be used to provide improvements to public transport, the local road network, traffic management, pedestrian and cycle facilities, accessibility infrastructure or any other such improvements where impacts requiring mitigation have been clearly identified.
- 5.10. Different development sites will have different transport requirements. The exact contribution required for each site will be determined on a case by case basis, for developments where significant impacts are likely a full Transport Assessment (TA) will be required to inform the process. The thresholds for when a TA will be required are set out in the Transport and Accessibility Supplementary Guidance.
- 5.11. Developers should be aware of, and take account of the requirements to provide such contributions. We encourage pre-application discussions with appropriate Council officers at the earliest possible stage.
- 5.12. The principles set out in this Developer Contributions Manual do not negate the requirement for either a Transport Assessment or a Development Framework /Masterplan/Planning Brief and should be applied as a basis for addressing transport impacts alongside and in conjunction with the preparation of these where they are required.
- 5.13. Developers should use these Guidelines in conjunction with the policies and principles set out in the Transport and Accessibility Supplementary Guidance and in terms of walking and cycling, the Open Space Supplementary Guidance.

• **Assessment of Appropriate Level of Developer Contributions:**

- 5.14. The full impact of the development on the local transport network will be taken into account when assessing the required levels of local mitigation.
- 5.15. The following mitigation measures are examples of some of the factors which will be considered during the assessment of any development. This list is not exhaustive but provides a clear starting point for discussions

between the developer and the Council. An indication of the likely costs involved in these measures is provided in a table at the end of this section.

Road Improvements and Public Realm A key priority in the assessment of any development proposal is to ensure that sufficient infrastructure is in place to accommodate the development. This means the provision of or upgrading of roads, bridges or other infrastructure, including carriageways and footways. This may be required either within or outwith the development site or both and planning conditions/legal agreements will be secured accordingly.

Alterations to Existing Roads Any alterations to existing roads that are required as part of a development will normally be undertaken as part of the development construction and progressed as part of a section 56 or a roads Construction Consent application . However, there may be instances where the Council may wish to take on this construction, if this is the case, this will be fully funded by the developer.

Footway Crossings In order to ensure that footway crossings are adequately constructed, they will normally be undertaken by the Council. The Council will charge the developer for the cost of the construction of a footway crossing.

Public Transport Priority In order to ensure that public transport services can adequately gain access to and serve a development and to ensure that existing services are not adversely impacted by the development, developers may be required to provide or fund public transport priority measures. These include, but are not limited to, bus lanes, bus-only sections of road and bus priority traffic signals.

Supported Bus Services Developers may be required to enter into a legal agreement which enables the up front payments to fund new bus services or to underwrite a new service for an agreed period of time. This may involve a completely new service or extending/improving an existing service. New and upgraded facilities may be required in order to deal with increased demand on public transport services, these may include the provision of or upgrade of bus stops, bus shelters and Real Time Information systems.

Traffic Signals Development of any kind has the potential to impact on the road network. As a result of this impact, developers may be required to provide for the installation of new traffic signals, controlled pedestrian crossings and the upgrading/refurbishment of existing traffic signal infrastructure.

Lighting

Any development which requires new roads or the upgrading of existing roads will be expected to fund the installation of new lighting or the upgrading of existing lighting infrastructure where appropriate.

Traffic Calming Measures Development may generate the need for traffic calming measures such as speed humps, chicanes, kerb extensions and shared space schemes which the developer may be liable to fund.

Cycling/Walking Routes In accordance with the Transport and Accessibility Supplementary Guidance standards for access and permeability, developers will be required to provide safe routes for cyclists and walkers which are planned in accordance with the 5 C's – connected, convenient, comfortable, convivial and conspicuous as referred to in the Aberdeen Local Transport Strategy 2008-2012. This may include both on site and off site cycle parking infrastructure.

Safer Routes to Schools Developers will be required to provide safe routes to schools through the provision of measures including dropped kerbs, crossing points, speed cushions, central refuges and exclusive cycle/pedestrian paths.

Car Clubs Car Clubs provide a more sustainable option to individual car ownership and are often beneficial where full parking provision is limited. Developers may be required to make a contribution to the Aberdeen Car Club for the provision of spaces, vehicles or membership for the individuals living/working in their development.

Bus Permits/Tickets The promotion of public transport use over individual car ownership will always be encouraged, particularly where full parking provision is limited. Dependant on circumstances, developers may be required to enter into an agreement with local Public Transport Operators so that annual bus passes can be purchased and used to residents of the development. The two main operators are currently First Bus and Stagecoach. Other smaller operators also continue to run services within the area.

Travel Plan Travel Plans contain a package of measures aimed at promoting sustainable transport choices to and from developments. All developments are encouraged to prepare Travel Plans in support of planning applications. The thresholds for developments which require a Travel Plan are set out in the Transport and Accessibility Supplementary Guidance. For major applications it will be necessary for the developer to enter into a legal agreement detailing target aspirations, monitoring and actions for the revision of Travel Plans.

Traffic Regulation Orders (TROs)/Stopping –Up Orders Where Orders are required in order to facilitate development, the developer will be required to pay the Council’s administration costs in addition to paying for the infrastructure to support the Order. This may include bollards, road markings and signage.

- **Transport Indicative Costs Tables:**

5.16 The purpose of this table is to provide developers with an indication of the costs, where available, involved in meeting the transport mitigation measures set out above.

5.17 The requirements and costs will vary from site to site and developers are expected to meet in full the cost of all external works identified in the Transport Assessment (TA) and/or through the planning process. It is recommended that developers take account of these estimates when costing development proposals to avoid difficulties later in the planning process. However, a guarantee cannot be given as to the actual costs arising from the assessment of individual proposals. Early discussion with the Council is encouraged. The tables below set out the indicative costs of specific items for information.

Figure 3 – Transport Indicative Costs Table

Transport Mitigation Measure	Applicability	Indicative Cost
Road Improvements and Public Realm	This may be a requirement for retail, residential or commercial developments, dependant on the resulting impact on the local transport network. This may include improvements to carriageways and footways were necessary.	The developer will be required to undertake these works to a specification acceptable to the Roads Authority. The costs will vary significantly depending on the scale of works required. Dependant on circumstances, the developer may be required to contribute funds to improvements being constructed by the Council or others.
Alterations to Existing Roads	Normally this would form part of works constructed by the developer although occasionally the Council may wish to	The developer will be required to undertake these works to a specification acceptable to the Roads Authority. The costs will vary significantly

Transport Mitigation Measure	Applicability	Indicative Cost
	take on construction, at a cost to the developer.	depending on the scale of works required. Dependant on circumstances, the developer may be required to contribute funds to improvements being constructed by the Council or others.
Footway Crossings	This will be a requirement for any development that includes a driveway crossing over an existing footway or road verge. The Council will normally undertake this work, at a cost to the developer.	The approximate cost for a dropped kerb is £800-£1500.
Public Transport Priority	This may be a requirement for major retail, residential or commercial developments, dependant on the extent and nature of existing priority arrangements and how well this could address the impact of development.	It is not possible to provide costs. Where this is a requirement the cost will be determined by the work required.
Supported Bus Services	In principle this may be a requirement for major retail, residential or commercial developments.	<p>It is not possible to provide costs for the extension of existing bus services or the introduction of a new service as this will depend entirely on the service/area in question and the magnitude of change.</p> <p>A new bus shelter would cost approximately £3500.</p> <p>The installation of Real Time Information display</p>

Transport Mitigation Measure	Applicability	Indicative Cost
		<p>would cost approximately £3500-£5000 per site.</p> <p>Upgrading existing infrastructure to include raised access kerbs costs approximately £2000 per site.</p> <p>Upgrading an existing site to include courtesy lighting costs approximately £500-£2000 per site, depending on the availability of electrical feed.</p>
Traffic Signals	This requirement will apply in principle to the majority of developments.	The cost will vary depending on what is required. A single pedestrian crossing costs approximately £30,000 whereas signalling a four arm junction costs approximately £100,000.
Lighting	This requirement will apply to any development which requires new roads or the upgrading of existing roads.	It is not possible to provide costs. Where this is a requirement the cost will be determined by the work required.
Traffic Calming Measures	The requirement to provide traffic calming on roads may be required where there is likely to be any increase in traffic movements on surrounding residential streets.	The developer will be required to provide these improvements. A road hump or set of cushions costs approximately £1000 per feature and they are required at 75m intervals. An entrance treatment for a 20mph zone costs approximately £1500 but can vary.
Cycle/Walking Routes (excluding those facilities already required)	This requirement will apply in principle to all new developments. The requirement to	The developer will normally be required to provide these improvements. Developers should refer to

Transport Mitigation Measure	Applicability	Indicative Cost
through the Roads Improvement and Public Realm category)	provide cycle/walking routes is set out in the Transport and Accessibility Supplementary Guidance. In addition, developers will be required to fund external links to connect with the wider cycle/walking network and this may include both onsite and offsite cycle parking infrastructure.	<p>the 'Core Paths Network' section of this document for guidance on likely requirements. The approximate cost of a cycle parking stand (Sheffield standard) is £150.</p> <p>The approximate cost of a cycle locker is £400.</p> <p>The approximate cost of a covered cycle shelter is £2500.</p>
Safer Routes to Schools (excluding those facilities already required through the Roads Improvement and Public Realm category)	This requirement will apply in principle to all new residential developments. Developers may be required to make payments towards mapping of routes, cycle training and walking bus initiatives.	It is not possible to provide costs. Where this is a requirement the cost will be determined by the work required.
Car Club	This requirement may apply to all city centre residential developments and other developments where full parking provision is limited.	<p>For residential developments:</p> <p>For the majority of residential developments a contribution of £400 per unit will be required. This contribution covers the cost of 2 years annual membership per unit. In certain circumstances a development may wish to make a contribution towards Car Club vehicles. Under these circumstances the overall membership contribution (£400 per unit) may be negotiated.</p>

Transport Mitigation Measure	Applicability	Indicative Cost
		<p>For Non-residential developments:</p> <p>Each development will be dealt with on a case by case basis taking into account location, size and provision of parking.</p>
Bus Permits/Tickets	This requirement may apply to developments where full parking provision is limited.	The current cost of providing an annual bus permit for use with First Bus services is £660 and the approximate cost of providing an annual bus permit for use with Stagecoach services ranges from £510-£1790 (dependant on bus route).
Travel Plan	The thresholds for developments which require a Travel Plan are set out in the Transport and Accessibility	To be provided by Developer. Through Masterplan process there will be a requirement to produce a Travel Plan Framework with individual

Transport Mitigation Measure	Applicability	Indicative Cost
	Supplementary Guidance although all developments are encouraged to prepare Travel Plans in support of planning applications.	developments complying with the framework.
Traffic Regulation Orders/Stopping-Up Orders	This requirement may apply to all developments.	The cost per Order is approximately £1500 which must be paid regardless of whether the Order is successful or not. The developer would also be required to pay the costs of the work.

Note: Costs are correct as of May 2012.

6. Air Quality

- 6.1 Local Development Plan Policy NE10 states that planning applications for development which have the potential to have a detrimental impact on air quality will not be permitted unless measures to mitigate the impact of air pollutants are included. Mitigation measures should ensure that the development ameliorates against any impact on local air quality, and where the mitigation measures proposed do not fully mitigate the impact of development on air quality, further contributions may be sought by the Planning Authority.
- 6.2 Further details can be sought from the Supplementary Guidance document on Air Quality.

7. Core Paths Network

- 7.1. New development will be required to incorporate, enhance and link to the Core Paths Network. Infrastructure requirements relating to walking and cycling facilities, such as core paths, are set out under Policy I1 of the Local Development Plan, and Section 3 of the LDP Action Programme. These new and improved paths will need to be incorporated into the corresponding Masterplan Zones identified. Contributions for Core Paths and access will also be sought for new development outwith Masterplan Zones.

7.2 The criteria for assessing whether a proposed development needs to contribute to the Core Paths Network is as follows:

- Development which incorporates and enhances existing core paths and provides links to the Core Paths Network will not require any financial contribution providing that the measures proposed are appropriate for the level of development proposed and are agreed with the City Council as Access Authority.
- Where there is no provision of core paths or links to the Core Paths Network, developers will be required to make a financial contribution at a rate of £371 per-house-equivalent for residential and non-residential developments (see below).
- Where a developer proposes provision of, or improvements to, the Core Paths Network and the Council, as Access Authority, considers such measures to be inadequate, a financial contribution will be sought to facilitate and mitigate the level of development proposed.
- The rate of £371 per-house-equivalent is based on current costs for the provision of Core Paths in Aberdeen, taking account of the level of provision across a number of communities.

7.3 Residential Development

7.3.1 As stated above, a rate of £371 per-house-equivalent is used to provide Core Paths. The figures below calculate the contribution required. A three bed roomed house is taken as a 'standard sized unit'.

1 bed = 0.6
2 bed = 0.8
3 bed = 1 'standard sized unit'
4 bed = 1.2
5 bed = 1.4
6 bed = 1.6

Worked Example:

4 x 1 beds, 2 x 3 beds, 2 x 4 beds and 2 x 5 beds = 9.6 standard sized units

9.6 standard sized units x £371 = **£3561.60**

7.4 Commercial Development

- 7.4.1 The formula for calculating per House Unit Equivalent (HUE) is based on the gross floor area (GFA) of the commercial premises plus 50% of concrete or tarmac areas and 25% of hardcore areas (Gross External Area) to give an equivalent number of house units at 10 units per acre that could be erected on a similar area, using 400m² as an average house plot size. Where the number of car parking spaces has been indicated the standard area required for a parking space of 24m² will be used.

$(GFA+(GEA/2)) / 400 = \text{HUE}$ based on a density of 10 units per acre.

Worked Example:

2,000m² food store + 4,000m² car park = $(2,000 + 2,000) / 400 = 10$
HUE

On the basis of £371 per house unit this would equate to **£3,710** as a contribution to be utilised towards environmental and access improvements.

- 7.4.2 An individual site usage weighting factor is then applied to reflect the probable occupation level of the site. The weighting factor takes account of use factors, where a site with a small number of users, such as a warehouse, has a low weighting factor. In contrast a site with a large number of users, such as a supermarket, has a higher weighting factor. The weighting factors are as follows:

Retail (Bulky)	0.25
Fast food	0.75
Hotel	0.5
Leisure etc.	0.25
Retail (comparison)	0.5
Office and other commercial	0.75
Petrol station / garage	0.25
Restaurant	0.75
Retail (convenience)	1
Showroom	0.1
Warehouse	0.05
Workshops / Engineering	0.2

Worked Example:

Hotel and Facilities: 9,389m², Car Parking = 5,856m²

$9,389\text{m}^2 \times 0.5 + ((5,856/2) \times 0.5) = 6,158\text{m}^2$

$6,158\text{m}^2/400 = 15.39 \text{ HUE}$

On the basis of £371 per house unit this would equate to **£5,709** as a contribution to be utilised towards environmental and access improvements.

8. Schools

- 8.1 An assessment of infrastructure requirements for education provision is based on the anticipated number of pupils from a proposed development, based on the pupil-per-household (pph) ratio for the relevant catchment, and their impact upon the primary and secondary school rolls at the schools serving the development averaged out over a maximum of a 5 year period from the anticipated development start date. Where a development is anticipated to be phased beyond a five year period an assessment will be undertaken on all of the development over a five year period. Any legal agreement could include a reconciliation at the end.
- 8.2 The School Roll Forecasts, published by the Council, state the maximum capacity of schools across the City. However, it is highly unlikely that a school can run to the maximum capacity due to the variation in pupil numbers in each year group cohort which varies from year to year (please refer to the Schools Roll Forecast which is updated annually). Therefore, contributions will be sought when a primary school is forecast to exceed 80% of the maximum capacity of that school and is projected to have a rising roll which takes the school above 100% capacity. It should be noted that as the roll approaches the school's maximum capacity, i.e. over 80% occupancy, class configurations will become less flexible, potentially further reducing the available spaces.
- 8.3 In secondary schools, variation between pupil numbers in each year group can have an impact on the number of spaces in any year group. In addition, subject choice and changes to curriculum offered can also mean that the operational capacity of a secondary school will vary from year to year. Consequently, the school may effectively have no spaces although it would appear to be under-occupied based on the School Roll Forecast. It should be noted that as the roll approaches the school's capacity, i.e. over 90%, class configurations will become less flexible, potentially reducing the available spaces. Therefore, contributions will be sought when a secondary school is forecast to exceed 90% of the maximum

capacity of that school and is projected to have a rising roll which takes the school above 100% capacity.

8.4 Once the impact has been identified the required level of contribution is determined using the 'rate per pupil' required to provide the necessary infrastructure at the following rates:

- New build accommodation should be provided where the zoned school roll forecast is for it to exceed current operational capacity or it is already above capacity and the additional pupils from the development will add to this over capacity problem.

Primary – Permanent extension or new build school = £23,000 per pupil generated.

N.B. The cost quoted above for each pupil generated is taken from historic procurements undertaken by Aberdeen City Council for a school with 10 sq. m. per pupil.

Secondary – Permanent extension or new build school = £30,000 per pupil generated.

N.B. The cost quoted above for each pupil generated is taken from historic procurements undertaken by Aberdeen City Council (removing any community facility cost) and basing costs on a school with 12.5 sq. m. per pupil.

N.B. Aberdeen City Council has space allocations of 10 sq. m. per primary pupil and 12.5 sq. m. per secondary pupil. This space metric provides flexibility within our schools and improves the building's ability to deliver all aspects of the Curriculum for Excellence and active learning.

- It is an expectation of Aberdeen City Council that all newly procured schools will be of an equivalent standard to 3R's schools.
- On larger residential developments, where the development as a whole or as part of a masterplan generates the need for a new school, the applicant will be required to provide a school site or provide a proportionate contribution to the land value, in addition to the contribution to building costs. For Primary provision this should be 2.5 hectares or thereby and for secondary schools this should be 7.5 hectares or thereby of serviced and where possible reasonably flat land, including provision for playing fields (these figures may vary depending on the size of the school i.e. shared school campus). Land figures are based on the School Premises (General

Requirements and Standards) (Scotland) Regulations (1967) as amended 1973 and 1979. Part III of the document provides a series of tables which set out the minimum area and the figures of 2.5 ha for a primary school and 7.5 ha for a secondary school are appropriate for the size of schools we will be creating in the future. Where both primary and secondary school sites are required the applicant may wish to investigate the possibility of a shared school campus design layout.

- 8.5 Contributions for community facilities (see Section 13) will be less if community facilities are provided as part of the school development and contributions will not be duplicated if they are provided as part of the school development. Where community facilities are provided within a school for public use, the floorspace will be taken into account for any contribution required. Should a shortfall in provision be identified based on the number of dwellings proposed, the existing provision will be deducted from the space standards formula in order to assess the contribution required. Developers are encouraged to liaise with Aberdeen City Council's Education, Culture and Sport and Developer Obligations team to agree what community facilities need to be provided.

9. Water and Drainage

- 9.1 Contributions can be sought on both committed infrastructure and / or infrastructure currently under construction.
- 9.2 There are opportunities within Aberdeen City to develop flood protection schemes that serve a dual purpose as regional Sustainable Urban Drainage Systems (SUDS). These schemes could be built by Aberdeen City Council, on land owned by the Council and 'space' made available either through planning agreements or as commercial agreements, between the Council and developers.
- 9.3 There is also the possibility of developers constructing SUDS / flood protection measures which benefit the City generally but are contained within the footprint of their development. These schemes could be adopted by Aberdeen City Council. Developers are encouraged to contact the Council's Structures, Flooding and Coastal Engineering Team as early as possible.
- 9.4 Scottish Water may also vest SUDs, if they comply with Scottish Water's design standards. If a developer wishes their SUDs to be vested by Scottish Water, early engagement is recommended.

- 9.5 Developers are advised to contact Scottish Water to discuss the water and drainage needs of their development as early as possible. A Pre Development Enquiry form (available at www.scottishwater.co.uk) can be filled out and submitted to Scottish Water, which will allow an initial assessment to be carried out. Early consideration should be given in the planning application process to the SUDS maintenance programme. This will ensure that a high quality open space is delivered on a long term basis.

10. Health

- 10.1 Infrastructure requirements have been calculated with NHS Grampian on the basis of national health standards and by estimating the likely number of new patients generated by each proposed development. Contributions will be calculated using nationally recognised space standards and build costs, based upon the population requirements for GP surgeries, dental chairs and community pharmacies.
- 10.2 Infrastructure requirements relating to the Masterplan Zones are identified under Policy I1 of the LDP and the LDP Action Programme. The precise need for infrastructure and the process for delivery will need to be discussed and agreed with NHS Grampian at the earliest opportunity in the preparation of proposals for development. Masterplans and planning applications for development will need to reflect the infrastructure requirements identified as well as the means of delivering such infrastructure. Any financial contributions will need to be agreed with the Council, in consultation with NHS Grampian, before an application can be determined.

11. Open Space and Green Space Network

Open Space

- 11.1 In 2010, the City Council published its first Open Space Audit which has provided a detailed assessment of open spaces across the City, and has informed preparation of the Aberdeen Open Space Strategy, which provides a strategic framework for protecting, creating, connecting, and improving open spaces. This work has provided the basis for determining open space standards and green infrastructure across the City.
- 11.2. Policy NE4 of the Local Development Plan sets out the open space requirements for residential development which states that 2.8 hectares of open space must be provided per 1000 people. This figure will be calculated using the average number of people who live in each dwelling.

This information is available from the Scottish Household Survey and is outlined in Figure 4. The categories of open space include Play Space, Outdoor Sports Areas, Natural Greenspace and Green Corridors and Allotments. The existing Green Space Network should not be used or considered as an open space provision. Also, any provision of green space or natural habitat to mitigate an adverse impact on the existing green space network would be additional to the general open space requirement, and would not form part of the open space delivery.

Figure 4 – Average Household Size

Dwelling Size	Average Household Size (persons)
1 bedroom	1.3
2 bedroom	1.9
3 bedroom	2.6
4 bedroom	2.9
5 bedroom	3.6
6 bedroom	5.0
7 bedroom	6.0

Example:

a development of two hundred three-bedroom houses and one hundred one-bedroom flats will equate to 650 people.

$$(200 \times 2.6 = 520) + (100 \times 1.3 = 130) = 650$$

- 11.3. The Open Space Supplementary Guidance and Open Space Audit will be used to identify the level of provision in the local area, using minimum quantity, quality and accessibility standards. Where the quantity standards have already been met within the surrounding area, it may be appropriate to make improvements to the quality of, and accessibility to, the existing provision using open space audit quality criteria.
- 11.4 In addition, existing outdoor and indoor sports areas which require works other than ground works for playing fields, for example, lighting, changing facilities, spectator areas, car and coach parking, will attract contributions based on a cost per square metre basis for building works. The requirements are assessed and determined so as not to degrade the level of amenity already enjoyed by existing residents. Existing facilities are taken into account and adjustments to the overall rate will be made on a site by site basis.

- 11.5. All other types of development, including commercial, business and employment developments, will need to provide an appropriate level of open space in the context of the landscape setting and the nature and scale of development. Such provision will need to be agreed with the Council at the earliest opportunity in developing proposals for a site.

Green Space Network

- 11.6 As stated in Policy NE1 of the Local Development Plan, development which has an impact on existing wildlife habitats, or connections between them, or other features of value to natural heritage, open space, landscape and recreation, must be mitigated either within or outside of the development. As Green Space Network defines the strategic and priority green infrastructure, mitigation measures should be targeted towards the protection and enhancement of Green Space Network.
- 11.7 Such provision will need to be agreed with the Council at the earliest opportunity in developing proposals for a site. The Open Space Strategy and Supplementary Guidance give more information on the rationale, priorities and delivery mechanisms of the Green Space Network.
- 11.8 Aberdeen City Council has developed a Green Space Network Geographic Information System (GIS) online Tool which should be used to develop, promote and enhance the network.

12. Library Provision

- 12.1 Where there is deemed to be an impact on current provision from new development, the Council will seek contributions towards the creation of libraries. The guideline requirement for floor area in relation to population indicates that a building of at least 42 m² per 1,000 residents is required. As the population criteria are exceeded only by continued expansion of the settlement by developers the need for a contribution towards such facilities is therefore reasonable and justifiable. The Authority will plan for any contributions towards improvements to the service provision in the most effective manner.
- 12.2 Contributions are calculated assuming 2.3 persons per household, at build cost of £1,175 per m², required by the population arising from the development.

13. Community Facilities

- 13.1 Where there is deemed to be an impact on current provision from new development, the Council will seek contributions towards the creation of community facilities. This is calculated on the requirement of 0.69 m² of community facility per dwelling unit as determined for small to medium size developments. This is to ensure that existing residents are not disadvantaged by an increase of usage from additional residents the proposed development would generate. The level of contribution is determined by the size of the existing facilities and current population served by the facilities together with the anticipated increase in the population served by the new development. In some instances there will be no contribution required if the facilities are of adequate size to cope with both existing and anticipated usage.
- 13.2 Contributions are calculated on the basis of the requirement for 0.69 m² of community facilities per household, using a build cost of £1,175 per m².

14. Development Viability

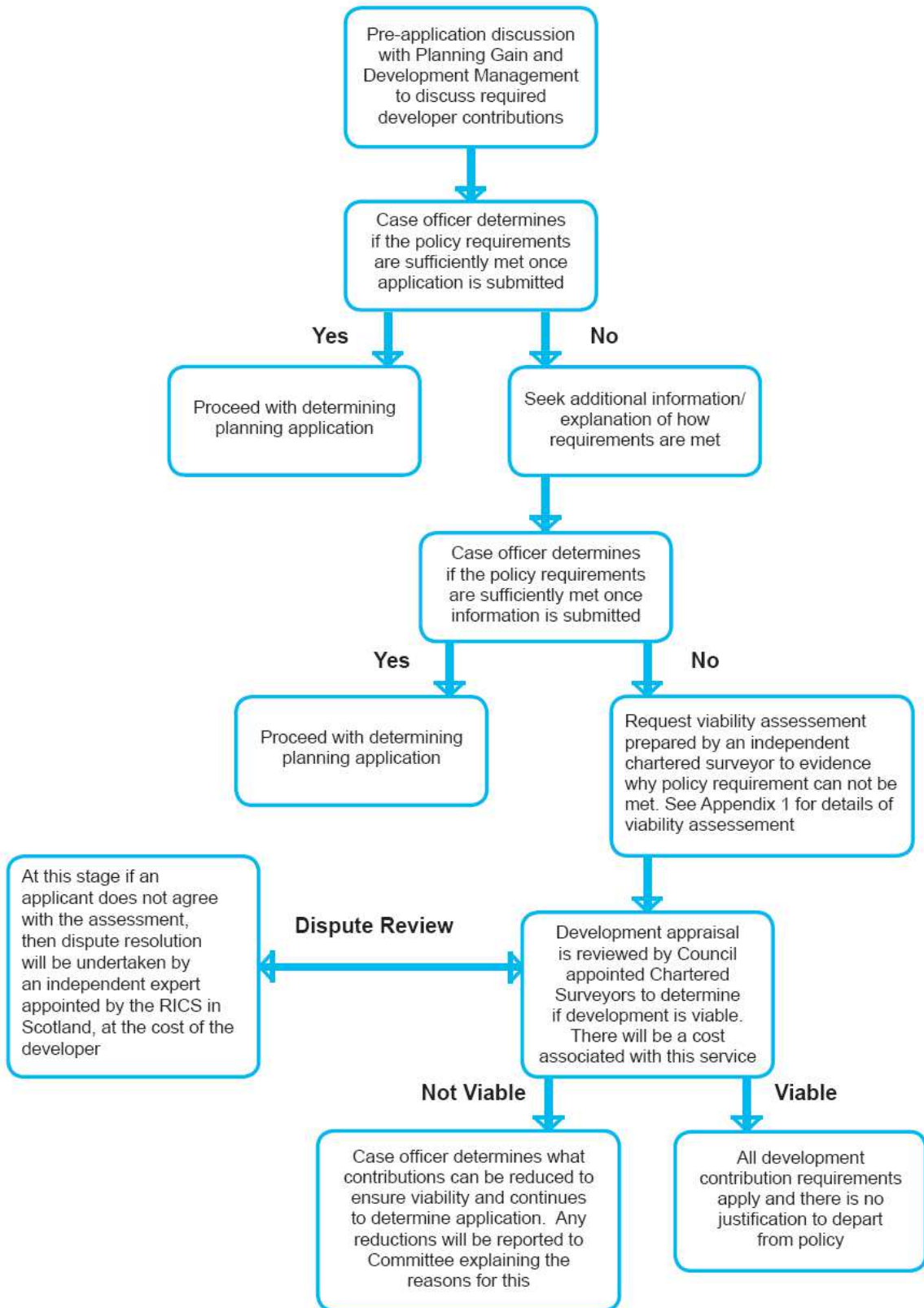
- 14.1 The consideration of financial viability is, in the application of planning policy and the negotiation of developer contributions, an essential element in the determination of planning applications. A certain degree of knowledge and understanding is needed by planners and decision-makers as to the viability implications of all of the requirements placed on development, and where difficulties arise in delivering all the requirements, independent expert viability input is required.
- 14.2 In these instances applications must be supported by viability assessments and it is important that these are supported by adequate comparable evidence. For this reason it is important that the appraisal is undertaken by a suitably qualified practitioner. This ensures that appropriate assumptions are adopted and judgment formulated in respect of inputs such as values, yields, rents, sales periods, costs, profit levels and finance rates to be assumed in the appraisal. This should be carried out by an independent practitioner and a suitably qualified surveyor.
- 14.3 Development viability reviews will be undertaken on a confidential basis should the following statement be included within each submission to the Council. The advice comes from the RICS guidance note – Financial Viability in Planning.
- 14.4 “This viability report is provided on a confidential basis to the Council. We therefore request that the report should not be disclosed to any third parties (other than consultants instructed by the Council to review this

report) under the Freedom of Information Act 2000 (sections 41 and 43(2)) or under the Environmental Information Regulations.”

- 14.5 The following flowchart sets out the Council’s procedure in reviewing the viability of developments when considering all of the developer contributions.

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Development Viability Flowchart



Appendix 1

Indicative Outline of what to include in a Viability Assessment

Proposed scheme details

- Floor areas:
 - commercial: gross internal area (GIA) and net internal area (NIA)
 - residential: GIA and NSA
- Residential unit numbers and habitable rooms including the split between private and affordable tenures

Gross development value (GDV)

- Any existing income that will continue to be received over the development period
- Anticipated residential sales values and ground rents (and supporting evidence including deductions for incentives)
- Anticipated rental values and supporting evidence
- Yields for the commercial elements of the scheme and supporting evidence
- Details of likely incentives, rent-free periods, voids
- Anticipated sales rates (per month)
- Anticipated grant funding for affordable housing
- Anticipated value of affordable units (with supporting evidence/explanation of how these have been valued and assumptions)
- Deductions from commercial GDV to reach NDC (Stamp Duty Land Tax (SDLT), agents, legal + VAT).

Costs

- Expected build cost (if required, a full QS cost report also showing how costs have been estimated)
- Demolition costs
- Historic costs (as reasonable and appropriate)
- Site preparation costs
- Vacant possession costs
- Planning costs
- Construction timescales, programme and phasing
- Any anticipated abnormal costs
- Rights of light payments / party walls / over sailing rights
- Details of expected funding and finance rates
- Professional fees, including:
 - architect
 - quantity surveyor
 - structural engineer
 - mechanical/electrical engineer
 - project manager

- letting agent fee
- letting legal fee
- Site Value (see Section 3 of the guidance)
- Other costs

Additional details for projection based viability assessments

- Expected sales growth
- Expected rental growth
- Expected cost inflation
- Credit rate

Development programme

- Pre-build
- Construction period
- Marketing period

Viability cashflow

- Income/value/capital receipt
- Costs
- Phasing (where appropriate)

Benchmark viability proxies

- Profit on cost
- Profit on value
- Development yield
- Internal rate of return (IRR)

Planning application details

- Plans/sections/elevations (as relevant)
- Design and access statement

Sensitivity Analysis

- Two way sensitivity analysis
- Scenario analysis
- Simulation analysis

Accompanying Report (basic outline)

- Executive summary
- Contents outline
- Introduction and background
- Description of site location
- Planning policy context
- Description of scheme
- Market information summary
- Build cost and programme

- Methodology and approach
- Outputs and results
- Sensitivity analysis
- Concluding Statement

15. Definitions

Functional Capacity

The maximum capacity of a school as stated in the School Roll Forecast.

Operational Capacity

This is lower than the functional capacity stated in the Schools Roll Forecast. This is due to some class sizes having a limit of pupils.

16. Further Reading

Scottish Planning Policy

<http://www.scotland.gov.uk/Resource/Doc/300760/0093908.pdf>

Circular 3/2012 Planning Obligations and Good Neighbour Agreements

<http://www.scotland.gov.uk/Publications/2012/12/1885/downloads>

Aberdeen City and Shire Structure Plan and associated documents

<http://www.aberdeencityandshire-sdpa.gov.uk>

Aberdeen Local Development Plan and associated documents

<http://www.aberdeencity.gov.uk/localdevelopmentplan>

Scottish Water

<http://www.scottishwater.co.uk>

RICS Professional Guidance - Financial Viability in Planning

<http://offlinehbpl.hbpl.co.uk/NewsAttachments/RLP/RICS%20Financial%20viability%20in%20planning.pdf>

Infrastructure and Developer Contributions Manual (Supplementary Guidance) – Consultation Responses

Respondent	Comment	Officer Response	Modification to SG
Jane Smith – Scottish Government (1/1)	No comments.	Noted.	No modification required.
Ewen Cameron – Scottish Natural Heritage (1/5)	Welcome the continued inclusion of walking and cycling routes. However, the statement in figure three could be amended to say ‘...to fund external improvements and / or links to the wider cycle / walking network...’ so that contributions as appropriate to the development of the strategic walking and cycling network itself are secured.	Comment is noted, however the consultation only covered the amendments to the Core Path Network, Open Space, Water and Drainage and Education sections of the document. There will be a further review of this SG with the Proposed Aberdeen Local Development Plan towards the end of this year. This comment will then be taken into consideration then.	No modification required.
Ewen Cameron – Scottish Natural Heritage (2/5)	We welcome the continued inclusion of core paths. However, it could be made clearer how this relates to the wider cycle / walking network.	This document only covers matters related to developer contributions to help deliver the Core Path network rather than give detail on how it relates to the wider cycle / walking network.	No modification required.
Ewen Cameron – Scottish Natural Heritage (3/5)	Welcome the continued inclusion of open space and green space network. However, it is recommended that it is made clear that any provision of green space or natural habitat to mitigate an adverse impact on the existing green space network would be additional to the	Comment noted.	Add a sentence to the end of paragraph 11.2 which reads ‘Also, any provision of green space or natural habitat to mitigate an adverse impact on the existing green space network would be additional to the general

	general open space requirement, and would not form part of that delivery.	open space requirement, and would not form part of the open space delivery.'
Ewen Cameron – Scottish Natural Heritage (4/5)	The section on Green Space Network might also include reference to smaller scale provisions to protect wildlife movement, e.g. badger tunnels under roads.	This document only covers matters related to developer contributions to help deliver open space / Green Space Network. Therefore, it is not deemed necessary to include reference on provisions to protect wildlife movement.
Ewen Cameron – Scottish Natural Heritage (5/5)	Reference to Circular 1/2010 Planning Agreements at the end of the document should be amended to the replacement Circular 3/2012 Planning Obligations and Good Neighbour Agreements.	Replace reference to Circular 1/2010 Planning Agreements with Circular 3/2012 Planning Obligations and Good Neighbour Agreements in Section 16 Further Reading.
Clare Pritchett – Scottish Environment Protection Agency (1/4)	Pleased to see the requirement to contribute to Core Path Networks and hope that we can assist Aberdeen City Council to develop this network, particularly 'blue' networks in relation to watercourses.	No modification required.
Clare Pritchett – Scottish Environment Protection Agency (2/4)	Note that it is identified that there are opportunities for Aberdeen City Council to develop flood protection schemes that serve a dual purpose as regional SUDS facilities. We look forward to assisting Aberdeen City Council to develop these schemes.	No modification required.
Clare Pritchett – Scottish Environment Protection Agency (3/4)	We look forward to working with Aberdeen City Council to identify mitigation measures	No modification required.

Protection Agency (3/4)	targeted to the protection or enhancement of the Green Space Network.		
Clare Pritchett – Scottish Environment Protection Agency (4/4)	Note that additional demands from new development on water supply and disposal of water waste may require the upgrade and extensions of existing infrastructure. The limited capacity of existing water treatment works and waste water treatment facilities can be detrimental to not just the water environment but the natural environment as a whole. The Supplementary Guidance should recognise a requirement for contributions to both committed infrastructure and those currently under construction.	Comment noted.	Add a sentence to Section 9 Drainage that reads 'Contributions can be sought on both committed infrastructure and / or infrastructure currently under construction.'
Andrew Stevenson – Historic Scotland (1/1)	No comments.	Noted.	No modification required.
Sophie Day – Scottish Water (1/4)	We welcome the inclusion of paragraph 1.6, which explains that not all infrastructure is provided through developer contribution, such as water and drainage.	Comment noted.	No modification required.
Sophie Day – Scottish Water (2/4)	There is a lack of clarity on infrastructure requirements and developer contributions for SUDs. The document states that SUDs could be adopted by Aberdeen City Council but doesn't outline the other options they would consider acceptable. Scottish Water may also vest SUDs	Comment noted but this scheme is still being worked on. More information will be available towards the end of the year when this SG and the Flooding and Drainage SG will be out for consultation along with the	Sentence has been added to Section 9 reading 'Scottish Water may also vest SUDs, if they comply with Scottish Water's design standards. If a developer wishes their SUDs to be vested by Scottish Water, early

	if they comply with our current design standards – which will be updated in the next few months. If a developer wishes their SUDs to be vested by Scottish water, early engagement is always recommended.	Proposed Aberdeen Local Development Plan. A paragraph advising developers to engage with Scottish Water if they wish their SUDs to be vested by Scottish Water will be added.	engagement is recommended.'
Sophie Day – Scottish Water (3/4)	Early consideration should be given in the planning application process to the SUDs maintenance programme; this will ensure a high quality open space delivered on a long term basis.	Comment noted.	Sentence added to the end of paragraph 9.3 which reads 'Early consideration should be given in the planning application process to the SUDs maintenance programme. This will ensure that a high quality open space is delivered on a long term basis.'
Sophie Day – Scottish Water (4/4)	Recommend that paragraph 9.3 (printed as 9.2 in the document in error) is amended to read – 'Developers are advised to contact Scottish Water to discuss the water and drainage needs of their development as early as possible. A Pre Development Enquiry form (available at scottishwater.co.uk) can be filled out and submitted to Scottish Water, which will allow an initial assessment to be carried out.'	Comment noted.	Change paragraph numbering and paragraph 9.3 now reads 'Developers are advised to contact Scottish Water to discuss the water and drainage needs of their development as early as possible. A Pre Development Enquiry form (available at scottishwater.co.uk) can be filled out and submitted to Scottish Water, which will allow an initial assessment to be carried out.'
Emelda Maclean - Emac Planning LLP on behalf of Scotia Homes Ltd.	Support paragraph 8.1.	Noted.	No modification required.

<p>(1/5)</p> <p>Emelda Maclean - Emac Planning LLP on behalf of Scotia Homes Ltd.</p> <p>(2/5)</p>	<p>The section on schools conflicts with paragraph 18 of Circular 3/2012 and is considered unreasonable to request that all developed provide contributions at the stated threshold (which is under the school roll capacity). It is unreasonable because in the event that a development results in the capacity of the school reaching say 90%, there is still capacity within the school in accordance with School Roll Forecast. Although the class configurations become less flexible, there is still capacity. The threshold appears to be promoted on school managerial grounds. The depicted threshold is not clearly justified on planning grounds. Obligations should only be requested when capacity is at 100%.</p>	<p>Paragraph 18 of Circular 3/2012 states that 'planning obligations should not be used to extract advantages, benefits or payments from landowners or developers which are not directly related to the proposed development.' We do not think it is unreasonable to ask for contributions once a primary school has reached 80% capacity or a secondary school has reached 90% capacity because Aberdeen City Council must meet National Legislation, class configurations and Teachers Conditions of Service.</p> <p>All schools have a range of capacity which is to take into account class configurations. The range differs year on year dependent on the configuration but effectively this would be the maximum capacity of the school in that year.</p> <p>The planning capacity of a primary school is calculated by dividing the total clear floor area of teaching rooms by the space allocation per child, which in the case of Aberdeen City Council is 2.0m² per child. For example a classroom with a clear floor</p>	<p>Change the third sentence of paragraph 8.2 to read 'Therefore, contributions will be sought when a primary school is forecast to exceed 80% of the maximum capacity of that school and is projected to have a rising roll which takes the school above 100% capacity.'</p> <p>Amend the last sentence of paragraph 8.3 to read 'It should be noted that as the roll approaches the school capacity, i.e. over 90%, class configurations will become less flexible, potentially reducing the available spaces. Therefore, contributions will be sought when a secondary school is forecast to exceed 90% of the maximum capacity of that school and is projected to have a rising roll which takes the school above 100% capacity.'</p>
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	<p>area of 60m² will have a planning capacity of 30 pupils.</p> <p>There are rooms which although are used in the delivery of the curriculum are excluded from the capacity of the school. These rooms include the library, gym hall, break out areas outside of classrooms, designated ASN bases and General Purpose areas which are used for activity such as drama, art, ICT, dance and music.</p> <p>The working capacity of a school takes account of maximum class sizes, for example, composite classes which are limited to 25 pupils and the maximum class sizes for Primary 1, 2 and 3 classes which are limited to 25 for P1 and 30 for P2 and P3. For example a room which has a planning capacity of 30 pupils and which is used for a P1 class has a working capacity of 25 pupils.</p> <p>It is generally the working capacity which determines how many pupils a school can accommodate in any given year, as it would be highly unlikely that each teaching room will be matched to the size of the class.</p> <p>By using 80% for primary schools and</p>	
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<p>Emelda Maclean - Emac Planning LLP on behalf of Scotia Homes Ltd. (3/5)</p>	<p>Clarification is sought on paragraph 8.2 as to whether this is related to primary school provision.</p>	<p>90% for secondary schools as a benchmark it provides flexibility to mitigate the impact of additional pupils which may require additional accommodation to be provided.</p>	<p>The word 'primary' has been added to the third sentence of paragraph 8.2.</p>
<p>Emelda Maclean - Emac Planning LLP on behalf of Scotia Homes Ltd. (4/5)</p>	<p>The SG should provide further clarity on circumstances where an existing education community campus facility serving a development already provides shared facilities for the community. Where this already exists there should be a requirement for additional community / library contributions in addition to education contributions. Without clarity there is potential conflict with paragraph 20 of Circular 3/2012.</p>	<p>It is agreed that there is a need for further clarity on this paragraph.</p>	<p>The following has been added to paragraph 8.6 after the first sentence 'Where community facilities are provided within a school for public use, the floorspace will be taken into account for any contribution required. Should a shortfall in provision be identified based on the number of dwellings proposed, the existing provision will be deducted from the space standards formula in order to assess the contribution required.'</p>
<p>Emelda Maclean - Emac Planning LLP on behalf of Scotia Homes Ltd. (5/5)</p>	<p>There are three main concerns regarding the amendment to the Core Paths section of the SG: 1. Providing core path links through residential development should be considered through the design and layout of the submitted planning</p>	<p>Provision of core path links through residential development through the design and layout is already the first principle. The developer obligations team take into account any provision on site when calculating any required contributions.</p>	<p>No modification required.</p>

<p>Shelley Thomson – Stewart Milne Homes (1/5)</p>	<p>application rather than seeking financial contributions to external links beyond the site boundary.</p> <p>2. The additional financial burden on residential development further exacerbates the vitality of the delivery of new housing.</p> <p>3. Policy tests have not changed with the introduction of Circular 3/2012 and the SG does not provide any planning justification for the introduction of this obligation.</p>	<p>It should be noted that this is not a new developer obligation – before contributions were taken per household now per household equivalent.</p> <p>Achieving a well integrated and sustainable transport system can be significantly assisted by protecting and improving links, suitable for non-motorised use, between residential, employment, recreation and other facilities, making it quick, convenient and safe for people to travel by walking or cycling. It is particularly important that any new development takes into account permeability, maintaining and enhancing any connections which help to facilitate active and sustainable development.</p>	
	<p>Object to the process of calculating planning obligations for education provision on the basis that contributions will be an unknown quantity for development spread over more than five year period. This provides uncertainty within development within that period and a review built in to the s75 agreement for later phases. This provides uncertainty with development finance and provides developers with significant issues relating to drawing down of land for development and for landowners to be</p>	<p>An alternative approach which would provide more certainty is to factor in all the development over a five year period. We cannot accurately forecast beyond this because pupils beyond the five year phase will not have been born yet.</p> <p>This method would provide certainty on a per unit rate and any legal agreement could include a</p>	<p>Sentence added to the end of paragraph 8.1 reading 'Where a development is anticipated to be phased beyond a five year period an assessment will be undertaken on all of the development over a five year period. Any legal agreement could include a reconciliation at the end.'</p> <p>Paragraph 8.4 (from the draft that was consulted on) has now been removed.</p>

<p>Shelley Thomson – Stewart Milne Homes (2/5)</p>	<p>confident of land values. It is not clear what the Councils intentions are at the five year period review. If contributions calculated and paid to the Council within the previous five year period are in excess of the actual pupil numbers generated, are the Council then prepared to refund the difference or look at then discounting that against the next five year forecast? There must be a more robust and scientific method for forecasting and calculating pupils generated from development.</p>	<p>reconciliation at the end. This would provide certainty to both Council funding and development viability.</p>	
	<p>Object to the contributions threshold being set to 80% and 90% for primary and secondary contributions. These % thresholds should not require contributions until such times as the school is forecast to be at capacity and equal to 100% of functioning capacity. This would then meet the tests set out in Circular 3/2012.</p>	<p>Paragraph 18 of Circular 3/2012 states that 'planning obligations should not be used to extract advantages, benefits or payments from landowners or developers which are not directly related to the proposed development.' We do not think it is unreasonable to ask for contributions once a primary school has reached 80% capacity or a secondary school has reached 90% capacity because Aberdeen City Council must meet National Legislation, class configurations and Teachers Conditions of Service.</p> <p>All schools have a range of capacity which is to take into account class configurations. The range differs year on year dependent on the configuration but effectively this</p>	<p>Change the third sentence of paragraph 8.2 to read 'Therefore, contributions will be sought when a primary school is forecast to exceed 80% of the maximum capacity of that school and is projected to have a rising roll which takes the school above 100% capacity.'</p> <p>Amend the last sentence of paragraph 8.3 to read 'It should be noted that as the roll approaches the school capacity, i.e. over 90%, class configurations will become less flexible, potentially reducing the available spaces. Therefore, contributions will be sought when a secondary school is forecast to exceed 90% of the maximum capacity of that school and is projected to have a rising roll which takes the school above</p>

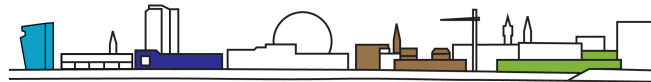
		<p>would be the maximum capacity of the school in that year.</p> <p>The planning capacity of a primary school is calculated by dividing the total clear floor area of teaching rooms by the space allocation per child, which in the case of Aberdeen City Council is 2.0m² per child. For example a classroom with a clear floor area of 60m² will have a planning capacity of 30 pupils.</p> <p>There are rooms which although are used in the delivery of the curriculum are excluded from the capacity of the school. These rooms include the library, gym hall, break out areas outside of classrooms, designated ASN bases and General Purpose areas which are used for activity such as drama, art, ICT, dance and music.</p> <p>The working capacity of a school takes account of maximum class sizes, for example, composite classes which are limited to 25 pupils and the maximum class sizes for Primary 1, 2 and 3 classes which are limited to 25 for P1 and 30 for P2 and P3. For example a room which has a planning capacity of 30 pupils and which is used for a P1 class has a working capacity of 25</p>	100% capacity.'
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		<p>pupils.</p> <p>It is generally the working capacity which determines how many pupils a school can accommodate in any given year, as it would be highly unlikely that each teaching room will be matched to the size of the class.</p> <p>By using 80% for primary schools and 90% for secondary schools as a benchmark it provides flexibility to mitigate the impact of additional pupils which may require additional accommodation to be provided.</p>	
<p>Shelley Thomson – Stewart Milne Homes (3/5)</p>	<p>In paragraph 8.5 the Council have noted where these figures have been taken from however fall short of publishing and justifying these figures. The Council require to be open and transparent in where these figures have been taken from.</p>	<p>Agree that the document should be more open and transparent regarding the figures stated in paragraph 8.5 (now paragraph 8.4).</p>	<p>There has been a change to paragraph 8.4 following further information from Aberdeen City Council's Education, Culture and Sport Service. The N.B's for Primary and Secondary permanent extensions now read 'N.B. The cost quoted above for each pupil generated is taken from historic procurements undertaken by Aberdeen City Council for a school with 10 sq. m. per pupil.' and 'N.B. The cost quoted above for each pupil generated is taken from historic procurements undertaken by Aberdeen City Council (removing any community facility cost) and basing costs on a school with 12.5 sq. m. per pupil.'</p>

<p>Shelley Thomson – Stewart Milne Homes</p>	<p>Object to the policy approach that larger residential developments, where the development as a whole or part of a masterplan</p>	<p>The land is an additional cost to the delivery of the new school and proportionate contributions from all</p>	<p>Further information has been added to paragraph 8.4 reading 'N.B. Whilst we are mindful of the Scottish Government's indicative minimum allocations of 7.5 sq. m. for primary pupils and 10 sq. m. for secondary pupils, we believe that additional flexibility can be achieved from allowing 10 sq. m. for primary pupils and 12.5 sq. m. for secondary pupils. This will improve the building's ability to deliver all aspects of the Curriculum for Excellence.'</p> <p>Further information regarding plot sizes for new schools has been added to paragraph 8.4 reading 'Land figures are based on the School Premises (General Requirements and Standards) (Scotland) Regulations (1967) as amended 1973 and 1979. Part III of the document provides a series of tables which set out the minimum area and the figures of 2.5 ha for a primary school and 7.5 ha for a secondary school are appropriate for the size of schools we will be creating in the future.'</p>
			<p>No modification required.</p>

(4/5)	<p>generates the need for a new school, that the applicant will be required to contribute per pupil to build the school and provide land for the new school. The additional burden on developers is unacceptable and would make development unviable. Land to provide school accommodation may be negotiated as part of the masterplan. The land value should be deducted when assessing contributions and not an additional cost borne to the developer.</p>	<p>development (including existing) would be required.</p> <p>The land value is not included in the £23,000 contribution therefore should not be deducted.</p>	
<p>Shelley Thomson – Stewart Milne Homes (5/5)</p>	<p>It is welcomed that where community facilities are provided as part of the school development, there will not be an additional requirement on developers to provide for community facilities over an above those already provided.</p>	<p>Comments noted.</p>	<p>No modification required.</p>

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aberdeen local development plan

Supplementary Guidance

Topic: Delivering Infrastructure

Title: Infrastructure and Developer
Contributions Manual

Date: June 2014

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1. Introduction

1.1. This Supplementary Guidance (SG) forms part of the Development Plan and is a material consideration in the determination of planning applications.

1.2. This SG relates to, and expands on, the following policies in the Aberdeen Local Development Plan:

Policy I1 – Infrastructure Delivery and Developer Contributions

1.3 New development can have a very positive effect on an area, providing new homes, jobs and economic prosperity. However, development can also place additional pressures on resources and infrastructure such as schools, community and leisure facilities, transport infrastructure, health services and the local environment. The delivery of infrastructure alongside new development can help to create balanced, accessible and sustainable communities. 1.4 Scottish Government emphasises the need to plan more effectively for the infrastructure required to support new development and published new planning policy guidance (Circular 1/2010 Planning Agreements) to provide the framework for securing the delivery of infrastructure and financial contributions to support development.

1.5 The purpose of this Infrastructure and Developer Contributions Manual is to provide clear guidance on the methodology used to identify infrastructure requirements and the criteria that should be used to calculate developer contributions to support new development. However, pre-application discussions and early contact with the Developer Obligations Team to ascertain the likely levels of contributions required is encouraged.

1.6 It is important to note that this Guidance is not directly relevant to the provision of water and drainage, electricity, and telecoms infrastructure, as these services are controlled by public sector bodies and private supply companies, and the specific standards, specification and requirements relating to each are out with the control of the Council.

2. Our approach to Infrastructure Delivery

2.1. Through the Local Development Plan, Aberdeen City Council's approach to the planning and delivery of infrastructure is open, transparent, and is supported by a robust evidence base. Our aim is to provide clear guidance to all stakeholders, in particular the development industry, on the infrastructure required to support development from an early stage in the preparation of the LDP.

2.2. Policy I1 of the Local Development Plan states that all development should be supported by the infrastructure and developer contributions necessary to support the proposed development.

2.3. The Action Programme which accompanies the Local Development Plan outlines further details on the delivery of supporting infrastructure. The Action Programme is a 'live' document that will be updated regularly to take account of changes in circumstances as sites come forward through the planning process.

2.4. From an early stage in the preparation of the Local Development Plan, the City Council has worked in close partnership with a wide range of agencies – through the Future Infrastructure Requirements for Services Group (or FIRS) – to establish the infrastructure requirements to support development. The FIRS Group comprises representatives from the following organisations:

- Aberdeen City Council, including colleagues representing Roads, Public Transport, Transport Policy, Housing Strategy, Education, Culture & Sport, Development Management and the Planning Gain Team;
- Transport Scotland;
- Scottish Water;
- Nestrans; and
- NHS Grampian.

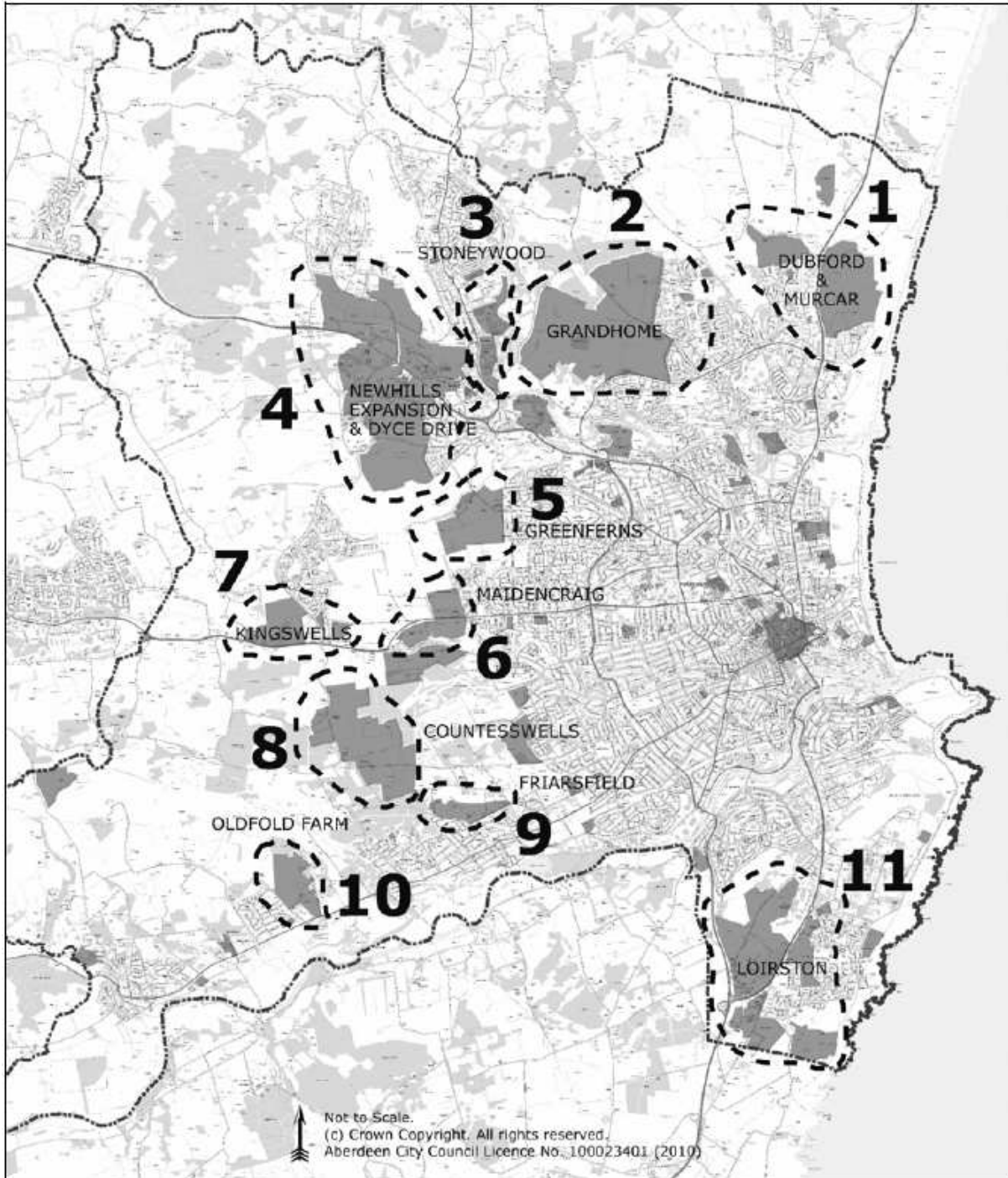
3. **Masterplan Zones**

3.1. The Council has identified eleven Masterplan Zones, shown in the Table and Map below, as well as Figure 1 in the Local Development Plan, within which developers will be expected to work together to prepare Masterplans for each zone reflecting the planning and delivery of associated infrastructure requirements set out in this document. Further details on the timing and delivery of infrastructure identified below are set out in the Action Programme which accompanies this Plan.

3.2 The requirements listed are based on the most up-to-date information currently available.

Masterplan Zone	Sites included
1 – Dubford & Murcar	OP25 Dubford OP2 Murcar
2 – Grandhome	OP12 Grandhome OP10 East Woodcroft
3 – Stoneywood	OP24 Stoneywood
4 – Newhills Expansion & Dyce Drive	OP26 Walton Farm & Craibstone North OP29 Craibstone South OP27 Land near Bucksburn School OP30 Rowett South OP28 Rowett North OP31 Greenferns Landward
5 – Greenferns	OP45 Greenferns
6 – Maidencraig	OP43 Maidencraig South East OP44 Maidencraig North East
7 – Kingswells	OP40 West Hatton, Home Farm, Home Farm Kingswells OP41 Kingswells C OP42 Kingswells D and West Huxterstone
8 – Countesswells	OP58 Countesswells
9 – Friarsfield	OP51 Friarsfield
10 – Oldfold Farm	OP62 Oldfold

Map showing the Masterplan Zones



3.2. All development sites, whether listed or not within the Masterplan Zones table in this document, LDP or Action Programme, will have to provide the necessary infrastructure and developer contributions necessary to mitigate the impact of development. The means to how this will be calculated will be based on the criteria set out in the following sections.

3.3. Masterplans will need to reflect the infrastructure requirements identified and should include a Delivery Statement setting out details of how the proposed development, and

the accompanying infrastructure, will be delivered. Subsequently, actions relating to the delivery of infrastructure will need to be defined once the Masterplan and Delivery Statement have been agreed with the Council and any key agencies.

4. Guidelines - Methodology for Infrastructure Requirements and Developer Contributions

4.1 This section explains the process undertaken by the FIRS Group to calculate the infrastructure requirements for the Masterplan Zones. It also sets out details on the criteria that will be used to assess the precise level of infrastructure requirements and developer contributions for all development proposals.

4.2 These criteria will need to be used when considering the infrastructure and developer contributions required in connection with any development proposal. The precise level of infrastructure provision and developer contributions required from any development will need to be agreed with the Council, in consultation with other statutory agencies. Any costs for infrastructure will be reviewed annually and adjusted according to an agreed indexation.

4.3 The methodology seeks to ensure that appropriate contributions are secured from developers to support new communities and to make a fair and proportionate contribution to the cumulative impact of development across the City and, where appropriate, the region as a whole. The Council has been careful to avoid deterring development by making unreasonable demands, and emphasise that any infrastructure or developer contributions sought are proportionate to the development proposed.

5. Transport

5.1. The Transport Framework process, which supported the preparation of the Local Development Plan, helped to identify the transport infrastructure likely to be required to support new development. A number of transport related projects are already being developed by the Council in partnership with key agencies and our neighbouring authority Aberdeenshire Council, to improve the regional transport network. These include the Aberdeen Western Peripheral Route, Haudagain roundabout improvements and The Third Don Crossing, and are likely to bring about significant benefits to people living and working in the North East. Schemes listed in Policy T1 are not expected to be subject to developer contributions and details of how they will be delivered are set out in the Action Programme.

5.2. The transport schemes associated with new developments allocated for the first time in this Local Development Plan are separated into two categories:

- Strategic Transport Infrastructure - These projects have been identified by a partnership group consisting of officers from Aberdeen City Council, Aberdeenshire Council, the Strategic Development Planning Authority, Transport Scotland and NESTRANS. Funds realised from this initiative will be managed and delivered by Nestrans.
- Local Infrastructure - These transport projects are expected to be provided as part of new development and should be reflected in the associated Masterplan and subsequent planning applications.

5.3. The following provides an overview of the various types of transport related infrastructure items and contributions that may be sought.

- **Strategic Transport Fund**

5.4. The City Council and Aberdeenshire Council, in partnership with Nestrans, Transport Scotland and the Strategic Development Plan Team have explored options for delivering strategic infrastructure as development comes forward for implementation across the region.

5.5. Further information is detailed in the Supplementary Planning Guidance document Delivering Identified Projects Through a Strategic Transport Fund which can be viewed through the Strategic Development Planning Authority website at <http://www.aberdeencityandshire-sdpa.gov.uk>

- **Local Transport Infrastructure and Mitigation**

5.6. All developments, regardless of Strategic Transport Fund (STF) requirements, will be assessed in terms of their impact on the local transport network and may be required to mitigate these impacts. Indicative costs associated with the most frequently required mitigation measures are outlined in this document. Developments may be required to make an appropriate contribution towards one or several of the mitigation measures outlined in this document or any other measure that the Council deem to be appropriate.

5.7. Requirements will vary from site to site. The developer will be expected to provide and meet, in full, the cost of all external works identified as requirements through the planning process.

5.8. All developments, where impacts requiring mitigation have been clearly identified, will make an appropriate contribution towards local transport infrastructure and/or services related to that development, to ensure that the required facilities/infrastructure provision is in place in time to mitigate the impacts of the development.

5.9. Developer Contributions will be used to provide improvements to public transport, the local road network, traffic management, pedestrian and cycle facilities, accessibility infrastructure or any other such improvements where impacts requiring mitigation have been clearly identified.

5.10. Different development sites will have different transport requirements. The exact contribution required for each site will be determined on a case by case basis, for developments where significant impacts are likely a full Transport Assessment (TA) will be required to inform the process. The thresholds for when a TA will be required are set out in the Transport and Accessibility Supplementary Guidance.

5.11. Developers should be aware of, and take account of the requirements to provide such contributions. We encourage pre-application discussions with appropriate Council officers at the earliest possible stage.

5.12. The principles set out in this Developer Contributions Manual do not negate the requirement for either a Transport Assessment or a Development Framework /Masterplan/Planning Brief and should be applied as a basis for addressing transport impacts alongside and in conjunction with the preparation of these where they are required.

5.13. Developers should use these Guidelines in conjunction with the policies and principles set out in the Transport and Accessibility Supplementary Guidance and in terms of walking and cycling, the Open Space Supplementary Guidance.

- **Assessment of Appropriate Level of Developer Contributions:**

5.14. The full impact of the development on the local transport network will be taken into account when assessing the required levels of local mitigation.

5.15. The following mitigation measures are examples of some of the factors which will be considered during the assessment of any development. This list is not exhaustive but provides a clear starting point for discussions between the developer and the Council. An indication of the likely costs involved in these measures is provided in a table at the end of this section.

- Road Improvements and Public Realm

A key priority in the assessment of any development proposal is to ensure that sufficient infrastructure is in place to accommodate the development. This means the provision of or upgrading of roads, bridges or other infrastructure, including carriageways and footways. This may be required either within or outwith the development site or both and planning conditions/legal agreements will be secured accordingly.

- Alterations to Existing Roads

Any alterations to existing roads that are required as part of a development will normally be undertaken as part of the development construction and progressed as part of a section 56 or a roads Construction Consent application . However, there may be instances where the Council may wish to take on this construction, if this is the case, this will be fully funded by the developer.

- Footway Crossings

In order to ensure that footway crossings are adequately constructed, they will normally be undertaken by the Council. The Council will charge the developer for the cost of the construction of a footway crossing.

- Public Transport Priority

In order to ensure that public transport services can adequately gain access to and serve a development and to ensure that existing services are not adversely impacted by the development, developers may be required to provide or fund public transport priority measures. These include, but are not limited to, bus lanes, bus-only sections of road and bus priority traffic signals.

- Supported Bus Services

Developers may be required to enter into a legal agreement which enables the up front payments to fund new bus services or to underwrite a new service for an agreed period of time. This may involve a completely new service or extending/improving an existing service. New and upgraded facilities may be required in order to deal with increased demand on public transport services, these may include the provision of or upgrade of bus stops, bus shelters and Real Time Information systems.

- Traffic Signals

Development of any kind has the potential to impact on the road network. As a result of this impact, developers may be required to provide for the installation of new traffic signals, controlled pedestrian crossings and the upgrading/refurbishment of existing traffic signal infrastructure.

- Lighting

Any development which requires new roads or the upgrading of existing roads will be expected to fund the installation of new lighting or the upgrading of existing lighting infrastructure where appropriate.

- Traffic Calming Measures

Development may generate the need for traffic calming measures such as speed humps, chicanes, kerb extensions and shared space schemes which the developer may be liable to fund.

- Cycling/Walking Routes

In accordance with the Transport and Accessibility Supplementary Guidance standards for access and permeability, developers will be required to provide safe routes for cyclists and walkers which are planned in accordance with the 5 C's – connected, convenient, comfortable, convivial and conspicuous as referred to in the Aberdeen Local Transport Strategy 2008-2012. This may include both on site and off site cycle parking infrastructure.

- Safer Routes to Schools

Developers will be required to provide safe routes to schools through the provision of measures including dropped kerbs, crossing points, speed cushions, central refuges and exclusive cycle/pedestrian paths.

- Car Clubs

Car Clubs provide a more sustainable option to individual car ownership and are often beneficial where full parking provision is limited. Developers may be required to make a contribution to the Aberdeen Car Club for the provision of spaces, vehicles or membership for the individuals living/working in their development.

- Bus Permits/Tickets

The promotion of public transport use over individual car ownership will always be encouraged, particularly where full parking provision is limited. Dependant on circumstances, developers may be required to enter into an agreement with local Public Transport Operators so that annual bus passes can be purchased and used to residents of the development. The two main operators are currently First Bus and Stagecoach. Other smaller operators also continue to run services within the area.

- Travel Plan
Travel Plans contain a package of measures aimed at promoting sustainable transport choices to and from developments. All developments are encouraged to prepare Travel Plans in support of planning applications. The thresholds for developments which require a Travel Plan are set out in the Transport and Accessibility Supplementary Guidance. For major applications it will be necessary for the developer to enter into a legal agreement detailing target aspirations, monitoring and actions for the revision of Travel Plans.
- Traffic Regulation Orders (TROs)/Stopping –Up Orders
Where Orders are required in order to facilitate development, the developer will be required to pay the Council’s administration costs in addition to paying for the infrastructure to support the Order. This may include bollards, road markings and signage.

- **Transport Indicative Costs Tables:**

5.16. The purpose of this table is to provide developers with an indication of the costs, where available, involved in meeting the transport mitigation measures set out above.

5.17. The requirements and costs will vary from site to site and developers are expected to meet in full the cost of all external works identified in the Transport Assessment (TA) and/or through the planning process. It is recommended that developers take account of these estimates when costing development proposals to avoid difficulties later in the planning process. However, a guarantee cannot be given as to the actual costs arising from the assessment of individual proposals. Early discussion with the Council is encouraged. The tables below set out the indicative costs of specific items for information.

Figure 3 – Transport Indicative Costs Table

Transport Mitigation Measure	Applicability	Indicative Cost
Road Improvements and Public Realm	This may be a requirement for retail, residential or commercial developments, dependant on the resulting impact on the local transport network. This may include improvements to carriageways and footways were necessary.	The developer will be required to undertake these works to a specification acceptable to the Roads Authority. The costs will vary significantly depending on the scale of works required. Dependant on circumstances, the developer may be required to contribute funds to improvements being constructed by the Council or others.
Alterations to Existing Roads	Normally this would form part of works constructed by the developer although occasionally the Council may wish to	The developer will be required to undertake these works to a specification acceptable to the Roads Authority. The costs will vary

Transport Mitigation Measure	Applicability	Indicative Cost
	take on construction, at a cost to the developer.	significantly depending on the scale of works required. Dependant on circumstances, the developer may be required to contribute funds to improvements being constructed by the Council or others.
Footway Crossings	This will be a requirement for any development that includes a driveway crossing over an existing footway or road verge. The Council will normally undertake this work, at a cost to the developer.	The approximate cost for a dropped kerb is £800-£1500.
Public Transport Priority	This may be a requirement for major retail, residential or commercial developments, dependant on the extent and nature of existing priority arrangements and how well this could address the impact of development.	It is not possible to provide costs. Where this is a requirement the cost will be determined by the work required.
Supported Bus Services	In principle this may be a requirement for major retail, residential or commercial developments.	<p>It is not possible to provide costs for the extension of existing bus services or the introduction of a new service as this will depend entirely on the service/area in question and the magnitude of change.</p> <p>A new bus shelter would cost approximately £3500.</p> <p>The installation of Real Time Information display would cost approximately £3500-£5000 per site.</p> <p>Upgrading existing infrastructure to include raised access kerbs costs approximately £2000 per site.</p>

Transport Mitigation Measure	Applicability	Indicative Cost
		Upgrading an existing site to include courtesy lighting costs approximately £500-£2000 per site, depending on the availability of electrical feed.
Traffic Signals	This requirement will apply in principle to the majority of developments.	The cost will vary depending on what is required. A single pedestrian crossing costs approximately £30,000 whereas signalling a four arm junction costs approximately £100,000.
Lighting	This requirement will apply to any development which requires new roads or the upgrading of existing roads.	It is not possible to provide costs. Where this is a requirement the cost will be determined by the work required.
Traffic Calming Measures	The requirement to provide traffic calming on roads may be required where there is likely to be any increase in traffic movements on surrounding residential streets.	The developer will be required to provide these improvements. A road hump or set of cushions costs approximately £1000 per feature and they are required at 75m intervals. An entrance treatment for a 20mph zone costs approximately £1500 but can vary.
Cycle/Walking Routes (excluding those facilities already required through the Roads Improvement and Public Realm category)	This requirement will apply in principle to all new developments. The requirement to provide cycle/walking routes is set out in the Transport and Accessibility Supplementary Guidance. In addition, developers will be required to fund external links to connect with the wider cycle/walking network and this may include both onsite and offsite cycle parking infrastructure.	The developer will normally be required to provide these improvements. Developers should refer to the 'Core Paths Network' section of this document for guidance on likely requirements. The approximate cost of a cycle parking stand (Sheffield standard) is £150. The approximate cost of a cycle locker is £400. The approximate cost of a covered cycle shelter is £2500.
Safer Routes to Schools (excluding those facilities)	This requirement will apply in principle to all new residential	It is not possible to provide costs. Where this is a requirement the cost will be

Transport Mitigation Measure	Applicability	Indicative Cost
already required through the Roads Improvement and Public Realm category)	developments. Developers may be required to make payments towards mapping of routes, cycle training and walking bus initiatives.	determined by the work required.
Car Club	This requirement may apply to all city centre residential developments and other developments where full parking provision is limited.	<p>For residential developments:</p> <p>For the majority of residential developments a contribution of £400 per unit will be required. This contribution covers the cost of 2 years annual membership per unit. In certain circumstances a development may wish to make a contribution towards Car Club vehicles. Under these circumstances the overall membership contribution (£400 per unit) may be negotiated.</p> <p>For Non-residential developments:</p> <p>Each development will be dealt with on a case by case basis taking into account location, size and provision of parking.</p>

Transport Mitigation Measure	Applicability	Indicative Cost
Bus Permits/Tickets	This requirement may apply to developments where full parking provision is limited.	The current cost of providing an annual bus permit for use with First Bus services is £660 and the approximate cost of providing an annual bus permit for use with Stagecoach services ranges from £510-£1790 (dependant on bus route).
Travel Plan	The thresholds for developments which require a Travel Plan are set out in the Transport and Accessibility Supplementary Guidance although all developments are encouraged to prepare Travel Plans in support of planning applications.	To be provided by Developer. Through Masterplan process there will be a requirement to produce a Travel Plan Framework with individual developments complying with the framework.
Traffic Regulation Orders/Stopping-Up Orders	This requirement may apply to all developments.	The cost per Order is approximately £1500 which must be paid regardless of whether the Order is successful or not. The developer would also be required to pay the costs of the work.

Note: Costs are correct as of May 2012.

6. Air Quality

6.1. Local Development Plan Policy NE10 states that planning applications for development which have the potential to have a detrimental impact on air quality will not be permitted unless measures to mitigate the impact of air pollutants are included. Mitigation measures should ensure that the development ameliorates against any impact on local air quality, and where the mitigation measures proposed do not fully

mitigate the impact of development on air quality, further contributions may be sought by the Planning Authority.

6.2. Further details can be sought from the Supplementary Guidance document on Air Quality.

7. Core Paths Network

7.1. New development will be required to incorporate, enhance and link to the Core Paths Network. Infrastructure requirements relating to walking and cycling facilities, such as core paths, are set out under Policy I1 of the Local Development Plan, and section 3 of the LDP Action Programme. These new and improved paths will need to be incorporated into the corresponding Masterplan Zones identified. Contributions for Core Paths and access will also be sought for new development outwith Masterplan Zones.

7.2. The criteria for assessing whether a proposed development needs to contribute to the Core Paths Network is as follows:

- Development which incorporates and enhances existing core paths and provides links to the Core Paths Network will not require any financial contribution providing that the measures proposed are appropriate for the level of development proposed and are agreed with the City Council as Access Authority.

Where there is no provision of core paths or links to the Core Paths Network, developers will be required to make a financial contribution at a rate of £371 per-house-equivalent for residential and non-residential developments (see below).

- Where a developer proposes provision of, or improvements to, the Core Paths Network and the Council, as Access Authority, considers such measures to be inadequate, a financial contribution will be sought to facilitate and mitigate the level of development proposed.
- The rate of £371 per-house-equivalent is based on current costs for the provision of Core Paths in Aberdeen, taking account of the level of provision across a number of communities.

7.3 Residential Development

7.3.1 As stated above, a rate of £371 per-house-equivalent is used to provide Core Paths. The figures below calculate the contribution required. A three bed roomed house is taken as a 'standard sized unit'.

1 bed = 0.6
2 bed = 0.8
3 bed = 1 'standard sized unit'
4 bed = 1.2
5 bed = 1.4
6 bed = 1.6

Worked Example:

4 x 1 beds, 2 x 3 beds, 2 x 4 beds and 2 x 5 beds = 9.6 standard sized units

9.6 standard sized units x £371 = £3561.60

7.4 Commercial Development 7.4.1 The formula for calculating per House Unit Equivalent (HUE) is based on the gross floor area (GFA) of the commercial premises plus 50% of concrete/tarmac areas and 25% of hardcore areas (Gross External Area GEA) to give an equivalent number of house units at 10 units per acre that could have been erected on a similar area, using 400m² as an average house plot size. Where the number of car parking spaces has been indicated the standard area required for a parking space of 24 m² will be used.

$(GFA + (GEA/2)) / 400 = \text{HUE}$ based on a density of 10 units per acre.

Worked Example:

2,000m² food store + 4,000m² car park = (2,000 + 2,000) / 400 = 10 HUE

On the basis of £371 per house unit this would equate to **£3,710** as a contribution to be utilised towards environmental and access improvements.

7.3. An individual site usage weighting factor is then applied to reflect the probable occupation level of the site. The weighting factor takes account of use factors, where a site with a small number of users, such as a warehouse, has a low weighting factor. In contrast a site with a large number of users, such as a supermarket, has a higher weighting factor. The weighting factors are as follows:

Bulky Goods- retail w/house	0.25
Fast food	0.75
Hotel	0.5
Leisure etc	0.25
Non Food retail	0.5
Office & other commercial	0.75
Petrol Station/garage	0.25
Restaurant	0.75
Retail food	1
Showroom	0.1
Warehouse	0.05
Workshops/engineering	0.2

Worked Example:

Hotel and Facilities: 9,389m², Car Parking = 5,856m²

9,389m² x 0.5 + ((5,856/2)x0.5) = 6,158m²

6,158m²/400 = 15.39 HUE

On the basis of £371 per house unit this would equate to **£5,709** as a contribution

8. Schools

8.1. All new developments of five housing units or more are required to contribute no less than 25% of the total number of units as affordable housing as stated in LDP Policy H5 Affordable Housing. Further detail on the policy is set out in the Supplementary Guidance document on Affordable Housing.

8.2. An assessment of infrastructure requirements for education provision is based on the anticipated number of pupils from a proposed development, based on the pupil-per-household (pph) ratio for the relevant catchment and their impact upon the primary and secondary school rolls at the schools serving that development averaged out over a maximum of a 5 year period from the anticipated development start date. Where a development is anticipated to be phased beyond a five year period an assessment will be undertaken on all of the development over a five year period. Any legal agreement could include a reconciliation at the end.

8.2 The School Roll Forecasts, published by the Council, state the maximum capacity of schools across the City. However, it is highly unlikely that a school can run to the maximum capacity due to the variation in pupil numbers in each year group cohort which varies from year to year (please refer to the Schools Roll Forecast which is updated annually). Therefore, contributions will be sought when a primary school is forecast to exceed 80% of the maximum capacity of that school and is projected to have a rising roll which takes the school above 100% capacity. It should be noted that as the roll approaches the school's maximum capacity, i.e. over 80% occupancy, class configurations will become less flexible, potentially further reducing the available spaces.

8.3 In secondary schools, variation between pupil numbers in each year group can have an impact on the number of spaces in any year group. In addition, subject choice and changes to curriculum offered can also mean that the operational capacity of a secondary school will vary from year to year. Consequently, the school may effectively have no spaces although it would appear to be under-occupied based on the School Roll Forecast. It should be noted that as the roll approaches the school's capacity, i.e. over 90%, class configurations will become less flexible, potentially reducing the available spaces. Therefore, contributions will be sought when a secondary school is forecast to exceed 90% of the maximum capacity of that school and is projected to have a rising roll which takes the school above 100% capacity.

8.4 Once the impact has been identified the required level of contribution is determined using the 'rate per pupil' required to provide the necessary infrastructure at the following rates:

- **New build accommodation should be provided where the zoned school roll forecast is for it to exceed current operational capacity or it**

is already above capacity and the additional pupils from the development will add to this over capacity problem.

Primary – Permanent extension or new build school = £23,000 per pupil generated

N.B. The cost quoted above for each pupil generated is taken from historic procurements undertaken by Aberdeen City Council for a school with 10 sq. m. per pupil.

Secondary – Permanent extension or new build school = £30,000 per pupil generated.

N.B. The cost quoted above for each pupil generated is taken from historic procurements undertaken by Aberdeen City Council (removing any community facility cost) and basing costs on a school with 12.5 sq. m. per pupil.

N.B. Aberdeen City Council has space allocations of 10 sq. m. per primary pupil and 12.5 sq. m. per secondary pupil. This space metric provides flexibility within our schools and improves the building's ability to deliver all aspects of the Curriculum for Excellence and active learning.

- It is an expectation of Aberdeen City Council that all newly procured schools will be of an equivalent standard to 3R's schools.

- **On larger residential developments, where the development as a whole or as part of a masterplan generates the need for a new school, the applicant will be required to provide a school site or provide a proportionate contribution to the land value, in addition to the contributions to the building cost. For Primary provision this should be 2.5 hectares or thereby and for secondary schools this should be 7.5 hectares or thereby of serviced and where possible reasonably flat land, including provision for playing fields (these figures may vary depending on the size of the school i.e. shared school campus). Land figures are based on the School Premises (General Requirements and Standards) (Scotland) Regulations (1967) as amended 1973 and 1979. Part III of the document provides a series of tables which set out the minimum area and the figures of 2.5 ha for a primary school and 7.5 ha for a secondary school are appropriate for the size of schools we will be creating in the future. **Where both primary and secondary school sites are required the applicant may wish to investigate the possibility of a shared school campus design layout.****

8.5 Contributions for community facilities (see Section 13) will be less if community facilities are provided as part of the school development and contributions will not be duplicated if they are provided as part of the school development. Where community facilities are provided within a school for public use, the floorspace will be taken into account for any contribution required. Should a shortfall in provision be identified based on the number of dwellings proposed, the existing provision will be deducted from the space standards formula in order to assess the contribution required. Developers are encouraged to liaise with Aberdeen City Council's Education, Culture and Sport and Developer Obligations team to agree what community facilities need to be provided.

9. Water and Drainage

- 9.1. Contributions can be sought on both committed infrastructure and / or infrastructure currently under construction.
- 9.2 There are opportunities within Aberdeen City to develop flood protection schemes that serve a dual purpose as regional Sustainable Urban Drainage Systems (SUDS). These schemes could be built by Aberdeen City Council, on land owned by the Council and 'space' made available either through planning agreements or as commercial agreements, between the Council and developers.
- 9.3 There is also the possibility of developers constructing SUDS / flood protection measures which benefit the City generally but are contained within the footprint of their development. These schemes could be adopted by Aberdeen City Council. Developers are encouraged to contact the Council's Structures, Flooding and Coastal Engineering Team as early as possible.
- 9.4 Scottish Water may also vest SUDs, if they comply with Scottish Water's design standards. If a developer wishes their SUDs to be vested by Scottish Water, early engagement is recommended.
- 9.5 Developers are advised to contact Scottish Water to discuss the water and drainage needs of their development as early as possible. A Pre Development Enquiry form (available at www.scottishwater.co.uk) can be filled out and submitted to Scottish Water, which will allow an initial assessment to be carried out. Early consideration should be given in the planning application process to the SUDS maintenance programme. This will ensure that a high quality open space is delivered on a long term basis.

10. Health

- 10.1. Infrastructure requirements have been calculated with NHS Grampian on the basis of national health standards and by estimating the likely number of new patients generated by each proposed development. Contributions will be calculated using nationally recognised space standards and build costs, based upon the population requirements for GP surgeries, dental chairs and community pharmacies.
- 10.2. Infrastructure requirements relating to the Masterplan Zones are identified under Policy I1 of the LDP and the LDP Action Programme. The precise need for infrastructure and the process for delivery will need to be discussed and agreed with NHS Grampian at the earliest opportunity in the preparation of proposals for development. Masterplans and planning applications for development will need to reflect the infrastructure requirements identified as well as the means of delivering such infrastructure. Any financial contributions will need to be agreed with the Council, in consultation with NHS Grampian, before an application can be determined.

11. Open Space and Green Space Network

Open Space

- 11.1. In 2010, the City Council published its first Open Space Audit which has provided a detailed assessment of open spaces across the City, and has informed preparation of the Aberdeen Open Space Strategy, which provides a strategic framework for

protecting, creating, connecting, and improving open spaces. This work has provided the basis for determining open space standards and green infrastructure across the City.

- 11.2 Policy NE4 of the Local Development Plan sets out the open space requirements for residential development which states that 2.8 hectares of open space must be provided per 1000 people. This figure will be calculated using the average number of people who live in each dwelling. This information is available from the Scottish Household Survey and is outlined in Figure 4. The categories of open space include Play space, Outdoor Sports Areas, Natural Greenspace and Green Corridors and Allotments. The existing Green Space Network should not be used or considered as an open space provision. Also, any provision of green space or natural habitat to mitigate an adverse impact on the existing green space network would be additional to the general open space requirement, and would not form part of the open space delivery.

Figure 4 – Average Household Size

Dwelling Size	Average Household Size (persons)
1 bedroom	1.3
2 bedroom	1.9
3 bedroom	2.6
4 bedroom	2.9
5 bedroom	3.6
6 bedroom	5.0
7 bedroom	6.0

Example:

a development of two hundred three-bedroom houses and one hundred one-bedroom flats will equate to 650 people.

$(200 \times 2.6 = 520) + (100 \times 1.3 = 130) = 650$

11.3 The Open Space Supplementary Guidance and Open Space Audit will be used to identify the level of provision in the local area, using minimum quantity, quality and accessibility standards. Where the quantity standards have already been met within the surrounding area, it may be appropriate to make improvements to the quality of, and accessibility to, the existing provision using open space audit quality criteria.

11.4 In addition, existing outdoor and indoor sports areas which require works other than ground works for playing fields, for example, lighting, changing facilities, spectator areas, car and coach parking, will attract contributions based on a cost per square metre basis for building works. The requirements are assessed and determined so as not to degrade the level of amenity already enjoyed by existing residents. Existing facilities are taken into account and adjustments to the overall rate will be made on a site by site basis.

11.5 All other types of development, including commercial, business and employment developments, will need to provide an appropriate level of open space in the context of the

landscape setting and the nature and scale of development. Such provision will need to be agreed with the Council at the earliest opportunity in developing proposals for a site.

Green Space Network

11.6 As stated in Policy NE1 of the Local Development Plan, development which has an impact on existing wildlife habitats, or connections between them, or other features of value to natural heritage, open space, landscape and recreation, must be mitigated either within or outside of the development. As Green Space Network defines the strategic and priority green infrastructure, mitigation measures should be targeted towards the protection and enhancement of Green Space Network.

11.7 Such provision will need to be agreed with the Council at the earliest opportunity in developing proposals for a site. The Open Space Strategy and Supplementary Guidance give more information on the rationale, priorities and delivery mechanisms of the Green Space Network.

11.8 Aberdeen City Council has developed a Green Space Network Geographic Information System (GIS) online Tool which should be used to develop, promote and enhance the network.

12. Library Provision

12.1. Where there is deemed to be an impact on current provision from new development, the Council will seek contributions towards the creation of libraries. The guideline requirement for floor area in relation to population indicates that a building of at least 42 m² per 1,000 residents is required. As the population criteria are exceeded only by continued expansion of the settlement by developers the need for a contribution towards such facilities is therefore reasonable and justifiable. The Authority will plan for any contributions towards improvements to the service provision in the most effective manner.

12.2. Contributions are calculated assuming 2.3 persons per household, at a build cost of £1,175 per m², required by the population arising from the development.

13. Community Facilities

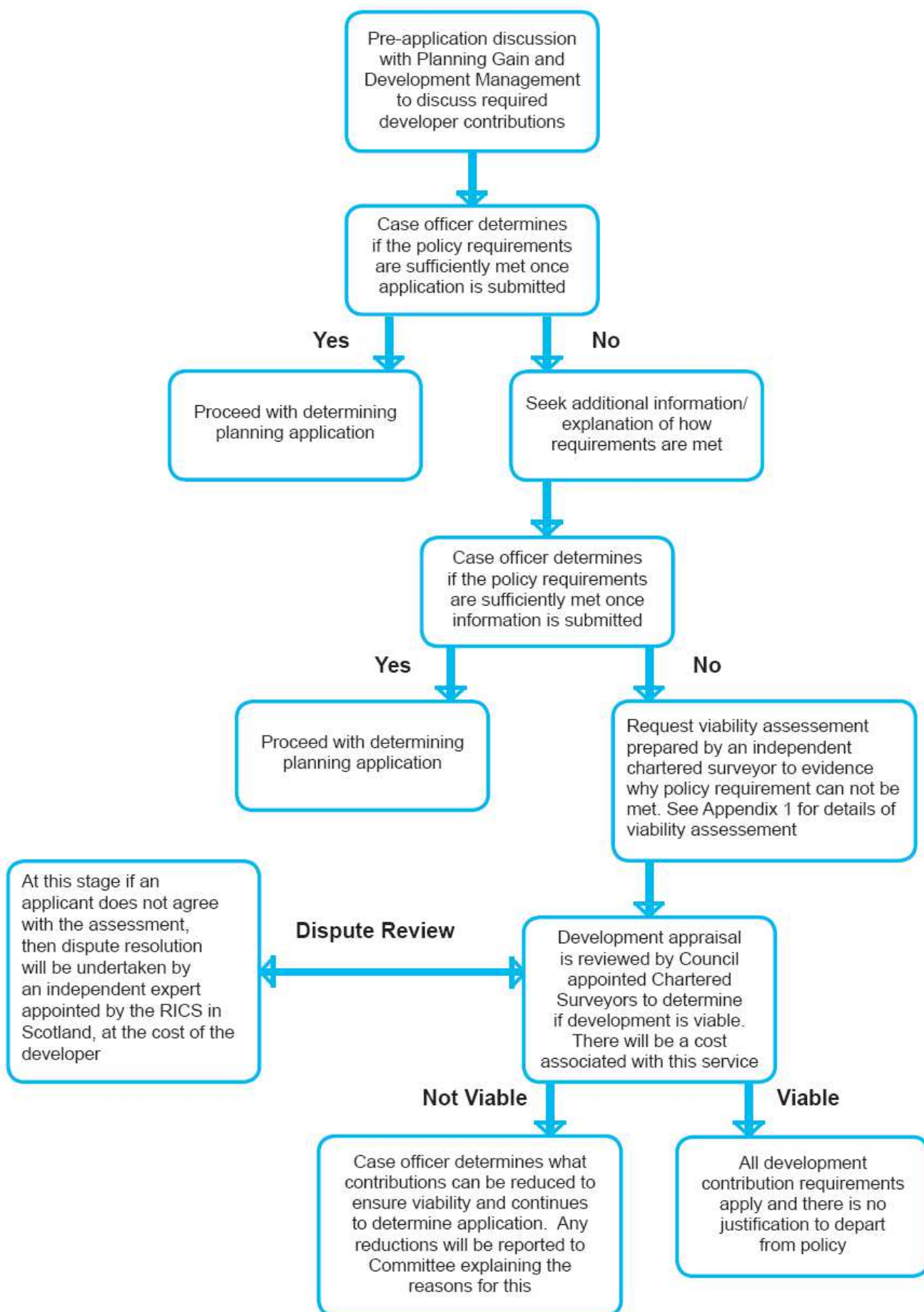
13.1. Where there is deemed to be an impact on current provision from new development, the Council will seek contributions towards the creation of community facilities. This is calculated on the requirement of 0.69 m² of community facility per dwelling unit as determined for small to medium size developments. This is to ensure that existing residents are not disadvantaged by an increase of usage from additional residents the proposed development would generate. The level of contribution is determined by the size of the existing facilities and current population served by the facilities together with the anticipated increase in the population served by the new development. In some instances there will be no contribution required if the facilities are of adequate size to cope with both existing and anticipated usage.

13.2. Contributions are calculated on the basis of the requirement for 0.69 m² of community facilities per household, using a build cost of £1,175 per m².

14. Development Viability

- 14.1. The consideration of financial viability is, in the application of planning policy and the negotiation of developer contributions, an essential element in the determination of planning applications. A certain degree of knowledge and understanding is needed by planners and decision-makers as to the viability implications of all of the requirements placed on development, and where difficulties arise in delivering all the requirements, independent expert viability input is required.
- 14.2. In these instances applications must be supported by viability assessments and it is important that these are supported by adequate comparable evidence. For this reason it is important that the appraisal is undertaken by a suitably qualified practitioner. This ensures that appropriate assumptions are adopted and judgment formulated in respect of inputs such as values, yields, rents, sales periods, costs, profit levels and finance rates to be assumed in the appraisal. This should be carried out by an independent practitioner and a suitably qualified surveyor.
- 14.3. Development viability reviews will be undertaken on a confidential basis should the following statement be included within each submission to the Council. The advice comes from the RICS guidance note – Financial Viability in Planning.
- 14.4. “This viability report is provided on a confidential basis to the Council. We therefore request that the report should not be disclosed to any third parties (other than consultants instructed by the Council to review this report) under the Freedom of Information Act 2000 (sections 41 and 43(2)) or under the Environmental Information Regulations.”
- 14.5. The following flowchart sets out the Council’s procedure in reviewing the viability of developments when considering all of the developer contributions.

Development Viability Flowchart



Appendix 1

Indicative Outline of what to include in a Viability Assessment

Proposed scheme details

- Floor areas:
 - commercial: gross internal area (GIA) and net internal area (NIA)
 - residential: GIA and NSA
- Residential unit numbers and habitable rooms including the split between private and affordable tenures

Gross development value (GDV)

- Any existing income that will continue to be received over the development period
- Anticipated residential sales values and ground rents (and supporting evidence including deductions for incentives)
- Anticipated rental values and supporting evidence
- Yields for the commercial elements of the scheme and supporting evidence
- Details of likely incentives, rent-free periods, voids
- Anticipated sales rates (per month)
- Anticipated grant funding for affordable housing
- Anticipated value of affordable units (with supporting evidence/explanation of how these have been valued and assumptions)
- Deductions from commercial GDV to reach NDC (Stamp Duty Land Tax (SDLT), agents, legal + VAT).

Costs

- Expected build cost (if required, a full QS cost report also showing how costs have been estimated)
- Demolition costs
- Historic costs (as reasonable and appropriate)
- Site preparation costs
- Vacant possession costs
- Planning costs
- Construction timescales, programme and phasing
- Any anticipated abnormal costs
- Rights of light payments / party walls / over sailing rights
- Details of expected funding and finance rates
- Professional fees, including:
 - architect
 - quantity surveyor
 - structural engineer
 - mechanical/electrical engineer
 - project manager
 - letting agent fee
 - letting legal fee
 - Site Value (see Section 3 of the guidance)
- Other costs

Additional details for projection based viability assessments

- Expected sales growth
- Expected rental growth

- Expected cost inflation
- Credit rate

Development programme

- Pre-build
- Construction period
- Marketing period

Viability cashflow

- Income/value/capital receipt
- Costs
- Phasing (where appropriate)

Benchmark viability proxies

- Profit on cost
- Profit on value
- Development yield
- Internal rate of return (IRR)

Planning application details

- Plans/sections/elevations (as relevant)
- Design and access statement

Sensitivity Analysis

- Two way sensitivity analysis
- Scenario analysis
- Simulation analysis

Accompanying Report (basic outline)

- Executive summary
- Contents outline
- Introduction and background
- Description of site location
- Planning policy context
- Description of scheme
- Market information summary
- Build cost and programme
- Methodology and approach
- Outputs and results
- Sensitivity analysis
- Concluding Statement

15. Definitions

Functional Capacity

The maximum capacity of a school as stated in the School Roll Forecast.

Operational Capacity

This is lower than the functional capacity stated in the Schools Roll Forecast. This is due to some class sizes having a limit of pupils.

16. Further Reading

Scottish Planning Policy

<http://www.scotland.gov.uk/Resource/Doc/300760/0093908.pdf>

Circular 3/2012 Planning Obligations and Good Neighbour Agreements

<http://www.scotland.gov.uk/Resource/Doc/300295/0093714.pdf>

Aberdeen City and Shire Structure Plan and associated documents

<http://www.aberdeencityandshire-sdpa.gov.uk>

Aberdeen Local Development Plan and associated documents

<http://www.aberdeencity.gov.uk/localdevelopmentplan>

Scottish Water

<http://www.scottishwater.co.uk>

RICS Professional Guidance - Financial Viability in Planning

<http://offlinehbpl.hbpl.co.uk/NewsAttachments/RLP/RICS%20Financial%20viability%20in%20planning.pdf>

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	School Transport Pick Up and Drop Off Procedure
REPORT NUMBER:	EPI/14/063
CHECKLIST RECEIVED	Yes

1. PURPOSE OF REPORT

The purpose of this report is to advise members on the current School Transport pick up and drop off procedure for pupils at rural home locations and to seek approval for a revised policy to be implemented whereby pick up and drop off will be on public maintained roads/areas only. The report also clarifies the pick up and drop off procedures for all other School Transport.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- (i) Agree to implement the revised school transport pick up and drop off procedure for pupils residing at rural locations.
- (ii) Ratify the pick up and drop off procedure for all other School Transport.

3. FINANCIAL IMPLICATIONS

There are no perceived financial implications arising from this report. However if alterations are recommended following Road Safety assessment to allow for safe pick up/drop off at certain locations these will require further consideration following the usual procedures in terms of Road Safety and Traffic Management.

4. OTHER IMPLICATIONS

4.1 The provision of school transport is a statutory requirement under Section 51 of the Education (Scotland) Act 1980, as amended. All duties must be undertaken with consideration given to the terms of the act, as detailed later in the document.

4.2 There may be Health and Safety concerns for certain pick up/drop off points and accordingly it is proposed that safety assessments will be undertaken where these are considered necessary.

5. BACKGROUND/MAIN ISSUES

5.1 Statutory Requirements

5.1.1 Section 51 of the Education (Scotland) Act 1980, as amended, requires Education Authorities to make such arrangements as they consider necessary to facilitate attendance at school for eligible children and as such for the provision of school transport and transport facilities, under such terms and conditions as may be arranged, and to pay all or part of the reasonable travelling expenses for school pupils residing in their area and attending designated schools.

5.1.2 The Education Authority is further required, when considering whether to make arrangements for the provision of school transport for pupils attending their designated schools, to have regard to the safety of those pupils. The statutory maximum walking distance is two miles for children less than 8 years old and three miles for children aged 8 or over from a child's designated school. The distance from the school is measured as the nearest available route. Pupils who live outwith these statutory maximum distances to their designated school are then eligible for Local Authority facilitation to access their school. Authorities must consider the safety of walking routes to school for pupils living within statutory walking distances from their designated school. If the routes could be considered unsafe, then transport should be provided, even when distances may fall short of eligibility criteria.

5.1.3 Aberdeen City Council, like many other Local Authorities, has implemented a policy utilising the statutory requirements detailed above. However rather than separate children at aged 8, for simplification the walking distances are determined for Primary aged children and Secondary aged children, whereby the statutory maximum walking distance is implemented as two miles for Primary aged children

and three miles for Secondary aged children from a child's designated school.

- 5.1.4 The statutory requirement to make travel arrangements does not imply a door to door service and requires only that suitable arrangements are made. However, arrangements that anticipate a child being expected to walk an unreasonably long distance to meet transport are unlikely to be determined suitable. The safety of a pupil's journey between home and the pick up/drop off point is considered to include being accompanied by a responsible adult if necessary.
- 5.1.5 This report seeks to address and formalise the transport pick up and drop off procedure for pupils living in rural locations with no safe walking route to school as well as pupils outside the statutory walking distance.

5.2 Current Arrangements – Rural Properties

- 5.2.1 The majority of Aberdeen City Council's school transport is contracted to external transport providers. The service providers are provided with the details of the pupils to be transported and their addresses.
- 5.2.2 Historically, for rural properties within the City, depending on the size of vehicle, Service Providers have either picked up/dropped off on the public road or accessed private roads to reach service users' houses to pick up/drop off. The latter is mainly when the vehicle is designed to carry 8 or fewer passengers. This has resulted in an irregular arrangement whereby some pupils are being picked up/dropped off at road ends while other pupils are picked up/dropped off at their houses. This report seeks to implement a standard procedure whereby all pupils are picked up/dropped off at a point on publicly maintained roads.
- 5.2.3 A number of safety issues have been recognised with the current procedure. Private roads are not subject to regular maintenance and, in particular, winter clearing/gritting. Damage to Service Provider's vehicles has been reported due to the poor condition of some private roads. When Service Providers have complained about road conditions, inspections have highlighted the roads to be pot-holed and only accessible at very low speeds.
- 5.2.4 When advised of poor road conditions repairs are sometimes carried out by the home owner/resident. These tend to be of a temporary nature and the problem recurs. Poor or non-existent lighting on roads and around properties can make manoeuvring difficult.
- 5.2.5 Aberdeen City Council could be responsible for repairing and/or compensating for damage caused to private property by vehicles contracted to provide school transport.

5.3. Proposed Arrangements – Rural Properties

- 5.3.1 To address these issues it is proposed, where pick ups and drop offs are required at rural properties, to make it at a suitable publicly maintained point. This will usually be the point at which the private road at the pupil's address joins the public road. This is a standard practice adopted by a number of other Local Authorities across the UK.
- 5.3.2 This is also the standard procedure within Aberdeen City Council for pupils being picked up/dropped off by larger vehicles (school buses). However, these pick up/drop off points rarely benefit from the safety infrastructure that dedicated bus stops often have and as such, it is proposed that a risk assessment will be carried out at each of these points by a member of the Public Transport Unit initially. If safety issues are highlighted a further assessment will be carried out by a member of Aberdeen City Council's Road Safety Team. If the Road Safety Team's assessment considers a pick up/drop off point to be unsafe then the Public Transport Unit will liaise to agree an alternative or a remedy to make the point safe.
- 5.3.3 It should be noted that the travel between home and the pick up/drop off point is the responsibility of the parent/guardian and, as stated previously, the pupil's journey between home and the pick up/drop off point is considered to be accompanied by a responsible adult if necessary.
- 5.3.4 There is no suggestion that pupils stand on public roads waiting for school transport to arrive. They will be advised to stand about 10 metres from the junction and wait until the school transport vehicle has pulled in and stopped and the driver indicated to the pupil to approach the vehicle.
- 5.3.5 In the case of primary school aged children it will be the normal procedure, where possible, for the vehicle to pick up and drop off on the side of the road their house is sited. Additionally, where safety issues dictate, this will also apply to secondary pupils.
- 5.3.6 This proposed change is not applicable to school transport in place for pupils with additional support needs (ASN). These will be dealt with separately on a case by case basis.

5.4 Current Arrangements – City Mainstream and ASN Transport

- 5.4.1 For pupils in mainstream education, living in non-rural locations, free school transport is provided where a child is enrolled in his/her designated primary school and lives two miles or more from that school, and where a child is enrolled at his/her designated secondary school and lives three or more miles from that school.
- 5.4.2 Free transport may be provided in various ways, either by the provision of season tickets on buses or by direct provision of contracted transport

by the Public Transport Unit. In certain isolated and exceptional circumstances financial payments may be made directly to parents to transport their own children, but again, this is restricted to areas where other more normal methods of transport provision are unsuitable.

- 5.4.3 Again, there is no implication that there will be door to door transport provided. In certain instances, children may be required to walk up to two or three miles as appropriate, although usually the distance is much shorter. In these circumstances pick up/drop off is usually at a designated bus stop. This is the normal practice for pupils travelling to/from school in large school buses.
- 5.4.4 Where smaller vehicles (taxis and/or minibuses) are used it is the normal practice that pupils are picked up/dropped off from the pavement or roadside at or near their home address.
- 5.4.5 For pupils with Additional Support Needs free transport is provided no matter what distance he/she lives from his/her designated school. Pupils are picked up/dropped off at or near their home. Pupils will exit the vehicle at the pavement side and, unless unavoidable, pupils will not have to cross the road to get to their home.

5.5 Conclusion

If approved, these revised standardised procedures are planned to be implemented at the start of the new school year on Tuesday 19 August 2014.

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 also sets a priority of improved public transport and integration of transport is a key to improving access to employment, education and training opportunities.
- 6.2 The Smarter City document sets out that we will provide and promote a sustainable transport system.
- 6.3 The Enterprise, Planning and Infrastructure service plan sets out to deliver our statutory responsibilities effectively and efficiently. In addition 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 in terms of a statutory service delivery.

6.5 An Equalities and Human Rights Impact Assessment has not been completed.

7. MANAGEMENT OF RISK

The proposed pick up and drop off points for rural properties as noted rarely benefit from the safety infrastructure that dedicated bus stops often have and as such, it is proposed that a risk assessment will be carried out at each of these points by a member of the Public Transport Unit initially. If safety issues are highlighted a further assessment will be carried out by a member of Aberdeen City Council's Road Safety Team. Any concerns with regards to safety will be addressed accordingly.

8. BACKGROUND PAPERS

None.

9. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Tree Preservation Orders & High Hedge Notices – Delegated Powers
REPORT NUMBER:	EPI/14/122
CHECKLIST RECEIVED	Yes

1. PURPOSE OF REPORT

Due specifically to the requirements of new legislation (The High Hedges (Scotland) Act 2013) this report outlines a request for the committee to approve that the Scheme of Delegation be updated in line with the recommendations detailed below in relation to Tree Preservation Orders & High Hedge Notices.

2. RECOMMENDATION(S)

That the committee approve that the Scheme of Delegation be updated by adding that the Head of Planning and Sustainable Development is authorised to;

- 1) refuse applications for works to trees covered by Tree Preservation Orders.
- 2) determine applications for the serving of a High Hedge notice; vary and revoke a High Hedge Notice and take enforcement action to ensure compliance with a High Hedge notice.

3. FINANCIAL IMPLICATIONS

There are no financial implications.

4. OTHER IMPLICATIONS

There are no other implications

5. BACKGROUND/MAIN ISSUES

Tree Preservation Orders

Owners of trees covered by Tree Preservation Orders (TPOs) are required to apply to the council for consent prior to undertaking any work on those trees. On receipt of an application the Council can choose to refuse the application or grant consent. Currently the Head of Planning and Sustainable Development has delegated power to grant applications to fell, lop or top trees protected by Tree Preservation Orders.

In order to refuse an application a report is required to be submitted to the Planning Development Management Committee.

Currently officers aim to administer decisions within 2-4 weeks. Where the decision to grant consent is taken the above timescale is generally achieved. However the time taken to refuse an application is substantially longer due to the requirement to report to committee.

Applications are only considered for refusal when the proposed works are inappropriate. For example where the works proposed are likely to be harmful to an otherwise healthy tree or the request is to fell an otherwise healthy tree for unsuitable reasons, i.e. leaves blocking gutters, lack of light or poor television/satellite reception.

In order to improve customer service and shorten the timescale for issuing a refusal letter it is requested that the committee approve that the Scheme of Delegation be updated by adding that the Head of Planning and Sustainable Development is authorised to refuse applications for works to trees covered by Tree Preservation Orders. This would allow for discussions to take place at an earlier stage regarding what works may be appropriate. Currently officers can only advise applicants that their application will be recommended for refusal; this does not tend to focus the applicant on the merits of alternative solutions which may be less detrimental and therefore acceptable. Applicants are more likely to wait for the outcome of committee before engaging in discussing alternative solutions. The ability to undertake these discussions sooner are more likely to result in a positive outcome rather than undertaking the discussion after the applicant has had to wait up to six weeks for a decision. In addition the time expended on preparing the report for committee could be used to deal with other applications.

It is not proposed to change the existing arrangements whereby, when new TPO's are proposed, provisional orders are reported to committee for approval prior to confirming the order.

High Hedge notice

The High Hedges Act 2013 came into force on 1st April 2014. The Act aims to provide a solution to the problem of high hedges (over 2 meters in height) which are deemed to have an adverse impact on the reasonable enjoyment of residential properties where the hedge forms a barrier to light.

Where an attempt to resolve a dispute between neighbours over the height of a hedge has failed the party affected by the hedge can apply to the council for a High Hedge notice to be served on the owner of the hedge that would require the hedge to be reduced to a specified height.

On receipt of an application the Council can choose to;

- dismiss the application if it is considered frivolous or vexatious;
- conclude that the hedge is a high hedge but due to other factors choose not to serve a high hedge notice; such as when reasonable justification for the height of the hedge is provided by the owner; or
- conclude that the hedge is a high hedge and serve a high hedge notice requiring action/s to be taken.

Once a notice has been served the council can choose to vary and revoke a notice and take enforcement action to ensure compliance with a high hedge notice as appropriate and/or necessary.

The processing of high hedge notice applications and the future management of served notices have strong parallels with the processing of minor planning applications. Delegated powers are already in place to allow the determination of minor applications without reporting to committee. In order to ensure an efficient and timeous service to applicants it would seem appropriate to deal with high hedge notice applications in the same manner as minor planning applications. It is therefore requested that the Head of Planning and Sustainable Development is authorised to determine applications for the serving of a high edge notice; vary and revoke a high hedge Notice and take enforcement action to ensure compliance with a high hedge notice.

6. IMPACT

The implementation of the High Hedges (Scotland) Act 2013 will assist the Council in delivering a number of Single Outcome Agreements.

- (15) Our public services are high quality, continually improving, efficient and responsive to local people's needs.

This report is likely to be of limited interest to the public.

The Equality and Human Rights Impact Assessment (EHRIA) identified a neutral impact on people with protected characteristics. Paragraph 9 of the EHRIA states;

The result of the impact assessment identified a neutral impact on people with protected characteristics.

7. MANAGEMENT OF RISK

The proposal is considered to result in increased efficiency and decrease the time applicants are required to wait for an outcome.

The risk of inaction if the recommendations are not accepted is that excessive officer and committee time will be expended on generally straightforward and routine procedures.

The risk of action if the recommendations are accepted is likely to result in an opportunity risk for the customer/citizen as it will likely lead to improved customer service. However the more streamlined the decision process is the greater the possibility for some parties to the decision to feel aggrieved if the decision goes against them. A structured appeal process exists for appealing against the outcome of a High Hedge notice application. There is no appeal procedure for the refusal of work to trees covered by a TPO regardless of whether the decision is taken by committee or delegated. However the council complaints procedure would be applicable in such circumstances.

8. BACKGROUND PAPERS

- Scottish Planning Series, Planning Circular 1 2011, Tree Preservation Orders
- High Hedges (Scotland) Act 2013
- High Hedges (Scotland) Act 2013 Guidance to Local Authorities
- EHRIA

9. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Adoption of Supplementary Guidance in support of the Local Development Plan - Countesswells Development Framework and Phase 1 Masterplan
REPORT NUMBER:	EPI/14/127
CHECKLIST RECEIVED	Yes

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to outline the results of the Countesswells Development Framework and Phase 1 Masterplan consultation, present a summary of the representations received, 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 Countesswells Development Framework and Phase 1 Masterplan Supplementary Guidance document;
 - b) Approve Appendix 1, which includes officers' responses to representations received and any necessary actions; and
 - c) Agree for officers to send the requested finalised Supplementary Guidance document to be ratified by the Scottish Government

2.2 Definitions

'Supplementary Guidance' (SG) – this is adopted and issued by a planning authority in connection with a Local Development Plan, as a result any such guidance will form part of the Development Plan. Before adoption, the SG must be publicised and a period for

representations to be made specified, this includes targeting key consultees and stakeholders who may want the opportunity to comment. Following the specified consultation period and as a result of comments received, relevant changes will be made to the final document before reporting back to Committee and subsequent submission to Scottish Ministers. After 28 days have elapsed, the authority may then adopt the guidance unless Scottish Ministers have directed otherwise.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no direct financial implications resulting from this committee report.
- 3.2 The Countesswells Consortium has met the cost of preparation of the Development Framework and Phase 1 Masterplan including all consultation and engagement. The proposals will result in efficiencies in the determination of future planning applications related to the Development Framework, leading to a reduction in Council staff time to assess future detailed proposals.

4 OTHER IMPLICATIONS

- 4.1 The Development Framework and Phase 1 Masterplan reduce the risk of piecemeal and inappropriate development in the site area. Mixed use development and the efficient use of land will contribute towards the Council's aim of promoting sustainable economic development.
- 4.2 Approving the Development Framework and Phase 1 Masterplan will contribute to efficiencies in determining future planning applications and a reduction in Council staff time to assess future detailed proposals. By encouraging acceptable forms and uses of new development to be agreed publicly, it allows more informed decision making to be made earlier, saving time and resources for staff, applicants and the public.
- 4.3 The Development Framework and Phase 1 Masterplan contribute towards a higher rate of new house building in the City, including 25% on site affordable housing provision in accordance with the Aberdeen Local Development Plan (2012).
- 4.4 In accordance with the Aberdeen Local Development Plan: Action Programme and the Infrastructure and Developer Contributions Manual, the Development Framework and Phase 1 Masterplan references how the development will seek to address requirements for cumulative and local transport infrastructure; public transport along with walking and cycling.
- 4.5 A Strategic Environmental Assessment has been undertaken on the Countesswells site as part of the preparation for the Aberdeen Local

Development Plan. An individual SEA Screening Report has also been undertaken on the Countesswells Development Framework and Phase 1 Masterplan document. This Screening Report concludes there is unlikely to be any significant environmental effects from the proposed development. It has been confirmed by the SEA Gateway that an SEA is not required.

5 BACKGROUND / MAIN ISSUES

- 5.1 The Development Framework and Phase 1 Masterplan has been produced by Optimised Environments on behalf of The Countesswells Consortium (Stewart Milne Homes, Heron Property and Ian Suttie) and aims to create a new settlement in an attractive, well contained landscape setting. The development will deliver a mixed use community, complete with supporting infrastructure and increased opportunity for sustainable solutions. A multi disciplinary project team has contributed to the preparation of the Framework, consisting of:

Developers - The Countesswells Consortium
Masterplanners - OPEN (Optimised Environments Ltd)
Planning Consultant- Ryden
Engineering and Transportation Consultants – Fairhurst
Environmental Consultants – Ironside Farrar
Education Consultants – TPS
Public Relation Consultants – Orbit Communications

- 5.2 The full Development Framework and Phase 1 Masterplan for Countesswells is a large document containing a lot of illustrative material and can be viewed by accessing the following link:

www.aberdeencity.gov.uk/masterplanning

- 5.3 A hard copy of the full Development Framework is available in the Members' Library (Town House), the Planning and Sustainable Development Service at Ground Floor North, Marischal College, or by contacting the Masterplanning, Design and Conservation team.
- 5.4 The Countesswells Development Framework and Phase 1 Masterplan was presented to the Enterprise, Strategic Planning and Infrastructure Committee on 13 March 2014 (item 7.2) where the committee resolved to:
- (i) to approve recommendation (b) above - (b) agree for officers to implement the process to ratify the Development Framework as Supplementary Guidance. This would include a 6 week public consultation with results reported to the Committee prior to submission to the Scottish Government.);
 - (ii) to approve the Countesswells Development Framework and Phase 1 Masterplan as interim planning advice, reserving the

position to review the proposed road infrastructure once the Transport Assessment has been carried out;

- (iii) to note that the capacity of development on site prior to the delivery of the AWPR will be determined through the Transport Assessment process. Further detail on this, including a phasing plan, will be provided within the consultation outcome report due to be presented to the Enterprise, Strategic Planning and Infrastructure Committee on 3 June 2014; and
- (iv) to note that the issues raised by Cllr Delaney (these being (1) around a potential dualling of the Lang Stracht and (2) the management of open space within the area to ensure that agreements were adhered to, would respectively (1) be taken into account by the changes to the recommendation at (ii) above; and (2) be examined by officers as a wider issue in due course.

Consultation Process

- 5.5 The public consultation ran for a 6 week period (an additional 2 weeks were added to take account of the school holidays) from Monday 17 March until Tuesday 29 April inclusive and was carried out in accordance with the Council's adopted Masterplanning Process which was approved by the Enterprise, Planning and Infrastructure Committee at their meeting on 6 November 2012.
- 5.6 The Cults, Bielside and Milltimber, Kingswells and Craigiebuckler and Seafeld Community Councils were given advance notification of the consultation 2 weeks before the 13 March 2014 committee. The draft document was available online prior to the committee and hard copies were sent to all three Community Councils at the start of the consultation period.
- 5.7 Statutory consultees were advised of the public consultation prior to the start date. The following list highlights those that were consulted:

Cults, Bielside and Milltimber Community Council	Craigiebuckler and Seafeld Community Council
Kingswells Community Council (as neighbouring cc)	Aberdeen City and Shire Strategic Planning Authority
Aberdeenshire Council	Forestry Commission Scotland
Scottish Water	SEPA
Scottish Natural Heritage	Historic Scotland
Scottish Enterprise Grampian	Transport Scotland
NHS Grampian	NESTRANS
Planning Gain	

- 5.8 Consultation letters were also sent to the Countesswells Liaison Group along with anyone else who had requested being kept in contact.
- 5.9 The Countesswells Development Framework and Phase 1 Masterplan was available for viewing via the following methods:
- Publication of document on Aberdeen City Council Website 'Current Consultations' page
<http://www.aberdeencity.gov.uk/consultations>
 - Publication of document on Aberdeen City Council Website 'Masterplanning' page
<http://www.aberdeencity.gov.uk/masterplanning>
 - Hard copy of document available for viewing at Marischal College between 9am and 5pm Monday to Friday, by contacting the Planning and Sustainable Development Reception. Relevant planning officers were also identified to be available to help answer queries from members of the public who visited the Planning Reception regarding the Countesswells Development Framework and Phase 1 Masterplan.
 - Hard Copies were available in the Central, Cults and Airyhall Libraries during their opening times.
 - A Press Release from Aberdeen City Council was issued on 25 March 2014.

Consultation results

- 5.10 Representations to the Countesswells Development Framework and Phase 1 Masterplan could be submitted by email or post. A total of 21 representations were received during the consultation from the following:
- Scottish Water
 - NESTRANS
 - Historic Scotland
 - Sportscotland
 - Transport Scotland
 - SNH
 - SEPA
 - Drum Properties
 - SDPA
 - Kingswells Community Council
 - Craigiebuckler and Seafield Community Council
 - Cults, Bielside and Milltimber Community Council
 - 9 members of the public

5.11 It should be noted that all comments received as part of the consultation are shared with the developers, their design team, relevant Planning Officers, and relevant Roads Officers for consideration during the planning application process.

5.12 The main areas of concern covered within the representations were:

- Increased traffic and lack of Infrastructure in place.
- Energy efficiency/ sustainability options
- Greenspace maintenance
- Public transport provision
- Education

Increased Traffic/ insufficient infrastructure

Concern has been raised by a number of consultees in relation to the increase in traffic, the lack of infrastructure in place to enable this development and the impact it will have on existing roads within and surrounding the site.

The street layout and access arrangements for the site aim to remove the issues of rat-running and reduce the traffic speed. The transport assessment is currently being considered by the Council’s Roads team and further information will be provided once this has been fully carried out. The TA will determine what roads, junction and upgrades are required and when.

An initial table of proposed Roads Infrastructure requirements was submitted by the applicant along with the Transport Assessment. This can be viewed below, please note that the table is subject to further discussion and agreement with the Council’s Roads Officers. It is also not an exhaustive list and further upgrades and improvements may be required. Please note that an update on the current position will be provided to Committee on the day.

Year (estimate)	Number Units	Infrastructure				
		Jessiefield	PT Link	Kirk Brae	Kirk Brae / Friarsfld	AWPR
2017	Up to 400	x	x	x	x	x
2020	400 +	✓	✓	✓	x	x
2022	1000 +	✓	✓	✓	✓	✓

Key

Jessiefield – Jessiefield Roundabout; upgrade roundabout to signalised crossroads

PT Link – Creation of public transport only link to Kingswells Roundabout; southern arm closed to general traffic

Kirk Brae* – Kirk Brae (north); localised improvements

Kirk Brae / Friarsfield – Kirk Brae / Friarsfield Road junction; upgrade to signalised junction

AWPR – Aberdeen Western Peripheral Route – opening required.

* Improvements to Kirk Brae are likely to be carried out off its existing alignment and will be opened once complete, resulting in minimal requirement to close Kirk Brae for significant lengths of time.

Energy Efficiency/ sustainability options

A number of representations highlighted issues such as:

- use of water saving technologies,
- the roll out of a common wheels scheme across the site including the provision of parking bays,
- consideration should be given to CHP in accordance with the Strategic Development Plan,
- onsite recycling and waste provision.

Given the site's proximity to the River Dee and with water abstraction being an issue, the use of water saving technologies is important. A number of the other suggestions including those highlighted above should be considered for a site of this scale. Additional text will be added to ensure that these ideas and schemes are considered in more detail as part of the planning application process.

Greenspace maintenance

Maintenance of green space was highlighted by a number of consultees. It was also recommended that wild areas would be appropriate to help increase biodiversity and encourage wildlife.

It is agreed that the issues of management of green/open spaces is key for the development. Paragraph 5.2.6 states "Due to the wide variety of spaces of varying scale proposed within Countesswells different forms and levels of management are likely to be required including private management companies or other such arrangement documented through the S75 agreement which will be established by the developers on behalf of residents. Water courses and SUDs will be adopted by the relevant authorities where possible." This adequately confirms the requirement for a management plan for the whole site which will be legally tied into the S75.

Public transport provision/ Bus only route.

A number of representations have highlighted that in order to influence the travel patterns and maximise the benefits of the bus gate, public

transport options need to be present from a very early stage. A paragraph should be added to confirm that this will be further investigated and implemented as early as possible through the development process.

The feedback on bus only access was generally positive. The Kingswells Community Council supports the bus gate and the reduced impact it will have on the traffic at the Kingswells Roundabout. The main concern was its implementation and getting a bus route that services the whole site.

It should be noted that access will be retained for properties within the bus gate.

Education

Concern was raised with the location of the school under power lines. The buildings themselves are adjacent to the power lines rather than under.

There is no clear national or local guidance available for locating play or sports pitches close to power lines. The design team were advised by Fairhursts that having the pylon pass over areas of playing fields would be acceptable. The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space. Through the school site, C11, it is anticipated that parking, circulation space and informal sports areas would be located within the wayleave with formal pitches located out with the wayleave corridor.

Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety assessment would be required and this will involve the transmission company requirements. It is not unusual for playing grounds to be near pylons but generally on the perimeter of the play zone.

Comments also related to the fact that the document does not set out firm dates for the primary and secondary schools delivery. One comment goes on to state that this should be agreed via the legal agreement. It is noted that the S75 process is the best mechanism to ensure timely delivery of the school. The Framework confirms the school provision and which phases they are likely to be required. The Framework is also flexible enough to allow for the second school to be a 3 stream school if it is required.

5.13 Other comments included:

- Proposals for the maintenance and enhancement of the Core Path network and reference to shared paths throughout the site are welcomed,

- Ensure suitable crossings for cyclists are provided, including at the A944,
- Provision of housing for the elderly onsite,
- 25% affordable housing,
- Welcome recognition of the requirements of the STF,
- Adjoining properties are clearly effected by the development,
- We request that the wetland areas to the south west of the site, block S9, are preserved and turned into an amenity area,
- Concern about the lengthy closure of kirk brae for development,
- Further detail on some of the open space areas and the sports provision required, including phasing,
- Access road through Garden of Remembrance,
- Opportunities for biodiversity enhancement particularly in the Cults Burn Corridor,
- Ensure pedestrian and cycle connections are strong and meet the needs of the users,
- Comment on the areas of land outside the allocation (access),
- Level of detail is too great in relation to the infrastructure,
- Concern about the process that has taken place,
- Support for central park and focus,
- Fibre optics should be provided within this site,
- Burden on existing health care provision until provided onsite,
- Importance of high quality design,
- Appropriate density,
- Site should not be biased towards the inclusion of major convenience retail uses,
- Use of water saving technologies to avoid impact on the River Dee.

5.14 Following analysis of the representations, the Countesswells Development Framework and Phase 1 Masterplan is now proposed for adoption as Supplementary Guidance to the Aberdeen Local Development Plan. A summary is shown in Appendix 1 this includes changes resulting from representations received during the statutory consultation as well as by officers to provide greater clarity. Full representations can be found in Appendix 2.

5.15 There are also a small number of changes required to the document as a result of the internal consultation including trees, open space and some minor wording amendments.

6 IMPACT

6.1 The proposal contributes to the following Single Outcome Priorities: 1 – We live in a Scotland that is the most attractive place for doing business in Europe; 2 – we realise our full economic potential with more and better employment opportunities for our people; 10. We live in well-designed, sustainable places where we are able to access the

amenities and services we need; 12 – We value and enjoy our built and natural environment and protect and enhance it for future generations.

- 6.2 The proposal contributes to the 5 Year Business Plan in terms of objective – Communication and Community Engagement; sharing our plans and aspirations for the city, – delivering an up-to-date plan, – facilitating new development projects to improve Aberdeen’s living environment and, – support open space initiatives.
- 6.3 The proposal contributes towards the Aberdeen City Council Administrations vision for Aberdeen: 2012 – 2017, particularly creating a City which is a great place to live, bring up a family, do business and visit. It specifically contributes to the follows objectives: Governance – encouraging citizens to participate in design and development; Living – improving opportunities for physical activity; Environment – energy efficient design and construction, attractive streetscapes and access to green space; Economy – improve access to range of affordable housing; Mobility – encourage cycling, walking and promoting a sustainable transport systems which reduce carbon emissions.
- 6.4 The proposal is consistent with the Council’s Corporate Plan in particular with regard to delivering high levels of design from all development, maintaining an up-to-date planning framework, sustainable development and open space provision.
- 6.5 The proposal contributes to one of the key goals on the Strategic Infrastructure Plan – A step change in the supply of housing. In particular Countesswells relates to the project: *Delivery of the Housing Element of the Strategic Development Plan* and is the pilot project highlighted in paragraph two “The Council is in on-going discussions with HM Treasury and in particular its infrastructure development arm – Infrastructure UK – to investigate options to help release funds to enable investment in the infrastructure for such developments to take place. A pilot project to use the Governments Guarantee Scheme is currently being progressed with a developer and Infrastructure UK with the guarantee being sought amounting to £30-40 million.”
- 6.6 The proposal is consistent with the Planning and Sustainable 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.
- 6.7 An Equalities and Human Rights Impact Assessment was been prepared and submitted as part of the previous report for 13 March 2014.

7 MANAGEMENT OF RISK

- 7.1 Development Frameworks and Masterplans contribute to efficiencies in determining future planning applications and a reduction in Council staff time to assess future detailed proposals.
- 7.2 If the recommendations are accepted the Council will have to manage the planning application process for the development of the site in line with the Development Framework
- 7.3 If the recommendation is not accepted the risk is that no development will take place on the site. There is a risk that the Strategic Infrastructure Plan project: *Delivery of the Housing Element of the Strategic Development Plan* will not be achieved. Countesswells is the pilot project highlighted in paragraph two (see 6.5 above). There is also a risk that the housing allocations identified in the Structure Plan and the adopted Aberdeen Local Development Plan will not be met.

8 BACKGROUND PAPERS

- 8.1 The Countesswells Development Framework and Phase 1 Masterplan February 2014 is a large document containing a lot of illustrative material and can be viewed by accessing the following link:
www.aberdeencity.gov.uk/masterplanning
- 8.2 Aberdeen Local Development Plan 2012
<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=42278&slD=9484>
- 8.3 Aberdeen Masterplanning Process 2008 (article 22, Planning Committee Minute, 6/11/08)
http://www.aberdeencity.gov.uk/Planning/pla/pla_planningbriefs.asp

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Countesswells Development Framework and Phase 1 Masterplan

1. Mr Wilson		
Summary of Representations		
Officers Response	Action as a result of Representation	
No problem with the development but need for better links and upgrades to the surrounding roads with improved access into town.	A full Transport Assessment will be carried out to determine what upgrades are required and when to the surrounding road network as a result of the development.	No amendment required as a result of the representation.
A direct road that links Lang Stracht, Skene Road, Countesswells Road, Craighton Road and North Deeside Road should be included within the site. I.e. a version of Anderson Drive.	The AWP will provide a new link between the A944 and North Deeside Road. This is the key strategic route and the road link that would be most appropriate for traffic moving between these two routes. There will still be the ability for traffic to travel through the Countesswells development between the A944 and North Deeside Road, but it would be inappropriate to include a new strategic link, which would attract significant additional volumes of through traffic, at this location. The aim would be to minimise the level of through traffic, leaving the Countesswells road network accessible for local traffic movements.	No amendment required as a result of the representation.
Key roads into Aberdeen should be identified and marked for upgrade to dual lane; an investigation should be carried out to examine the combined effect of the additional traffic from OP52, 57, 51 and 58 with particular attention to Countesswells Road during rush hour.	The Transport Assessment (TA) will determine the level of local road improvements required for each development and this will include any impact on Countesswells Road. In addition, the Strategic Transport Fund will provide funding for the road infrastructure improvements required to accommodate the cumulative impact of the full	No amendment required as a result of the representation.

	Local Development Plan sites. The TA process will therefore be the mechanism which will identify the level of road improvements required in this area and this is part of the on-going planning application process.	
2. Mr Grant		
Summary of Representations	Officers Response	Action as a result of Representation
No objection to the principle of development but would ask that more consideration is given to the green networks and connectivity between the neighbouring woodlands allowing for positive enhancements. Need for a connected green spine through the site connecting the adjoining woodlands and creating good, vibrant worthwhile greenspaces, linkages and habitats. The greenspace appears fragmented and lacks cohesion.	Figure 102 within the document identifies the green spaces and connections. There are areas of planting that will connect the different features around the site. It is agreed that further habitat enhancement would be of benefit and this will be considered within the landscape strategy as part of any planning application. The Cults Burn Corridor for example is 11 hectares in size and will accommodate a number of uses and habitats.	No amendment required as a result of the representation.
3. Scottish Water		
Summary of Representations	Officers Response	Action as a result of Representation
These developments are on the outskirts of Hazlehead Park. It has been identified in the Water Impact Assessment that an off-site mains upgrade will be required once development exceeds 300 HU, this will be carried out by the developer. Also additional capacity will be required at Kingshill District Service Reservoir and potentially Pitfodels Treated Water Pumping Station.	Noted and agreed	This detail will be passed onto the Consortium.

<p>This development will have an impact on the sewers and pumping stations downstream, all the way down to the WWTW. Waste will drain down Countesswells Road and Springfield Road to Garth Dee Siphon.</p> <p>The DIA carried out has identified what impact the development will have on the existing network and the developer is responsible for carrying out any mitigation, with a Reasonable Cost Contribution from Scottish Water. All new infrastructure will have to meet Scottish Water's standards & specifications if it is to vest with us.</p> <p>Scottish Water may also vest SUDs if they comply with our current design standards. It should be noted that Sewers for Scotland 2 will be superseded by Sewers for Scotland 3 in the next few months. If the Developer wishes their SUDs to be vested by Scottish Water, early engagement is always recommended.</p> <p>In addition Water for Scotland 2 will also be superseded by Water for Scotland 3 in the next few months.</p>	<p>Noted and agreed</p>	<p>This detail will be passed onto the Consortium.</p>
<p>Noted.</p>		<p>Update Water for Scotland name accordingly.</p> <p>The Consortium should note the comment in relation to SUDs and their long term maintenance.</p>
<p>4. Ms Soden</p>		
<p>Summary of Representations</p> <p>Phase 1 welcomed if it is as described in the document, in particular the outlook from the property will be houses rather than flats or industrial.</p>	<p>Officers Response</p> <p>Noted. Careful consideration has been given to the existing properties to minimise impact. Further details will be produced in the relevant</p>	<p>Action as a result of Representation</p> <p>No amendment required as a result of the</p>

	Masterplan for each phase and subsequent planning applications.	representation.
Road structure must be established prior to building works taking place. C189/Kirk Brae is nose to tail with traffic at rush house and very busy at other times.	The street layout and proposed alterations to the road network should help alleviate traffic congestion on C189. The introduction of a bus gate in this location will also help with this. The Transport Assessment will determine the required improvements and when they are necessary.	No amendment required as a result of the representation.
It is hope that the proposal to reduce Kirk Brae/C189 as a rat run making it a secondary road is adhered to and not just an empty promise.	This is one of the key principles of the Development Framework and it is agreed that this is essential.	No amendment required as a result of the representation.
5. Ms Lindsey		
Summary of Representations		
Section 4.1 Delighted with the focus on sustainability. The document highlights this again where it states "The site at Counteswells offers . . . increased opportunities for sustainable solutions".	Officers Response	Action as a result of Representation
Section 4.2 - Strategic Transport Connections Pleased to see through the document the emphasis given to pedestrian and cycle access, core paths and public transport. There is the opportunity to have car sharing within the site. Co-wheels has been operating across the city for 2 years with great success. There is great opportunity here to	Noted it is agreed that this is key for the development of the site. Noted and welcomed. Agreed	No amendment required as a result of the representation. No amendment required as a result of the representation. Add in a section that states that this will be considered

<p>expand this scheme to Countesswells and to integrate it into the community right from the start, with parking bays for shared cars built into the plans.</p> <p>A further stimulus to a car free lifestyle could be with some properties available cheaper by being built without garages and close to car sharing bays.</p>	<p>as part of the detailed applications or masterplans for the site and its different phases.</p>
<p>Section 6.4 Phase 1 Block Design Principles</p> <p>Huge potential to install at the outset the latest technology to promote sustainability and minimise carbon emissions. Consideration should be given to:</p> <ol style="list-style-type: none"> 1. Use of district heating/combined heat and power for groups of housing or larger community and commercial buildings (as done in several communities by ACC) 2. Use of renewable energy wherever possible in both private and corporate buildings by solar PV, solar thermal panels, ground source heat pumps, wood burning stoves. <p>It could be a real show-case development if it included some truly carbon-neutral “eco homes.” Although initially more expensive to buy the long term energy prices would be greatly reduced.</p>	<p>Noted: further consideration should be given to promote sustainability and minimise carbon emissions. Additional information should be provided to how the development has considered this approach and will meet the necessary standards.</p> <p>Additional text should be added to the Development Framework/Master -plan to explain what measures are being implemented within Countesswells to meet the carbon reduction targets.</p>
<p>6. P Maclean</p>	
<p>Summary of Representations</p>	<p>Officers Response</p>
<p>Object to the proposed development, there is insufficient traffic infrastructure to support the existing area let alone</p>	<p>Action as a result of Representation</p> <p>No amendment required as a</p>

the new development.	Assessment will be produced to inform the infrastructure delivery, junction strategies and upgrades required.	result of this representation.
7. NESTRANS		
Summary of Representations		
Concern that the primary and secondary road layout and design will encourage rat running through the development between the A944, A93 and smaller roads into the city such as Countesswells Road, Friarsfield Road and Craighton Road which are not designed to cope with additional traffic. The design of the primary and secondary road layout needs to consider how to discourage rat running.	Noted, the document would benefit from additional explanation on what measures, including layout, will deter rat-running.	Action as a result of Representation Add text accordingly.
Public transport provision – Welcome that bus connections have been considered at this early stage and the bus gate onto the A944 creates a significant level of priority for buses. This priority should be continued through the junction at Kingswells by means of signal priority for buses. In order to influence the travel patterns and maximise the benefits of the bus gate, public transport options need to be present from a very early stage.	Noted. Consideration should be given to early public transport delivery as part of the Transport Assessment process. It is noted that this would be of benefit to the bus connections. The detail of the bus gate will be determined through detailed discussions with the Council and bus operators. Text should be added to clarify that discussions are still on going with bus operators and that this will be pursued.	Advise Consortium and add text under paragraph 5.4.2 and the delivery section 7.1 to clarify that the developers for the site are pursuing the delivery of public transport provision within the site.
Welcome the statement: <i>'Development Framework has been designed so that</i>	Noted	No amendment required as a

<p><i>public transport can be accommodated from the south should operators wish to do so in the future</i>. This ensures that improving provision at a later date is not prevented.</p>		<p>result of this representation.</p>
<p>Proposals for the maintenance and enhancement of the Core Path network and reference to shared paths throughout the site are welcomed.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>Noted that there will be a specific crossing for cyclists and pedestrians at the upgraded Jessiefield junction and that the crossing of the A944 will be encouraged via this. It needs to be recognised that the employment and facilities in Westhill and Kingswells are within walking and cycling distance.</p> <p>Cyclists are unlikely to and should not have to use the Jessiefield Junction in such instances as it would be a significant diversion. Safe cycle and pedestrian crossing points must be provided at the Kingswells junction, particularly given the quieter nature of the road due to the bus gate.</p>	<p>Noted. It is as equally important to ensure there is an opportunity for cyclist and pedestrian crossing at the Kingswells junction as well as the Jessiefield Junction. The diagram on page 61 shows a pedestrian crossing at the Kingswells Junction, however further clarification is required.</p>	<p>Amend the text on page 60 under Cycle Links paragraph 4 to confirm that there will be safe cycling and pedestrian crossing facilities provided at the Kingswells Junction. As determined through the TA.</p>
<p>Parking – Would welcome consideration being given to the creation of a car free or low car development, support for car clubs and provision of car share parking bays in line with the policies of the Regional Parking Strategy.</p>	<p>Agreed</p>	<p>Add in a section that states that car clubs or similar will be considered as part of the detailed applications or Masterplans for the site and its</p>

<p>Welcome recognition of the requirements of the STF and those contributions will be required in line with the policy set out in the SPG "Delivering Identified Projects through a Strategic Transport Fund.</p>	<p>Noted</p>	<p>different phases. No amendment required as a result of this representation.</p>
<p>8. Historic Scotland</p>		
<p>Summary of Representations</p>		
<p>Note that the framework and associated Masterplan will not impact on any sites within H.S remit and therefore have no comments to offer.</p>	<p>Noted</p>	<p>Action as a result of Representation No amendment required as a result of this representation.</p>
<p>9. S Cooper</p>		
<p>Summary of Representations</p>		
<p>Concern that as an existing resident they were not notified of this consultation.</p>	<p>The notification of this consultation was carried out in accordance with the established Aberdeen City Councils Masterplanning Process. Countesswells actually had greater availability than required, with the documents being available in the Central and two local libraries. Please refer to section 5.9 in the corresponding Committee report.</p>	<p>Action as a result of Representation No amendment required as a result of this representation.</p>
<p>Unsure of the proposals surrounding the road infrastructure (item 5.4.5) and how this is going to be managed for existing residents.</p>	<p>Access to properties will be maintained. The detail of this will be determined through the planning application process. Any concerns</p>	<p>These comments will be passed onto the Consortium.</p>

<p>Live at Countesswells House North and the history of the property suggests that Countesswells Road would have in fact been the driveway to the Estate and its properties. Unclear exactly how access will be retained given Kirk Brae is proposed as a public transport only corridor. Item 3.2.5 does not show the 7 properties and not within the site we clearly are affected by this potential development and will require accessibility to our properties be properly considered.</p>	<p>should be raised directly with the Countesswells Consortium.</p> <p>Access to properties will be maintained. The detail of this will be determined through the planning application process. Any concerns should be raised directly with the Countesswells Consortium.</p>	<p>These comments will be passed onto the Consortium..</p>
<p>10 Cults, Bieldside and Milltimber Community Council</p>		
<p>Summary of Representations</p>	<p>Officers Responses</p>	
<p>General It is not satisfactory for Aberdeen City Council to seek comments on Planning Applications related to a Development Framework and Masterplan by a deadline which is earlier than the date set for comments on the Development Framework and Masterplan (noted that the deadline for Application comments has now been revised to 30 April 2014.)</p>	<p>As part of the Masterplanning Process there has already been an extensive engagement process carried out by the Countesswells Consortium. Details on this are available on pages 11-15 of the Development Framework.</p> <p>It is noted that the consultation for the Development Framework coincided with the Planning Permission in Principle application. The Council cannot prescribe when planning applications are to be submitted. The Development Framework and Phase 1 Masterplan consultation dates were set in advance and notification given to statutory</p>	<p>Action as a result of Representation</p> <p>No amendment required as a result of this representation.</p>

<p>Education</p> <p>The Development Framework and Phase 1 Masterplan does not set out firm dates by which the first Primary school (PS01) and the Secondary school will be operational. This should be set out in the planning application and legal agreement, either a date or number of houses occupied. The timing should take account of the fact that Braeside Primary is proposed as an interim location and Braeside is currently being used to teach pupils from the recently closed Hamilton school.</p>	<p>consultees and others who had indicated they would like to be informed.</p> <p>Agreed, the best mechanism to agree delivery of the schools is through a legal agreement. The Development Framework gives commitment to the schools and shows their location and which phase of development they will be required, this is sufficient for this document.</p>	<p>No amendment required as a result of the representation.</p>
<p>Proposed secondary school campus is under a high voltage power line, safety must be considered for final users as well as during construction stage.</p>	<p>There is no clear National or Local guidance available for locating play or sports pitches close to power lines. The design team were advised by Fairhursts that having the pylon pass over areas of playing fields would be acceptable. The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space. Through the school site, C11, it is anticipated that parking, circulation space and informal sports areas would be located within the wayleave with formal pitches located out with the wayleave corridor.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety</p>	<p>A health and safety assessment will be required as part of the planning application process.</p>

	<p>assessment would be required and this will involve the transmission company requirements. It is not unusual for playing grounds to be near pylons but generally on the perimeter of the play zone.</p> <p>Further information on this topic can be found via the following link: http://www.hpa.org.uk/Topics/Radiation/UnderstandingRadiation/AtAGlance/Flash_ElectricAndMagneticFields/</p>	
<p>Acknowledge the desire for pupils to walk to school but need to ensure adequate drop off/ pick up areas for vehicles.</p>	<p>Noted this will be a requirement to be considered as part of the Transport Assessment.</p>	<p>To be considered as part of the TA.</p>
<p>Environment It is not justified claiming the area of green space below the power lines as part of the greenspace provision.</p>	<p>There are large areas of greenspace throughout the site including 11ha in the Cults Burn corridor. These spaces will be functional, usable and meaningful. Specific planting detail will be determined through the planning application process.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety assessment would be required and this will involve the transmission company. It is not unusual for playing grounds to be near pylons but</p>	<p>Health and Safety assessment carried out as part of the planning application process.</p>

	<p>generally on the perimeter of the play zone.</p> <p>The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space.</p>	
<p>The ownership and future management of the greenspace areas must be established as part of the legal agreement to ensure that the future maintenance is provided for and future residents are clear on how this will be delivered.</p>	<p>Agreed. The Countesswells Consortium is committed to ensuring that the greenspaces are appropriately managed and maintained. It is agreed that the issues of management is key for the development. Paragraph 5.2.6 states “Due to the wide variety of spaces of varying scale proposed within Countesswells different forms and levels of management are likely to be required including private management companies or other such arrangement documented through the S75 agreement which will be established by the developers on behalf of residents. Water courses and SUDs will be adopted by the relevant authorities where possible.” This adequately confirms the requirement for a clear management plan for the whole site which will be legally tied into the S75.</p> <p>Noted consideration will be given to this as part of the planning application process and BS5837:2021 Trees in relation to design, demolition and construction.</p>	<p>No amendment required as a result of the representation.</p>
<p>Appears that housing (S13) will be located adjacent to the woodland belt, this may pose a risk from falling trees. Need for a clear safety margin between trees and houses.</p>		<p>Para 3.6.3 requires updating as a result of the representation and Arboriculture Officers input.</p>

<p>We request that the Aberdeen City Council and Developer look at preserving more of the wetland area to the south west of the site, block S9, and turn it into an amenity area. An example of how this has been done successfully is in the Nexen office development at Prime 4, Kingswells. SUDS areas should be designed to be holding water at all times, to create an attractive appearance, rather than being left to stand dry in times of low rainfall.</p> <p>There should be sufficient tree planting along the northern edges of the site to shield the development from view.</p>	<p>Noted. Further consideration should be given to SUDS and block S9 as part of the detailed Masterplan for Phase 3.</p>	<p>Amend 5.3 to include reference to wetland areas including consideration of block S9.</p>
<p>Housing There is only a passing mention of the need to consider single storey housing for the elderly (ref. section 5.5.2, page 69 and 6.2.7 page 87 of the Development Framework and Phase 1 Masterplan). There should be a firm commitment to build bungalows with small garden areas to accommodate elderly and disabled people. It is recognised that these are likely to be best built when facilities such as shops and health services are available.</p> <p>The quality and design of the proposed affordable housing should be of a high enough standard which would be acceptable to housing associations and encourage them to purchase properties. This has not always been the case.</p> <p>There does not appear to be any mention of planned opportunities to take advantage of natural energy in the housing design e.g. the installation of solar powered water</p>	<p>The landscape strategy associated with any detailed planning application will provide the exact detail of the type, location and extent of planting along this edge, including where any screen planting may be necessary.</p> <p>The issue of housing appropriate for the elderly was raised within a few representations and is relevant given the increase in the elderly population. The provision of this is in accordance with the aspirations of the emerging Local Development Plan. More commitment to the provision of housing appropriate for elderly, (not necessarily single storey houses), should be highlighted in the document.</p> <p>Agreed, details of exact affordable housing design will be determined via the planning application process.</p> <p>Noted. Text should be added to the Development Framework to reflect that energy saving technology should be considered as part of the</p>	<p>Landscape strategy as part of planning application process.</p> <p>Further reiterate in 5.5.2 the variety of house types for all sectors of the community including the elderly.</p> <p>No amendment required as a result of this representation.</p> <p>Add a section in the Development Framework re</p>

<p>heaters, use of ground source heat pump arrangements or a central heating ring main. If these ideas are incorporated early on they can be installed at very low cost with significant energy saving potential</p>	<p>planning application process. Include text to explain the consideration given to solar gain and topography that has gone into the Development Framework and its site layout and design.</p>	<p>energy saving technologies.</p>
<p>The supporting documents for the development refer to the potential risk of lengthy closure of the Kirk Brae/C189 road due to construction and installation of utilities. This road is a key route for people travelling north to Kingswells, Westhill, the airport and other locations north of Aberdeen and we expect the Aberdeen Council to impose strict limitations on road closures of the C189 until the new link road to the Jessiefield junction is available for use. Road closures should not take place at peak travel times. An obvious way to avoid the risks of road closure is to build the new link road very early in the development. We expect the developer to coordinate activity with utility providers to minimise the amount of disruption.</p>	<p>The requirement for duration of and nature of any closure of Kirk Brae will be dependent upon the working methods and programme of the appointed Contractor.</p> <p>Every effort will be made to maintain access to the A944 during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public.</p> <p>The new road is proposed as part of the first phase of development and will be determine via the Transport Assessment process through discussions with the Council's Roads Officers.</p>	<p>No amendment required as a result of this representation.</p>
<p>The proposed route for the road to the Jessiefield junction appears to run through the western end of the remembrance garden at the Aberdeen Crematorium (ref. map page 61 and elsewhere). Given that many families will have spread ashes of loved ones in this area we feel it is inappropriate to route the road through the garden and it should be moved sufficiently west of the garden to minimise noise disturbance in the garden.</p>	<p>The sensitivity of this location is noted. Any access road should avoid the Garden of Remembrance but still connect into the junction on the A944.</p> <p>This road connection from the site to the A944 is subject to further negotiations and discussions to determine the most appropriate route.</p>	<p>Amend plans to show the route outwith the Garden of Remembrance.</p> <p>Amend plans to show the eastern road from the site boundary to the A944 as indicative</p>

		<p>(dashed line) and subject to detailed discussions, site assessments and agreement as part of the planning application process.</p> <p>Add text to 5.4 to reiterate this point.</p>
<p>Aberdeen City Council should reconsider the desirability of routing traffic moving South to North through the middle of the Countesswells development and to look at the value of having the main route running around the edge of the settlement.</p>	<p>The AWPR will provide a new link between the A944 and North Deeside Road (north-south). This is the key strategic route and the road link that would be most appropriate for traffic moving between these two routes. There will still be the ability for traffic to travel through the Countesswells development though less desirable given the street layout. It would be inappropriate to include a new strategic link, which would attract significant additional volumes of through traffic, at this location. The aim would be to minimise the level of through traffic, leaving the Countesswells road network accessible for local traffic movements.</p> <p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>Comments were made on the TA these have been forwarded to the planning application case officer.</p>		<p>No amendment required as a result of this representation.</p>

11. Transport Scotland				
Summary of Representations				
<p>Transport Scotland's primary consideration will be the potential impact these proposals will have on the safe and efficient operation of the A90(T) trunk road.</p> <p>The Masterplan makes reference to a completed Transport Assessment that has been prepared for the proposed development. The Masterplan does not provide any detail relating to this mitigation or of the proposed access strategy.</p> <p>Note that a TA has now been submitted in support of the current planning application for the site. We have not yet had the opportunity to review this and it will therefore not be possible to comment on the potential impact the development will have on the trunk road until this process is complete.</p>				
12. SNH				
Summary of Representations				
<p>Comments were submitted as part of the HRA consultation.</p>				

<p>Framework should include a statement encouraging water saving technologies and water efficiency in order to prevent a likely significant effect on the River Dee SAC from water abstraction.</p>	<p>Agreed</p>	<p>accordance with SNH comments. Update para 5.3 to include a statement that water saving technologies and water efficiency will be incorporated within the development.</p>
<p>The Development Framework shows two additional areas to the north-west and north-east of OP58 in order to create routes to the Jessiefield and Kingswells junctions on the A944. Consideration should be given to reducing/removing the requirement for one of the new roads to pass through woodland.</p>	<p>The final location of these routes will be determined through the TA and detailed site assessment. Additional planting will take place which will compensate for any plantation trees that are removed. The route to the north west does not go through any tree areas. Noted</p>	<p>No amendment required as a result of this representation</p>
<p>Open Space Concept We broadly concur with the open space concept and particularly support the key principle (5.2.1) to create landscape corridors through the development to connect the green spaces at Hazlehead and Countesswells. We agree that if carefully designed, this would enhance the ecological and recreational network in the area.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>SNH recommend that- (a) There should be at least one band of woodland</p>	<p>Agreed: the Development Framework shows the extensive connections throughout the site and</p>	<p>Add further detail into section 6.5.2</p>

<p>planted to connect Countesswells and Hazlehead woods.</p> <p>There is a strong ecological benefit in connecting the woodlands present to the east and west of the site. They contain priority species of conservation importance and would benefit from a woodland corridor. Even a band of 10 m (3-4 trees) would be of benefit.</p>	<p>there is the opportunity to provide a woodland corridor. Landscape Structure on page 52 of the Framework highlights this as one of the key elements of the site and Development Structure. The landscape strategy will provide more detail.</p>	<p>in relation to this.</p>
<p>(b) The area of peripheral greenspace is reduced and used instead internally within the framework and masterplan site.</p> <p>Given the site is surrounded by greenspace there is less need for peripheral planting. Reducing landscaping on the periphery could allow more greenspace to the woodland corridor and the Central park.</p>	<p>The DF determines the extent of the green space. Specific details of the landscaping will be dealt with via the planning application process and landscape strategies. The central park is 2.60 hectares which is a very large space and will include planting. There is also capacity to accommodate more woodland within the currently proposed Cults Burn corridor.</p>	<p>No amendment required as a result of this representation</p>
<p>(c) The area of Central park is increased so that it meets the requirements of a Major Open Space and acts as a focus for the community.</p> <p>Unclear if the Cults Burn Corridor or the school campus/community facilities meet the requirement for a Major Open Space as described in the Council's Open Space supplementary guidance. Increasing its size would also allow it to meet the range of uses described for the park in 4 section 5.7.5 of the development framework. Its central location is also more likely to be accessible to the majority of residents and provide a focus for the new community.</p>	<p>It is agreed that the school campus does not meet the criteria of a major open space. However given that every proposed residence will be within 1500m of Hazlehead Park there is no requirement to provide Major open space within the site.</p> <p>There are sufficient, meaningful neighbourhood open spaces which meet the criteria for the Open Space Strategy. The Cults Burn Corridor should be moved to Neighbourhood space.</p>	<p>Add text to 5.2.4 to confirm that there is no requirement for major open space in the site given the proximity to Hazlehead.</p> <p>Move the Cults Burn Corridor to Neighbourhood open space category and the School Campus to</p>

<p>(d) Consideration is given to the quality requirement for open spaces.</p> <p>Quality of the open spaces is also an important factor and we advise that the spaces in the development should be designed and maintained to meet the criteria specified in the council's supplementary guidance. The council's Open Space Audit, 2010, found that the quality of amenity open space scored poorly and we recommend that measures are taken to prevent this from being the case for the proposal at Countesswells.</p> <p>Further clarity requires on the small areas of open space located through the development.</p> <p>Note that Countesswells road will be closed as a road within the development site (5.6.6 and 5.7.7) and become an area of open space. For clarity, we advise that it will need to be redesigned accordingly rather than retain the existing road surface.</p> <p>Opportunities for Biodiversity enhancement. The Landscape strategy section of the Framework (5.2) states that new diverse habitats will be planted for site wide biodiversity enhancements. It provides a table</p>	<p>Agreed. Detailed plans for the open space will be dealt with through the planning application and a detailed landscape management strategy.</p>	<p>Outdoor Sports Areas category.</p> <p>Landscape Management Strategy required as part of the planning application process.</p>
<p>Further clarity on these areas will be addressed via the subsequent Masterplans or planning applications rather than the Development Framework.</p> <p>Agreed text should be amended to reflect this.</p>	<p>Further clarity on these areas will be addressed via the subsequent Masterplans or planning applications rather than the Development Framework.</p> <p>Agreed text should be amended to reflect this.</p>	<p>No amendment required as a result of this representation.</p> <p>Amend text in 5.7.7, 5.6.6 and p64 to confirm that the existing roads surface will be removed and redesigned appropriately.</p> <p>These comments will be passed onto the Consortium for consideration.</p>
<p>The Development Framework should state that biodiversity improvements will be considered throughout the whole site not just along the Cults burn corridor and the park.</p>	<p>The Development Framework should state that biodiversity improvements will be considered throughout the whole site not just along the Cults burn corridor and the park.</p>	<p>These comments will be passed onto the Consortium for consideration.</p>

<p>showing the enhancements proposed; these are located along the Cults burn corridor and in Hazleden park. We support these measures and recommend that the development framework and masterplan are amended to increase the benefits to biodiversity through the design of the open spaces and also the buildings themselves (full detail of comments can be viewed in Appendix 2):</p> <ul style="list-style-type: none"> - Wildflower planting. - Nectar rich species of plants. - Use of green walls or green roofs. - Planting of street trees. - Provision of swift bricks, swallow and house martin nest cups and bird boxes. 	<p>Add text under 5.2 to show the commitment across the site for the improvement to biodiversity.</p>
<p>We note that a Landscape Strategy will be produced to show the species mix to be used in the development. We recommend it is clear when this would be produced, for example whether it would accompany further Masterplans or detailed planning applications.</p>	<p>No amendment required as a result of this representation</p>
<p>Access and Connectivity Strategy We broadly welcome the proposed path network and statements that these must be safe, pleasant and attractive.</p>	<p>No amendment required as a result of this representation.</p>
<p>Pedestrian and cyclist connectivity We support the proposal to actively encourage walking and cycling as viable transport options and recreational pursuits. In order to achieve this there will need to be appropriate cycling routes outwith the development site. The A944 to the north and A93/Deeside line to the south are some distance from the site.</p>	<p>No amendment required as a result of this representation.</p>
	<p>Noted, page 57 paragraph 5.2.5 addresses this representation.</p>
	<p>Noted</p>
<p>The document identifies where within the site paths will be provided and where they connect to existing path networks outwith the site (page 61). Most of the paths going to the edge of the site connect to the existing path network outwith the site.</p>	<p>No amendment required as a result of this representation.</p>

<p>The Countesswells Road is likely to be the closest and most direct route and consequently a preferred route that would be used. This road is currently narrow with poor surfaces towards its outer edges. Consideration should be given to addressing these issues and making it a safe route for cyclists. This might best be achieved by a new cycle path parallel to but separate from the road.</p> <p>The route to the south, Kirk Brae, is also narrow and winding. Consideration should be given to how this could be made safe and attractive for cyclists.</p> <p>While largely outwith the development site, this is an important infrastructure consideration needed to realistically promote cycling and ensure it is safe and therefore should be considered within the development framework.</p> <p>Junctions to A944 Welcome layouts of the junctions have been fully analysed to ensure they are appropriate for pedestrians and cyclists. For the sake of clarity, a separate and segregated cycle lane should be created along the new road leading from the development to this junction.</p> <p>Street Hierarchy Both primary and secondary streets would have cycleways on only one side of the street and that would be combined with a footway. Careful consideration will be needed to determine if this is a practical and that cyclists would be able to cross roads safely where necessary.</p>	<p>This page also identifies potential connections to the core path network on land that is not owned by the consortium.</p> <p>Consideration will be given to safe routes for peds and cyclists as part of the planning application process.</p>	<p>No amendment required as a result of this representation.</p>
<p>Noted the Development Framework promotes the option of walking and cycling and provides the infrastructure for these pursuits.</p>	<p>No amendment required as a result of this representation.</p>	<p>Page 61 shows the two accesses to the A944 as being dual use pavements and careful consideration will be given to the crossing of the A944 from both junctions. Fig 106 shows where crossing points will be required.</p>
<p>Not all secondary streets will require segregated cycleway given their nature and speed by design. Road crossings etc. will all be determined through the Transport Assessment process.</p>	<p>No amendment required as a result of this representation.</p>	<p>No amendment required as a result of this representation.</p>

<p>The following text for secondary streets is not clear: 'The secondary streets should provide a segregated 3m wide foot and cycleway to one side of the carriageway with a 2m wide footway on bus routes and where they connect key destinations and connect to the external path network.' Does this mean there will not always be a cycleway on secondary streets?</p>	<p>The secondary streets with a bus route will be busier hence the requirement for a segregated path. Some of the secondary streets will be much quieter and not require the dual use width given the cyclists can use the street.</p>	<p>No amendment required as a result of this representation.</p>
<p>It is unclear why some proposed secondary streets, such as those around N2-N4, N& and N10, S10 and S11 are not shown as having dual use pavements in figure 106 despite the description of these streets in 5.4.6.</p>	<p>The text on page 60 relates to strategic walking and cycling routes not only general routes. These show the most direct and convenient way to travel from both south to north and east to west. The description for this heading is covered under 5.4.1 strategic walking/cycling routes.</p>	<p>No amendment required as a result of this representation.</p>
<p>Character areas This structural planting proposed along the Northern Edge should have soft and varied edges so that it appears naturalistic from all directions and adds aesthetic value.</p>	<p>Agreed, a sentence should be added to confirm the landscaping will be naturalistic.</p>	<p>Add text to 5.7.1</p>
<p>The Phase 1 Masterplan Sustainability issues As advised in the main letter, the masterplan should include water saving technologies and water efficiency in order to prevent a likely significant effect on the River Dee SAC from water abstraction. This could be to achieve the gold standard for water use efficiency for domestic buildings and BREEAM level 5 for non-domestic buildings, in accord with the preferred option identified in the Aberdeen local development plan Main Issues Report, January 2014.</p>	<p>Agreed. Add reference to the use of water saving technologies within the document, this is key to avoid a significant impact on the River Dee SAC.</p>	<p>Update para 5.3 to include a statement that water saving technologies and water efficiency will be incorporated within the development.</p>

<p>More consideration could also be given to other sustainability issues such as energy efficiency, for example, through the layout and orientation of buildings.</p>		
<p>Masterplan guidance We note that the illustrative masterplan is not definitive and used to illustrate one possible interpretation of the Phase 1 masterplan principles. While design principles are provided for each block, it is not possible to comment on the final provision and design of open spaces (including further small areas of open space) footpaths and cycleways without this information.</p>	<p>Detailed landscape strategy and design proposals will be produced as part of the planning application process for each phase.</p>	<p>Consult SNH on subsequent planning applications/landscape strategy.</p>
<p>Biodiversity measures Please see our comments above on the Development Framework.</p>	<p>Updated the landscape strategy section to show the commitment to improving biodiversity across the whole site.</p>	<p>Update section 5.2</p>
<p>Pedestrian/cycle and equestrian connections There should be consideration of cyclists between N6, N7 and N10 and C6 and C7. Please see also our comments above on the Development Framework.</p>	<p>The streets between the mentioned blocks will be secondary and tertiary streets. Cyclists can be accommodated on the street.</p>	<p>No amendment required as a result of this representation</p>
<p>Countesswells central park We recommend that the area of Countesswells central park is increased to meet the requirements of the council's development framework for a major park. It would also enable it to fully address the functions set out in 6.5.1. Please see also our comments above on the Development Framework.</p>	<p>It is agreed that the school campus does not meet the criteria of a major open space. However given that every residence will be within 1500m of Hazlehead Park there is no requirement to provide Major open space within the site.</p>	<p>Add text to 5.2.4 to confirm that there is no requirement for major open space in the site. State however that there must be sufficient neighbourhood open spaces which will be meaningful</p>

			and meet the criteria of the Open Space Strategy.
	Noted		No amendment required as a result of this representation
	Agreed there should be commitment to providing a tree corridor connecting the two woodlands.		Add further detail into section 6.5.2 in relation to this.
	Agreed. Details of the bridge crossings will be provided as part of the planning application process.		Consult SNH on subsequent planning applications/ landscape strategy.
	Detailed landscape design strategies and management plans are required for the different phases of development as part of the planning application process. This is the best mechanism to deal with these points. The Development Framework sets out the broad principles and the Masterplan refines these down further. It is for the planning application to fully design the open space in accordance with these principles and through management agreement as agreed through the S75.		No amendment required as a result of this representation
<p>Cults burn corridor We welcome the proposal to realign and naturalise the water course, and to include areas of wetland habitat which will be managed with an ecological bias. These should have positive benefits for biodiversity.</p> <p>We also advise that the west-east section of this corridor that links Countesswells and Hazlehead woodlands should be expanded to create a swathe of woodland. (as highlighted above under Framework)</p> <p>We note that several bridge crossings are proposed over the Cults burn. The design of these bridges is important for landscaping and to help develop a sense of place.</p>			
<p>Design standards We note the quality of open space will be controlled through design guidance as part of future sales agreements. We recommend the principles of this guidance are included in the masterplan(s) and subsequent planning applications.</p>			

13. Sport Scotland		
Summary of Representations		Officers Responses
Sport Scotland good practice guides should be considered.	Noted	Action as a result of Representation Information will be passed onto the developer.
Impact on existing outdoor sports facilities Careful consideration needs to be given to the sports uses in the surrounding area, and what mitigation will be needed, to ensure continued access to these facilities and protection of user amenity.	Noted	Consideration should be given to existing facilities as part of the S75 for the planning permission in principle.
Hazlehead Park is referenced within the Development Framework, which focuses on providing good connections between the site and these existing resources and we welcome this aim.	Noted	No amendment required as a result of this representation.
There is no specific reference to Hazlehead Golf Course which is located directly adjacent the southeast of the site boundary. Any future development on the site would need to be designed to ensure no conflict between users. Recommended that as the design guidance and proposals are forthcoming for the areas neighbouring the golf course, the inclusion of mitigation, such as landscape buffers, may be required to assist in protecting the future amenity of all users.	The golf course is adjacent to the school sports pitches, it is agreed that this will have to be taken in to consideration at the design stage and the relevant mitigation provided on the boundary of the school.	Note within the Education Strategy that the boundary to the golf course will have to consider the appropriate mitigation measures.
Loanhead Equestrian Centre will not to be retained as part of the proposals. sportscotland is not a statutory consultee	The Development Framework has incorporated paths that are appropriate for equestrian use and	No amendment required as a

<p>in respect of this land use but we would request that consideration is given to the requirements of this sport and whether remaining equestrian centres in the area can accommodate demand.</p>	<p>allow movement through the site.</p>	<p>result of this representation.</p>
<p>Given the scale of development there is likely to be an increase in the use of existing facilities, it is essential to ensure that these facilities are not put under undue pressure from demand. Consideration should be given to any upgrade and improvement works to these facilities in particular at Hazlehead Park, as appropriate and by way of developer contributions or legal agreement, to ensure facilities have capacity for both existing and future users.</p>	<p>It is unclear what facilities are being referred to in this representation. If a shortfall is identified appropriate mitigation would be agreed via the s75 agreement and the detailed application process.</p>	<p>Consideration should be given to existing facilities as part of the S75 for the planning permission in principle.</p>
<p>Walking, cycling, core paths and access Support the aspirations to integrate the strategic path network into the settlement and encourage cycling and walking through the area. The surrounding forests are multi activity and it is essential to recognise the different needs of the variety of users in the detailed design proposals for paths within the site.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>Support the commitment to provide opportunities for active travel throughout the development framework document. These paths should also consider the use as recreation as well, and not in isolation. It is important to develop an integrated network that joins recreational and active travel.</p>	<p>Noted</p>	<p>No amendment required as a result of this representation.</p>
<p>In addition, the amenity of all pathway users must be protected throughout the phased construction and operation of development. While obstruction of pathways should be minimised at all stages; safe, direct, accessible temporary path diversions should be provided during</p>	<p>Agreed this requirement will be determined through the planning application process.</p>	<p>No amendment required as a result of this representation.</p>

<p>periods where existing pathways are inaccessible.</p> <p>Level of proposed sports provision</p> <p>New residential development will have implications in relation to the demand for sports facilities and could potentially create the need for new ones. The encouragement of/provision of opportunities for sport and recreation should be embedded in masterplans in order to provide for a good level of access to sports facilities for those living in the area.</p>	<p>P57 indicated that the school campus, Central Park and Hazleden Park have the potential for outdoor sports areas. This said there is no detail in relation to the actual use of Hazleden park. The provision of sports facilities should be further explored within each relevant Masterplan. P119 explains in more detail the central park and the minimum requirements for this space. For example “the park must contain a range of facilities for formal sports.” The exact details and requirements for these spaces will be determined through the planning application process, in discussions with Education, Culture and Sport.</p>	<p>No amendment required as a result of this representation.</p>
<p>It is unclear how the 14 hectares of Open Space is being provided.</p> <p>The areas identified as providing for outdoor sports use are Hazleden Park (2ha), Central Park (2.6ha) and the School Campus (6.5ha) which total some 11 hectares. However, there is no mention of Hazleden Park providing for formal sports facilities in the rest of the document and the Central Park area will not contain outdoor sports facilities alone, therefore the amount attributed to this area would be lower. At present, the total area attributed across the site does not appear to meet the requirement. There is also no mention made of the primary school to the north, it is assumed that this will be available to the public.</p>	<p>A breakdown of the open space is provided on pages 56 and 57 of the Framework.</p> <p>Any financial contribution that may be required would be dealt with via a S75 agreement as part of the Planning Application process.</p> <p>Availability of sports pitches and sports halls at the primary school for general community use will be subject to agreement with the Council’s Education, Culture and Sport Service.</p> <p>It is the intention that the Community Campus to the south of the site will be available as community facilities. Page 70 confirms that “In</p>	<p>No amendment required as a result of this representation.</p>

<p>The overhead lines cross sports facilities associated with the school campus and Hazleden.</p> <p>Sportscotland suggest that further consideration be given to the level of outdoor sports pitched that will be required. While we do not think a quantities target is always required, particularly where surrounding existing facilities may have capacity (or could be increased in their capacity) to meet demand.</p> <p>This should consider the wide range of sports uses, not just pitch based sports and also the requirements for indoor provision – sports halls etc.</p>	<p>this location the community campus can best fulfil its role as a fully integrated resource for the wider community.” Details of the requirements will be dealt with through the planning application process.</p> <p>There is no clear National or Local guidance available for locating play or sports pitches close to power lines. The design team were advised by Fairhursts that having the pylon pass over areas of playing fields would be acceptable. The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space. Through the school site, C11, it is anticipated that parking, circulation space and informal sports areas would be located within the wayleave with formal pitches located out with the wayleave corridor.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety assessment would be required and this will involve the transmission company requirements. It is not unusual for playing grounds to be near pylons but generally on the perimeter of the play zone.</p>
<p>Phasing sportscotland support the inclusion of general community</p>	<p>Noted. The central park is part of the first phase of development as is one school.</p> <p>No amendment required as a</p>

<p>facilities, to include sports facilities, within Phase 1 of the Masterplan. Early delivery of infrastructure and services is essential in helping to establish new communities. Sports facilities associated with the new primary school proposal and those within the Central Park will be delivered at this stage. sportscotland supports the dual-use of school sports facilities and advise that these be designed to enable community access both during and outwith school hours.</p>			
<p>Sportscotland good-practice guidance regarding the appropriate level of sports provision for primary and secondary schools should be used when design principles and proposals are being developed.</p>	<p>The comments will be forwarded onto the Consortium.</p>	<p>Noted.</p>	
<p>The sports facilities requirements for 3 stream primary schools are more than a single stream schools, and refer again to our guidance which outlines the requirements for these.</p>	<p>The comments will be forwarded onto the Consortium.</p>	<p>Noted.</p>	
<p>Both Phases 2 and 3 refer to the completion of the Community Campus. The completion of the schools is referred to in Phase 3. Given the anticipated residential capacity of the site by Phase 2 (some 2,013 units), sportscotland would encourage that the detailed phasing of the later stages secures the delivery of the majority of associated sports facilities in advance of Phase 3. This will ensure adequate facilities are in place for residents. Throughout construction and operation of later phases of development, provisions should be in place to maintain continued access to sports facilities delivered in the earlier phases.</p>	<p>No amendment required as a result of this representation</p>	<p>A planning permission in principle has been submitted for the whole site this will determine the phasing of the schools and associated infrastructure.</p>	
<p>Phase 1 Masterplan</p>	<p>No amendment</p>	<p>Pages 72-75 show the delivery strategy for the</p>	

<p>Core Path Links - The Core Path 57 alignment and the Core Path Link are shown within the masterplan as wide, landscaped, linear parks. sportscotland supports any improvements to the Core Path and associated links. The delivery of these elements as high quality, flexible and accessible open spaces will be important in both encouraging the use of these key routes for active travel as well as recreational walking, cycling, running and horse riding by the local community, and to ensure they contribute positively to the wider path network. It is important these spaces are not only well-designed but are appropriately integrated to the phasing program with management plans in place to ensure opportunities for outdoor recreation are optimised for the local community.</p>	<p>whole site which includes area such as open spaces, landscaping and education.</p>	<p>required as a result of this representation</p>
<p>Countesswells Central Park - sportscotland supports the proposed location of the outdoor sports facilities within the Central Park area as this provides an accessible, central resource for future residents. In determining the type of facilities to be provided here, due regard should be given to the specific needs of the new community. Again, we would encourage use is made of sportscotland's published design guidance to assist in the development of sports facilities and ensure these are optimised for community use</p>	<p>Agreed, it is important to ensure that the facilities meet the needs of the community.</p>	<p>The consortium will be forwarded the comments in relation to guidance provided by sportscotland.</p>
<p>Core Spaces Design Principles - sportscotland support the reference to the inclusion of sports facilities as both a 'function' and 'design principle' for this area. However, we would recommend a consistent approach to the wording of these; while the illustrative image is annotated, 'The park</p>	<p>Amend the design principles to be stronger. Change "should be provided" to "will be provided."</p>	<p>Amend to read "Areas of formal sports such as.....and bowling greens</p>

<p>must contain a range of facilities for formal sports', the design principle states, 'Areas for formal sports such as tennis courts, basketball courts and bowling greens should be provided, designed as part of the space'. We encourage the former use of 'must' gives greater onus on the requirement to include and deliver these elements.</p>	<p>"will" be provided....."</p>
<p>Infrastructure Delivery The Delivery Statement does not identify the need for any contributions required specifically for sports facilities. For clarity, sportscotland would request that specific reference is made to sports facilities to be delivered alongside the schools as part of these community facilities.</p>	<p>Agreed</p> <p>Amend table on p 73 N7 includes primary school and associated sports facilities.</p> <p>Amend table on p 74 and 75 C11 to state including some sports facilities provision.</p>
<p>In relation to the sports facilities to be delivered outwith the schools sites, sportscotland would request further clarification as to the intended delivery of these.</p>	<p>Delivery of the other sports facilities will be agreed through the planning application process and legal agreements via the necessary phase of the development.</p> <p>Noted this is the best mechanism.</p>
<p>For 'Walking/Cycling', sportscotland supports the broad aspirations for core path linking, pathway networks and the illustrative approach of the landscape strategy set out in the document. It is understood that these are to be delivered through development proposals and associated Section 75 agreement. sportscotland would support this approach, incorporating these elements in the legal agreement provides a robust delivery mechanism.</p>	<p>No amendment required as a result of this representation</p> <p>No amendment required as a result of this representation</p>

<p>We would refer to our earlier comments in terms of ensuring the future path network provides for both functional and recreational access. The path network should connect successfully both internally and with the existing surrounding path network to provide a joined-up network through each development phase.</p>	<p>Agreed connectivity is essential throughout and beyond the site.</p>	<p>No amendment required as a result of this representation</p>
<p>14. Mr + Mrs Dalgarno, Mr + Mrs Copland, Mr + Mrs Kumar</p>		
<p>Summary of Representations</p>		
<p>While we continue to believe that the development of 3,000 homes, schools and business space on the site is excessive, note that it is now included in the Local Development Plan (2012). Highlights concern for existing residents who will be living in a huge construction site for many years to come. We do believe, therefore, that the developers and Aberdeen City Council have a responsibility to current residents in the area to ensure that the impact on their daily lives is minimised as far as possible.</p>	<p>Concern is noted.</p>	<p>Action as a result of Representation There will be a Construction Environmental Management Plan submitted as part of the planning application process.</p>
<p>Throughout the LDP consultation process, we and others argued that the scale of development proposed for Kingswells, Cults, Hazlewood etc. was excessive and should be undertaken only when appropriate infrastructure as in place including the construction of the AWPR. Particular reference was made to the impact on traffic including "pinch points" at a number of junctions on Anderson Drive.</p>	<p>It is for the Transport Assessment to determine whether any development can be accommodated on the road network prior to the mentioned infrastructure being in place. The TA will also determine what infrastructure is required and when. Ultimately the precise level of infrastructure requirements and developer contributions for any</p>	<p>No amendment required as a result of this representation</p>

	development will be agreed with the Council, and other relevant statutory agencies, via the planning application process.	
During the lengthy construction period of the amended layout of the roads and roundabout at the Kingswells junction on the A944, the residents in this area suffered considerable inconvenience with road closures almost every weekend with, on many occasions, the information relating to these closures bearing no resemblance to what the actual closures.	Every effort will be made to maintain access to the A944 during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public.	No amendment required as a result of this representation.
The completion of the work on the roundabout has improved traffic flow east and west along the A944. Concern about emergency vehicle access to existing properties during peak hours.	Emergency vehicles are able to use the opposite side of the road or other routes. It is not within the remit of the Development Framework to cover this issue.	No amendment required as a result of this representation.
No development should take place until all the roads infrastructure is in place. Including the AWPR.	The Transport Assessment will determine the level of infrastructure required to support development for each phase of the Development Framework.	No amendment required as a result of this representation.
15 The Mann Family		
Summary of Representations		
Supportive of the opportunity, vision and detail for the document that relates to the allocated site in the ALDP. The area of concern relates to the area of land outwith the designation that connects to the A944 and the committee report and the development framework refer to it as though it is within the allocated site.	The land outwith the designation relates to the Proposal of Application Notice boundary. The Local Development Plan policy NE2 allows for the construction of essential infrastructure including roads planned through the masterplanning of new housing and employment	Action as a result of Representation No amendment required as a result of this representation.

<p>Concerned that the committee were not fully alerted on this issue. In particular the fact that the indicative route goes through the garden of remembrance.</p> <p>No reference is made within the committee report of the land requirement or the fact it passes through the garden of remembrance</p>	<p>allocations, which cannot be accommodated other than in the green belt.</p> <p>The sensitivity of this location is noted. Any access road should avoid the Garden of Remembrance but still connect into the junction on the A944.</p> <p>This road connection from the site to the A944 is still subject to further negotiations and discussions to determine the most appropriate route.</p>	<p>Amend plans to show the route outwith the Garden of Remembrance.</p> <p>Amend plans to show the eastern road from the site boundary to the A944 as indicative (dashed line) and subject to detailed discussions, site assessments and agreement as part of the planning application process.</p> <p>Add text to 5.4 to reiterate this point.</p>
<p>In approving the Framework for consultation ESPI committee reserved their right to comment in terms of the road network until the TA has been carried out and agreed, a phasing plan was also required.</p>	<p>Noted this is the recommendation of the previous committee.</p>	<p>Further detail is included within the committee report para 5.12.</p>
<p>The document contains a large amount of detail and information. Once agreed as SG any variation from this</p>	<p>The Development Framework will be adopted as supplementary guidance to provide strategic</p>	<p>Reference within the text that relates</p>

<p>document will equate to a departure.</p> <p>Suggest that these routes do not need to be shown exactly in the Framework and instead it should refer to the requirement for 2 junctions onto the A944 from the site. To show locations at present is premature and confusing considering further work on the TA is currently being carried out. The outcome of the TA should not be prejudiced by the premature approval of the road lines through the framework and its subsequent approval as SG.</p> <p>There is no reference to the access having to pass through the greenbelt.</p>	<p>direction, informing later phased masterplans and planning applications which will in turn provide evolving detail. The principle of access onto the A944 will have to connect to the Jessiefield Junction. The route of the road between the site and junction however can be altered and amended as further surveys and assessments are carried out.</p>	<p>to “agreed” Transport Assessment is to be removed.</p>
<p>No ref to OP68 and the cemetery extension.</p>	<p>The Local Development Plan policy NE2 allows for the construction of essential infrastructure including roads planned through the masterplanning of new housing and employment allocations, which cannot be accommodated other than in the green belt.</p>	<p>No amendment required as a result of this representation.</p>
<p>No reference to the to the A944 impact on the Green Space Network, though re-routing the access would significantly improve this.</p>	<p>The proposed road goes around the edge of the cemetery extension which is a long term expansion. There is additional land adjacent to the cemetery that could accommodate any shortfall and further expansion if necessary.</p> <p>The Local Development Plan Green Space Network Policy states masterplanning of new developments should determine the location and extent of the Green Space Network within these areas. This has been carefully considered and green space incorporated into the site.</p>	<p>No amendment required as a result of this representation.</p>
<p>Consultation Insufficient consultation has taken place since the road</p>	<p>The draft Framework and site layout is an</p>	<p>No amendment required as a</p>

<p>was rerouted through the cemetery. Committee would not likely be aware of this or the limited consultation on this change from reading the committee report. (one Liaison group meeting since Nov 2012)</p> <p>This consultation will not likely meet the test of adequacy set out in regulation 27 (1)(a) of the Town and Country planning (development Planning)(Scotland) regulations 2008 in relation to publicity associate with proposed SG.</p>	<p>evolving document that changes throughout its development as a result of further site analysis, meetings and other information becoming available.</p> <p>The Council's adopted Masterplan Process identifies appropriate discretionary and statutory consultation measures. It is noted from the draft document that the Consortium carried out extensive consultation as part of the development of the document in accordance with that Process.</p> <p>The test under regulation 27 relates to the Council's requirement to consult not the developer. Further details of the Council's own consultation are contained in the report paragraph 5.9.</p>	<p>result of this representation.</p>
<p>The document states (para 1.5) that a TA has been produced to support the document. It is incomplete so this is not the case. Also none of the supporting information has been made available so it is not possible to consider how it has actually informed the document; a further round of consultation should be carried out with these documents all available for viewing.</p> <p>The site analysis section makes no reference to the Green Belt, Green Space network and the OP68 allocation. Ref should be made to these within the fig 54.</p>	<p>At the time of drafting the TA had not been agreed. The Framework should highlight that a TA will be required to determine the exact road layout and junction arrangements.</p> <p>The supporting information was available on request.</p> <p>Agreed</p>	<p>Reference within the text that relates to "agreed" Transport Assessment is to be removed.</p>
		<p>Include the Green Belt, Green Space Network and OP68 within the site</p>

<p>The provision of a detailed road layout and street hierarchy and the bus only route, is premature until the TA is agreed.</p>	<p>Early analysis demonstrated that the bus only routes would provide potential benefits to the operation of the Kingswells roundabout and the A944. Further detail has been provided in the TA along with potential access junction layouts and locations.</p> <p>The Development Framework has scope to be altered as it sets out the principles and vision for the development. It is noted that the Development Framework does make some statements that imply that the TA has been fully agreed and this will be altered. It is not appropriate for the Framework to be so explicit.</p>	<p>analysis section</p> <p>Reference within the text that relates to “agreed” Transport Assessment is to be removed.</p>
<p>16. Mr Latimer</p>		
<p>Summary of Representations</p>		
<p>The first point is that the consultation exercises undertaken so far seem to be flawed. I take a keen interest in local planning matters and was particularly looking for this development proceeding as it could affect the sporting facility that I and Chairman of, however this consultation is the first I have seen. I can only assume that the previous consultation exercises were poorly advertised.</p> <p>Although appreciate that modern planning dictates that roads in built up areas should be anti-car this should not be used as an excuse to block off existing through routes.</p>	<p>Officers Responses</p> <p>Paragraph 2.6.2 of the Development Framework highlights the advertisement that took place over the whole process. The consultation was carried out in accordance with the Council’s agreed Masterplanning Process.</p> <p>The street networks are not anti-car but they will be designed to make walking and cycling more desirable to try to get away from the reliance on</p>	<p>Action as a result of Representation</p> <p>No amendment required as a result of this representation</p> <p>No amendment required as a result of this</p>

<p>These should be enhanced to allow traffic to easily bypass the residential areas.</p>	<p>cars.</p> <p>The AWPR will provide the appropriate North-south bypass around the site.</p>	<p>representation.</p>
<p>The consultations that do seem to have taken place with community councils appear to have concentrated on the perception that the existing roads passing through the proposed development are "rat runs". Countesswells Road and Kirk Brae are not a "rat runs" but significant parts of the road network which allow traffic to move in a logical direction without travelling towards the centre before heading back out again. If the councils bothered to consult with their residents they would realise that the people using these roads are the ones they are supposed to be representing. Unfortunately the proposals will merely produce 3000 more households who will be using these roads to access the parts of the city and Shire that they want to go to while frustrating the existing residents.</p>	<p>A number of complaints from local residents have been received stating that this is a "rat-run" with lengthy queues, particularly at peak times.</p> <p>The AWPR will provide a new link between the A944 and North Deeside Road. This is the key strategic route and the road link that would be most appropriate for traffic moving between these two routes. There will still be the ability for traffic to travel through the Countesswells development between the A944 and North Deeside Road, it will likely be less desirable as a "rat-run" and more suitable as a route for local traffic.</p>	<p>No amendment required as a result of this representation.</p>
<p>Concern about blocking off the access to Kingswells roundabout. Traffic accessing the AWPR does not want to be travelling back into the city before turning back on its self.</p> <p>The dismissal of the consultees that did wish to see the existing road network maintained shows that those undertaking this study have no understanding of the current road use and wishes of the wider community. The usual calls for more public transport are not representative of the wider population and are irrelevant for those not travelling into the city or at the times that it operates.</p>	<p>The site is allocation in the Local Development Plan and road network within the site needs to adapt to accommodate the development. The ability for through traffic to connect between the A93 and the A944 will be maintained.</p> <p>National, regional and local transportation policies are strongly focussed on providing sustainable transport systems fit for the 21st Century. This is to ensure the transport system is integrated and accessible while minimising the environmental</p>	<p>No amendment required as a result of this representation.</p>

<p>The development needs to have strong connections in all directions and not act as a block to existing traffic flows.</p>	<p>impact of transport on our community. Existing connections to the area will be maintained either by continuing to use existing routes in most cases, or by providing a suitable alternative. Streets within the development will be designed to make the residential areas safer and slow traffic down.</p>	<p>No amendment required as a result of this representation.</p>
<p>17. Kingswells Community Council</p>		
<p>Summary of Representations</p>		
<p>KCC approves of the main road access into the development being from the Greenhedges/ Jessiefield junction on the A944. It also supports the eventual restriction of the existing Cults-Kingswells road (C189) to a bus and cycle route that also allows access to existing properties. This should help to limit future traffic congestion at the Kingswells roundabout.</p>	<p>Officers Responses</p> <p>Noted, the comments are welcomed.</p>	<p>Action as a result of Representation</p> <p>No amendment required as a result of this representation</p>
<p>The main access road for the A944 is routed through the area (OP68) within the Local Plan for cemetery expansion. More seriously, the road would cut through the western end of the Garden of Remembrance at Hazlehead Crematorium. The garden is currently a very peaceful place and is not appropriate for the construction of a busy access road. KCC would urge that the road be re-routed further to the west at this point.</p>	<p>The proposed road goes around the edge of the cemetery extension which is a long term expansion. There is additional land adjacent to the cemetery that could accommodate any shortfall and further expansion if necessary.</p> <p>The sensitivity of this location is noted. Any access road should avoid the Garden of Remembrance but still connect into the junction on the A944.</p>	<p>Amend plans to show the route outwith the Garden of Remembrance.</p> <p>Amend plans to show the eastern road from the site boundary to the A944 as indicative (dashed line) and</p>

	<p>This road connection from the site to the A944 is still subject to further negotiations and discussions to determine the most appropriate route.</p>	<p>subject to detailed discussions, site assessments and agreement as part of the planning application process.</p> <p>Add text to 5.4 to reiterate this point.</p>
<p>Until the new access road and AWPR are built, there will be traffic problems on the C189 where it approaches the Kingswells roundabout. This section is already nose-to-tail at peak times and congestion will only increase as the first tranche of new homes is built. It will be essential to disallow traffic hold-ups due to construction work at peak times.</p>	<p>Every effort will be made to maintain access to the A944 during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public'.</p>	<p>Pass the comments of concern onto the Countesswells Consortium.</p>
<p>KCC has little confidence in the traffic assessment calculations for Countesswells. In particular, the use of the Blacktop road as a "rat-run" to access Westhill from Countesswells is being underestimated. This country road is totally unsuited to high traffic volumes and is potentially unsafe. Ways will need to be found to discourage drivers from using this road as a shortcut to Westhill from south Countesswells.</p>	<p>The design of the street network within the development aims to reduce the use of this road as a rat-run. This includes slower traffic speeds, reduced widths, reduced forward visibility and varying street uses and setbacks.</p>	<p>Pass the comments of concern onto the Countesswells Consortium.</p>
<p>House types The Framework does not go far enough to meet the needs of the ageing population. Many elderly people are looking to "down-size" and relocate to single-storey homes. Small</p>	<p>The issue of housing appropriate for the elderly was raised within a few representations and is relevant given the increase in the elderly population. The provision of this is in accordance</p>	<p>Add further text to 5.5.2 to show commitment to providing</p>

<p>bungalows or flattened accommodation with lifts would help to meet their needs. This matter needs to be taken seriously and fully addressed in the document.</p>	<p>with the aspirations of the emerging Local Development Plan. More commitment to the provision of housing appropriate for elderly should be highlighted in the document.</p>	<p>accommodation appropriate for the elderly.</p>
<p>Supports creation of a central park, the use of existing watercourses, and the conversion of the tree-lined section of Countesswells Road to a vehicle-free access.</p> <p>Misleading claims on amount of overall green space as several of the “green” areas are simply wayleaves for overhead power lines. SSE will insist on keeping these areas free of any planting. This will considerably limit opportunities for landscaping.</p>	<p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires.</p> <p>A health and safety assessment would be required and this will involve the transmission company requirements.</p> <p>There are large areas of open space within the site including the 11 hectare Cults Burn Corridor.</p>	<p>A health and safety assessment required as part of planning application process.</p>
<p>The development must be hidden as far as possible when viewed from Kingswells and prominent viewpoints like Brimmond Hill. To achieve this, the northern boundary including residential blocks N1 and N3 needs to be screened off by a thick belt of substantial trees, both deciduous and non-deciduous.</p>	<p>The lay of the land helps to screen the development. There is planting proposed around the site including the northern boundary. Detailed and appropriate planting will be dealt with through the planning application process.</p>	<p>No amendment required as a result of this representation</p>
<p>The routing of the main access road through a forested area should not be used as an excuse for removing whole blocks of woodland. As far as possible, trees that need to be felled should be replaced with indigenous species.</p>	<p>A detailed landscape strategy will determine the exact species and layout of trees and planting. It is agreed that where possible replacement trees should be of indigenous species.</p>	<p>Add text to 5.2 to identify that consideration will be given to indigenous planting as part of the landscape strategy.</p>
<p>SUDS basins should, wherever possible, be used to</p>	<p>Detailed design and requirements for the SUDS</p>	<p>These comments</p>

<p>encourage biodiversity. Unattractive and sterile grass basins, devoid of any water for most of the year, are not acceptable.</p>	<p>schemes will be determined thought the planning application process.</p>	<p>will be passed onto the Consortium.</p>
<p>It is very disappointing that the former reservoir (now a wetland area) shown in 3.3.1 of the consultation document is not being properly exploited to create an area of biodiversity and a possible water feature. It is inappropriate that residential block S9 has been allocated to this site. Good example - Prime Four at Kingswells, the creation of an attractive pond from a similar area of marshland sows what can be achieved with a bit of imagination and concern for the environment.</p>	<p>The former reservoir site is not within the ownership of the Countesswells Consortium. Any proposal that came forward for here would have to meet the aspirations of the Development Framework. Further consideration should be given to SUDs and block S9 as part of the detailed Masterplan for Phase 3.</p>	<p>Amend 5.3 to include reference to wetland areas including consideration of block S9.</p>
<p>Maintenance of open spaces It is essential that maintenance arrangements for all communal spaces, including green areas, are set out transparently and in legal terms from the outset. No residents or employers should be left in any doubt about the persons/agencies responsible for the upkeep and safety of areas next to their properties.</p>	<p>Agreed. The Countesswells Consortium is committed to ensuring that the greenspaces are appropriately managed and maintained. It is agreed that the issues of management is key for the development. Paragraph 5.2.6 states “Due to the wide variety of spaces of varying scale proposed within Countesswells different forms and levels of management are likely to be required including private management companies or other such arrangement documented through the S75 agreement which will be established by the developers on behalf of residents. Water courses and SUDs will be adopted by the relevant authorities where possible.” This adequately confirms the requirement for a clear management plan for the</p>	<p>No amendment required as a result of this representation</p>

<p>There is considerable scope to increase biodiversity which is mostly just fields at present. To achieve this, some of the green areas should be kept in a managed but “un-manicured” state. This is likely to include the edges of watercourses and ponds.</p>	<p>whole site which will be legally tied into the S75. The Development Framework should state that biodiversity improvements will be considered throughout the whole site.</p>	<p>These comments will be passed onto the Consortium for consideration.</p> <p>Add text under 5.2 to show the commitment across the site for the improvement to biodiversity.</p>
<p>Other Infrastructure All homes and businesses should have easy access to high-speed, fibre optic broadband from the outset (not as an afterthought).</p>	<p>This is in accordance with the aspirations for the site. Text should be added to show the commitment to the provision of fibre optic broadband across the site.</p>	<p>Add a section that confirms that broadband for the site will be investigated.</p>
<p>18 Mr Sell</p>		
<p>Summary of Representations</p> <p>We are concerned that the existing roads infrastructure will be inadequate to cope with the traffic generated by this proposed development.</p>	<p>Officers Responses</p> <p>The Transport Assessment will determine what is required for each phase of development. In addition, the Strategic Transport Fund will provide funding for road infrastructure improvements required to accommodate the cumulative impact of all Local Development Plan sites.</p>	<p>Action as a result of Representation</p> <p>No amendment required as a result of this representation</p>
<p>There is no apparent record of hydrology surveys having</p>	<p>The EIA includes site visits, photographic record</p>	<p>No amendment</p>

<p>been completed on this extensive site. The plans do not take the natural springs and watercourses into account.</p>	<p>and review of the characteristics and other technical reporting e.g. desk studies and Envirocheck and makes an assessment of the proposals again the sensitivities on site.</p> <p>Fairhurst have undertaken a catchment analysis in order to establish 1:200 yr flood flows for the engineered burn channel which is being created through the site. The burn channel and culverts have been designed taking account of these peak flows. The character of the burn channel and valley is such that there is flood storage capacity available should it ever be required.</p> <p>Further surveys may be required to inform the subsequent Planning Applications.</p>	<p>required as a result of this representation</p>
<p>Primary health care will have to be provided by the existing local GP practices for initial phases. Concern medical practices will be overburdened by an overwhelming number of new patients from the proposed development until a sufficient number of homes are sold to fund the construction of a health centre within the development.</p> <p>At the last Liaison Group Meeting detailed proposal for the Education provision were discussed, including one secondary and two primary schools and interim arrangements.</p> <p>During the construction of the first primary school the first children from Countesswells are to be transported to</p>	<p>There is provision and space within the non-residential areas to accommodate health care. Discussions with NHS Grampian are ongoing. Health Care provision will be agreed as part of the Planning Permission in Principle legal agreement, this will include timings of delivery.</p> <p>Details on the exact timings and requirements for the secondary and two primary schools will be subject to a legal agreement through the Planning Permission in Principle. If the Council required the school earlier than proposed this may be possible subject to further discussions.</p>	<p>No amendment required as a result of this representation</p>
<p>During the construction of the first primary school the first children from Countesswells are to be transported to</p>	<p>Details on the exact timings and requirements for the secondary and two primary schools will be subject to a legal agreement through the Planning Permission in Principle. If the Council required the school earlier than proposed this may be possible subject to further discussions.</p>	<p>No amendment required as a result of this representation</p>

<p>Braeside Infant School, which will be upgraded to make it suitable for P1 to P7 pupils. The first primary school will be ready for the 400th house. Then construction will begin on the second primary school. The Countesswells site is to be re-zoned to Hazlehead Academy until the secondary school is completed in 2018/2019. However, the Development Framework Document does not specify the timing of the transitions from the interim to the permanent educational establishments. We contend that the occurrence of this transition is dependent on the continued strength of the housing market and therefore expect that the period of dependency on the interim educational resources will be of indeterminate length. Furthermore, the strategy for the interim provision of primary school places is perceived by us as fragile because it is dependent on the completion of one construction project – the upgrade of Braeside Infant school. If this falls through, class sizes could increase well beyond the guidelines set by the Scottish Government.</p> <p>We welcome the 25% affordable housing allocation. The developers stated their commitment, at the last liaison group meeting, to the delivery of the full amount of affordable housing. However, we advise scrutiny of any plans submitted for affordable housing, particularly 2 bedroom properties, to ensure that dimensions of the rooms comply with building regulations and that adequate storage space is provided. The plans should also be drawn up in consultation with affordable housing providers.</p> <p>Roads and Transport</p>		<p>Affordable housing provision will be determined through the legal agreement in conjunction with the Council's Housing and Environment Service. The type and size will be based on the known need within the area.</p>	<p>No amendment required as a result of this representation.</p>
		<p>The document does not state that Kirk Brae will</p>	<p>No amendment</p>

<p>It is our contention that a possible 12 month closure of Kirk Brae, to facilitate the installation of the utilities for Phase 1, is too lengthy a period. Kirk Brae is an integral part of the city's established roads infrastructure. The closure of Kirk Brae will cause congestion on the surrounding roads and closing it for such a long period will result in prolonged and frustrating difficulties for commuters travelling north to Kingswells, Westhill, Dyce and other locations to the north of the city. This road should not be closed at peak travel times. We believe that its closure could be avoided if the new link road was built very early in the development</p> <p>Bearing in mind that a 3000 home development is being planned, we disagree with the tendency of the roads infrastructural design to direct traffic towards Aberdeen's urban routes because such a solution is unsustainable in terms of increases in congestion and pollution.</p> <p>In our opinion, Aberdeen City Council should consider the advantage of routing traffic, moving South to North, through the middle of the proposed development. This route could also serve as a distributor road for the streets throughout the phases of their construction. The main route for the proposed development could be constructed round its periphery.</p> <p>The proposed route for the road to the Jessiefield junction appears to run through the western end of the remembrance garden at the Aberdeen Crematorium (ref. map page 61 and elsewhere). We submit that this aspect</p>	<p>be closed for 12 months. The requirement for any closure of Kirk Brae will be dependent upon the working methods and programme of the appointed Contractor.</p> <p>It should be noted that every effort will be made to maintain access to the A944 during the early construction periods and any utility works will be programmed to ensure minimum disruption to the public.</p> <p>The AWPR will provide a new north -south link between the A944 and North Deeside Road. This is the key strategic route and the road link that would be most appropriate for traffic moving between these two routes.</p> <p>There will still be the ability for traffic to travel through the Countesswells development between the A944 and North Deeside Road, but it would be inappropriate to include a new strategic link, which would attract significant additional volumes of through traffic, at this location. The aim would be to minimise the level of through traffic, leaving the Countesswells road network accessible for local traffic movements.</p> <p>The sensitivity of this location is noted. Any access road should avoid the Garden of Remembrance but still connect into the junction on the A944.</p>	<p>required as a result of this representation.</p>
		<p>Amend plans to show the route outwith the Garden of Remembrance.</p>

<p>of the proposal lacks sensitivity because it seems to take no account of the fact that many families will have spread ashes of loved ones in this area. We feel that it would be more appropriate to route the road to the west of the garden.</p>	<p>This road connection from the site to the A944 is still subject to further negotiations and discussions to determine the most appropriate route.</p>	<p>Amend plans to show the eastern road from the site boundary to the A944 as indicative (dashed line) and subject to detailed discussions, site assessments and agreement as part of the planning application process.</p> <p>Add text to 5.4 to reiterate this point.</p>
<p>Utilities Provision of high speed broadband through fibre optic cable should be compulsory by virtue of a legal agreement with the developers.</p>	<p>This is in accordance with the aspirations for the site. Text should be added to show the commitment to the provision of fibre optic broadband across the site.</p>	<p>Add a section that confirms that fibre optic broadband for the site will be investigated.</p>
<p>Landscaping and Drainage We are concerned that a significant amount of the planned greenspace runs under the existing high voltage power lines and therefore contend that any claim by the developer which states that this area is part of his contribution to green space provision is questionable.</p>	<p>This site is integrating this corridor within the development rather than turning its back on it like in some older developments across the City.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety</p>	<p>No amendment required as a result of this representation.</p>

	<p>assessment would be required and this will involve the transmission company requirements.</p>	
<p>Concern there is a powerline crossing the playing fields of the proposed secondary school.</p>	<p>There is no clear national or local guidance available for locating play or sports pitches close to power lines. The design team were advised by Fairhursts that having the pylon pass over areas of playing fields would be acceptable. The layout follows the guidance provided, with 15m wayleave either side of the power line across the site, generally used for circulation space and informal areas of public open space. Through the school site, C11, it is anticipated that parking, circulation space and informal sports areas would be located within the wayleave with formal pitches located out with the wayleave corridor.</p> <p>Any activity under the lines would be determined on the height difference from ground to the underside of the wires. A health and safety assessment would be required and this will involve the transmission company requirements. It is not unusual for playing grounds to be near pylons but generally on the perimeter of the play zone.</p> <p>Further information on this topic can be found via the following link:</p> <p>http://www.hpa.org.uk/Topics/Radiation/Understa</p>	<p>Health and safety assessment required as part of the planning application process.</p>

<p>Advise against locating properties in close proximity to woodland because of the safety risk from falling trees. We favour the provision of a clear safety margin between the housing and wooded areas.</p>	<p>ndingRadiation/AtAGlance/Flash_ElectricAndMagneticFields/ Development will be considered in accordance with BS5837:2012 Trees in relation to design, demolition and construction. This point considered within para 3.6.3 of the Framework and will be further addressed through the planning application process.</p>	<p>Amend the text in 3.6.3 to update the title of the document.</p>
<p>Hydrology surveys should be conducted throughout the site to detect natural springs and watercourses as a preliminary to planning the systems of drainage. Suds areas and wetlands should be integral to all landscaping strategies.</p>	<p>EIA includes site visits, photographic record and review of the characteristics and other technical reporting e.g. desk studies and Envirocheck and makes an assessment of the proposals again the sensitivities on site. Fairhurst have undertaken a catchment analysis in order to establish 1:200 yr flood flows for the engineered burn channel which is being created through the site. The burn channel and culverts have been designed taking account of these peak flows. The character of the burn channel and valley is such that there is flood storage capacity available should it ever be required. Further surveys may be required as part of the planning application process.</p>	<p>No amendment required as a result of this representation.</p>
<p>19. Strategic Development Plan Authority</p>		
<p>Summary of Representations</p>		<p>Officers Responses</p>
<p>Action as a result</p>		

of Representation		
<p>Additional text should be added to the Development Framework/ Masterplan to explaining what is being done in Countesswells to meet the carbon reduction targets</p>	<p>Noted: further consideration should be given to promote sustainability and minimise carbon emissions. Additional information should be provided to how the development has considered this approach and will meet the necessary standards.</p>	<p>Energy Efficiency Neither the development framework nor masterplan identify how energy saving technologies will be incorporated into the development. The requirement for larger developments to consider the scope for incorporating combined heat and power schemes (CHP) is highlighted in paragraph 4.7 of the SDP. There does not seem to be any consideration given to this within the DF or masterplan. The SDP makes clear that new developments must be designed to be more resource efficient; the plan sets a target for all new buildings to be carbon neutral by 2020.</p>
<p>Add a section into the framework in relation to sustainable development and the points raised under officer's response.</p>	<p>Further text should be added to the Development Framework to address this issue and demonstrate commitment to sustainable development and energy and water saving technology.</p>	<p>Page 92 under architecture states that; "Architecture should also strive for strong environmental standards, reducing energy consumption and help Countesswells meet sustainability aspirations" but no further detail is provided as to how this might be achieved? Given the overall scale of development proposed, for the DF and masterplan not to have considered the fundamental environmental principles, inherent to successful sustainable development would seem a serious oversight.</p>
<p>Add text into the Land use strategy to cover provision of recycling facilities in line with</p>	<p>Agreed text should be added to the framework to reflect the requirement to provide details on waste management as part of a planning submission. Reference should be made to the requirement for recycling provision within the site.</p>	<p><u>Waste</u> – There is no reference throughout the DF or masterplan to a commitment to provide recycling facilities in line with the waste hierarchy. Given that Aberdeen City and Shire are missing Scottish Government targets for the amount of waste still being sent to landfill, this is</p>

<p>something which should be identified at the earliest stage.</p>	<p>the waste hierarchy.</p>
<p><u>Quality of Design</u> – A central objective of the SDP is to create more attractive places which function sustainably and meet the needs of the whole community. The SDP strongly advocates that successful places must incorporate a mix of land uses. The Countesswells DF and phase 1 masterplan are proposing to work with these principles in order to create a well-designed mixed use development. This is welcomed.</p>	<p>Welcomed</p> <p>No amendment required as a result of this representation.</p>
<p><u>Density</u> – The proposal to have an average density across the site of 30 units/hectare, comprising a range of densities is welcomed and consistent with the SDP requirement.</p>	<p>Welcomed.</p> <p>No amendment required as a result of this representation.</p>
<p><u>Affordable housing</u> – The DF in 5.5.2 states that “the development will provide up to 25% affordable housing”, while this could be interpreted as less than a 25% provision, 7.1, further clarifies that the affordable contribution will be in line with the Local Development Plan policy requirement for 25%. In terms of the SDP requisite this is acceptable.</p>	<p>Agreed the text “up to” should be removed from the para 5.5.2.</p> <p>Delete “up to” from paragraph 5.5.2.</p>
<p><u>Water</u> –The DF/Masterplan lacks any reference to how water saving technologies will be considered and incorporated? It is an important requirement of the SDP for all new development to employ water efficiency through the assimilation of water saving measures.</p>	<p>Agreed. Text needs to be updated to reflect the requirement to include water saving technologies to avoid a significant impact on the River Dee.</p> <p>Update para 5.3 to include a statement that water saving technologies and water efficiency</p>

<p><u>Transport</u> – It is noted in the DF that a contribution to the Strategic Transport Fund will be sought as well as planning gain.</p> <p>Public transport was picked up as a key issue through the public consultation process. The SDP spatial strategy is largely based on the need to make public transport, walking and cycling a much more attractive option. This will involve a move away from an overreliance on private car use, which is contributing significantly to the regional CO2 emissions. Given this fact, the proposal for a strategic path network is welcomed.</p>	<p>will be incorporated within the development.</p> <p>No amendment required as a result of this representation.</p>
<p>Section 5.4.2 of the DF identifies the potential opportunities for access by bus, the proposal to create a bus only access route to the north west of the site is welcomed. However, there seems to be some uncertainty as to how the overall development will eventually be serviced by bus. Given there are no existing bus routes through the site, discussions with bus operators will need to provide greater certainty in relation to the availability and frequency of services.</p>	<p>Welcomed</p> <p>Noted: discussions are on-going with bus operators to deliver the service across the site. The Development Framework identifies streets that can accommodate a bus service serving the whole development. Further consideration will be given to this as part of the planning application process.</p> <p>Further discussions required with bus operators to ensure the whole site will be served by a public transport service.</p>
<p><u>Broadband</u> The provision of up-to date, high speed telecommunications networks and utilising fibre to the home technologies is not picked up throughout the DF.</p>	<p>This is in accordance with the aspirations for the site. Text should be added to show the commitment to the provision of fibre optic</p> <p>Add a section that confirms that broadband for the</p>

<p>The SDP states that the roll-out of high speed broadband will be vital to the future health of the local economy. Given the scale of new development proposed within the DF, it would be expected that the position regarding telecommunication provision would have been outlined.</p>	<p>broadband across the site.</p>	<p>site will be investigated.</p>
<p>In terms of layout, design and overall quality of development the Development Framework is robust and in line with central objectives of the SDP. It is clear that design principles have been given valuable consideration. The internal environmental considerations must be given equal weighting within the DF. The reduction of carbon emissions is a fundamental requirement, which should be given more attention. This would seem particularly imperative given the scale of development proposed within this site and also the level of development proposed within the wider Aberdeen City and Shire area.</p>	<p>Noted. Additional text should be added in relation to commitment to reducing carbon emissions. Detailed proposals will be assessed via the planning application process.</p>	<p>Add a section that shows commitment to carbon reduction within the site.</p>
<p>20. HFM – Drum</p>		
<p>Summary of Representations</p>		
<p>Believe that the Countesswells Development Framework does not entirely reflect the current retail policy background and seems to be biased towards the inclusion of major convenience retail use at Countesswells.</p> <p>This isn't reflected in current and potential future land use policy and there are two main pieces of evidence that we would like to refer to. These are the Aberdeen City and Shire Retail Study Update 2013 and the recent Aberdeen</p>	<p>The scale of the supermarket should meet the needs of the community and in line with the aims of the 2013 Retail Study and emerging LDP.</p> <p>Any retail development over 2500sqm would require a Retail Impact Assessment. Any other retail development would require a retail statement.</p>	<p>Action as a result of Representation</p> <p>It should be clear that a RIA or retail statement will be required.</p>

<p>City Main Issues Report.</p> <p>The Framework and Phase 1 Masterplan should be consistent in its description of the type, scale and function of retail that it expects to deliver at Countesswells. This should be based on the Retail Study Update 2013 and the emerging Local Development Plan i.e. local convenience shopping provision to serve the local day-to-day and limited main shopping needs of the Countesswells new settlement.</p> <p>It shouldn't seek to support large convenience retailers or attempt to become a new retail centre for West Aberdeen. There are far better and more sustainable means to achieve a proper network of convenience shop</p>	<p>The scale of the supermarket should meet the needs of the community and in line with the aims of the 2013 Retail Study and emerging LDP.</p> <p>Any retail development over 2500sqm would require a Retail Impact Assessment. Any other retail development would require a retail statement.</p>	<p>It should be clear that a RIA or retail statement will be required.</p>
<p>21. SEPA</p>		
<p>Summary of Representations</p>		
<p>In relation to Section 3.5.1 we have previously provided the council with a summary of the findings of a SEPA officer's survey of the site but this is provided again now in case you have not seen it and it is still helpful. (detail can be viewed in full comments)</p> <p>As the site is currently agricultural the developer should expect to encounter a large number of field drains, another consideration they should be aware of. We therefore ask that Section 3.5.1 is expanded to make reference to the likely presence of field drains.</p>	<p>Comments will be forwarded to the Consortium.</p> <p>Agree text should be added accordingly.</p>	<p>Action as a result of Representation</p> <p>Forward comments onto the Consortium.</p> <p>Add text to acknowledge the presence of field drains within the site.</p>

<p>Support the requirement within Section 3.5.2 of the Plan that Level 1 Flood Risk Assessment will be carried out as part of the planning application process. We agree that the Flood Risk Assessment should include an assessment of the existing drainage network and should be extended fully downstream to include all culverts along the Cults Burn. It should be noted that parts of the site may be at risk from surface water flooding. We note from the Plan that these areas of the site will be developed and potential surface water flooding will be incorporated into the drainage design. We would therefore recommend that the Roads Department of Aberdeen City Council be asked to provide advice on this matter if they have not done so already.</p>	<p>Noted</p>	<p>Comments will be passed onto the Consortium..</p>
<p>Section 3.11 Welcome the highlighting of potential opportunities for naturalising watercourses, deculverting (including of any existing covered field drains) and protection buffers. However we consider that the Plan should go further than this and ensure that these measures are taken. We therefore object unless this paragraph is amended to make sure that deculverting, providing buffers to watercourses (at least 6 m from top of the bank and following your own buffer guidance) and naturalising artificially modified watercourses are all specific requirements of the Plan. Please note that any stretches of watercourse that have existing good banks should be preserved to avoid disturbance.</p>	<p>Agreed update text in accordance with the comments.</p>	<p>Amend paragraph to make sure that deculverting, providing buffers to watercourses (at least 6 m from top of the bank and following your own buffer guidance) and naturalising artificially modified watercourses are all specific requirements of the Plan. Please note that any stretches of</p>

	<p>In relation to protection of the water environment and Figure 96 then we are generally pleased to note that most of the watercourses are located in green corridor areas. However this is not the case for the watercourses in the vicinity of (1) development blocks S2 and S6 and (2) for to the school sites at Block C11. In the case of the phases S2 and S6 then from the Figure it looks like the watercourse would be culverted. We would object to such a proposal or any alternative which did not provide adequate space for the watercourse within a finalised layout. We therefore ask that the overall framework plan is revised so that a clear corridor is provided for the watercourse. In the case of the school site then the watercourse should be sensitively rerouted around the primary school site, or the school moved further away from the watercourse.</p>		<p>Figure 105 should be made clearer to address the above concerns.</p> <p>It should be noted that no existing watercourses are proposed to be culverted, apart from where they pass below proposed roads.</p> <p>The drainage corridor passing through S2 and S6 is not an existing water course it will be an outflow from the SUDs within the town park, the design and character of which will be established through detail design either as an open 'landscaped' channel or may be piped in whole or in part. The existing watercourse passing through C11 is similar to the water course to the west and will be designed in a similar manner. The water course is currently little more than an engineered field drain. The detail proposals will seek to design this watercourse as part of the block, street and open space structure (sensitively routed around the Primary School) from source to where it connects to the Cults Burn to the south. Like the Cults Burn corridor, the final design will follow the guidance contained in ACC Buffer Strips for Water Courses SG.</p>	<p>watercourse that have existing good banks should be preserved to avoid disturbance.</p> <p>Provide greater clarity within Fig 105 and explain in the text under 5.3 what the intention is for the different drains and SUDs and that it is not the intention to culvert any existing watercourses.</p>
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<p>In relation to the first paragraph of Section 5.3.1 then please note that existing watercourses should not be considered to form part of a sustainable drainage system; to avoid confusion we ask that this be reworded. Also we ask that the requirements for de-culverting be made more explicit.</p>	<p>Agreed it should be explicit that watercourses should not be considered as part of the SUDs and make the de-culverting point explicit. These points are in accordance with the document already it should just be made clearer.</p>	<p>Update text under 5.3.1 accordingly to reflect the two points.</p>
<p>Generally the other information provided on SUDS in Section 5.3.1 is good. However in line with the requirements of the newly approved Aberdeen City and Shire Strategic Development Plan we would also expect to see reference to the need for rainwater harvesting to be employed as one of potentially a number of water-saving technology to be used to reduce the need for local water abstraction.</p>	<p>Agreed. Add reference to the use of water saving technologies within the document, this is key to avoid a significant impact on the River Dee SAC.</p>	<p>Update para 5.3 to include a statement that water saving technologies and water efficiency will be incorporated within the development.</p>
<p>It may be helpful to the developer if the Plan highlighted that there will be a need for other authorisations as well as planning permission. In relation to impacts on the water environment then a number of proposals, such as watercourse engineering works and SUDS discharges, will require some level of authorisation under the Water Environment (Controlled Activities) (Scotland) Regulations (CAR). Our local operations team in Aberdeen would be very happy to discuss any such proposals with developers before they make their planning application.</p>	<p>These are covered by separate legislation and it is not appropriate to list them all here.</p>	<p>The comments will be forwarded onto the Consortium.</p>
<p>In relation to Section 5.3.2 we welcome the clear statements regarding foul drainage connecting to the public foul sewer. Proposals should be discussed at an</p>	<p>Noted</p>	<p>Comments will be passed onto the Consortium.</p>

<p>early stage with Scottish Water to ensure that capacity exists (or can be made) in the local sewer network.</p>		
<p>We very much support the reference to the need for a draft Construction Environmental Management Plan in Section 3.8.3, especially since due to the presence of a high groundwater and poor local drainage conditions we expect that controlling run-off may be especially problematic. We therefore consider that it should be made clearer that developers will be required to submit a draft Construction Environmental Management Plan with the planning application for each phase of development and that the draft Plan should specifically outline the measures to be taken to manage surface water on the site. This should include details of construction SUDS and plans for managing works after periods of heavy rainfall.</p>	<p>Agreed text should be added to the framework highlighting the requirement for the submission of a Construction Environmental Management Plan for each phase of development.</p>	<p>Add text relating to this under 3.8.3.</p>
<p>Note that the Plan lacks information on waste management. Scottish Planning Policy Paragraph 215 states that “residential, commercial and industrial properties should be designed to provide for waste separation and collection.” In accordance with this policy, and PAN 63 <i>Waste Management Planning</i>, space should be designated within the site layout to allow for the separation and collection of waste, consistent with the type of development proposed. In the interests of meeting the requirements of Scottish Planning Policy and the Local Development Plan, we recommend that reference to this requirement as part of any planning submission is added</p>	<p>Agreed text should be added to the Framework to reflect the requirement to provide details on waste management as part of a planning submission.</p>	<p>Add text into the Land use strategy to cover provision of recycling facilities in line with the waste hierarchy.</p>

<p>to the Plan.</p> <p>For information the site also falls into a drinking water protected area and so private drinking water supplies should be anticipated and planned for. We have previously provided advice which suggest that we hold a single licence-level ground water abstraction record for the area, however it should be noted that we do not hold records of supplies using <10m3 per day and your environmental health colleagues should be consulted in this regard.</p>	<p>Noted</p>	<p>These comments will be passed onto the developer for consideration.</p>
<p>Generally we welcome the indicative layout of the Phase 1 Masterplan. As far as we can determine all watercourses within this phase are located within green network areas and are therefore protected from inappropriate development. The information provided on the Cults Burn Corridor in Section 6.5.2 is especially good and we welcome the likely ecological benefits that this should bring. The design principles in this section should however be expanded to make comment regarding the need for the design to be influenced by the Phase 1 flood risk assessment.</p>	<p>Agreed. Text should be added to reflect this comment.</p>	<p>Add text to the drainage strategy on page 58 to reflect this comment.</p>

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1.

From: [Louise MacSween](#) on behalf of [LDP](#)
To: [Laura Robertson](#)
Subject: FW: OP58 Countesswells area development - Roads / Access
Date: 27 March 2014 10:51:51

From: PI
Sent: 27 March 2014 09:52
To: LDP
Subject: FW: OP58 Countesswells area development - Roads / Access

From: Wilson, Paul [REDACTED]
Sent: 26 March 2014 13:06
To: PI
Subject: OP58 Countesswells area development - Roads / Access

I've no problem with this development however there needs to be better links and upgrades to the surrounding roads with improved access into town for these developments to go ahead.

A direct road that links Lang Stracht, Skene road, Countesswells Road, Craigton Road and North Deeside Road should be included as part of the OP58 development, i.e. a version of Anderson Drive, dual lane / dual carriageway linking Cults to Kingswells

Key access roads into Aberdeen should be identified and marked for upgrade to dual lane; an investigation should be carried out to examine the combined effect of the additional traffic from OP52, 57, 51 and 58 with particular attention paid to Countesswells Road during rush hour.

Regards
Paul

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2.

From: [Louise MacSween](#) on behalf of [LDP](#)
To: [Laura Robertson](#)
Subject: FW: Countesswells Development Framework and Phase 1 Masterplan
Date: 27 March 2014 10:52:11

From: PI
Sent: 27 March 2014 09:52
To: LDP
Subject: FW: Countesswells Development Framework and Phase 1 Masterplan

From: Robert Grant [REDACTED]
Sent: 26 March 2014 14:32
To: PI
Subject: FW: Countesswells Development Framework and Phase 1 Masterplan

>
> Sirs
>
> Countesswells Development Framework and Phase 1 Masterplan
>
> The Countesswells site (OP58) is a significant greenfield release (taken
> from an area of Aberdeen's former greenbelt redesigned as greenspaces or
> simply 'wedges') as suitable for 3000 homes and 10 hectares of employment
> land. I have no objections to the principle of this large scale new
> community but would ask that more consideration is given to green networks
> and connectivity between the neighbouring woodlands allowing for positive
> enhancements. I would stress that green networks and infrastructure should
> form a connected spine through the site interconnecting the adjoining
> woodlands and creating good, vibrant and worthwhile greenspaces, linkages
> and habitats to serve any real purpose for creating a sense of place and
> interconnected community.
>
>
> I would contend that much of the greenspace appears fragmented and lacking
> in the cohesion to give workable corridors for recreation, ecological and
> social connections.
>
>
> Regards
> Robert Grant

6e Craigton Crescent Peterculter

>

28th March 2014



Planning & Sustainable Development
Enterprise, Planning and Infrastructure
Aberdeen city council
Business Hub 4
Marischal College
Broad street
Aberdeen
AB10 1AB

SCOTTISH WATER

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Dear Development Plan Team,

Countesswells Development Framework and Phase 1 Masterplan: Statutory Public Consultation

I write with reference to your letter dated 14th of March 2014 requesting comments in relation to the above consultation.

As identified in the masterplan, a water impact assessment and drainage impact assessment have been carried out:

Water: These developments are on the outskirts of Hazelhead Park. It has been identified in the WIA that an off-site mains upgrade will be required once development exceeds 300 HU, this will be carried out by the developer. Also additional capacity will be required at Kingshill District Service Reservoir and potentially Pitfodels Treated Water Pumping Station.

Waste: This development will have an impact on the sewers and pumping stations downstream, all the way down to the WWTW. Waste will drain down Countesswells Road and Springfield Road to Garth Dee Siphon. The DIA carried out has identified what impact the development will have on the existing network and the developer is responsible for carrying out any mitigation, with a Reasonable Cost Contribution from Scottish Water. All new infrastructure will have to meet Scottish Water's standards & specifications if it is to vest with us.

Scottish Water may also vest SUDs if they comply with our current design standards. It should be noted that Sewers for Scotland 2 will be superseded by Sewers for Scotland 3 in the next few months. If the Developer wishes their SUDs to be vested by Scottish Water, early engagement is always recommended.

In addition Water for Scotland 2 will also be superseded by Water for Scotland 3 in the next few months.

Please contact me should you have any queries.

Yours Sincerely

Sophie Day
Developer Planner

4.

From: PI
To: [Laura Robertson](#)
Subject: FW: Countesswells development framework and master plan consultation
Date: 31 March 2014 11:14:31

From: karen soden [REDACTED]
Sent: 28 March 2014 16:28
To: PI
Cc: Marie Boulton
Subject: Countesswells development framework and master plan consultation

Dear Sir

I have read through the document and would like to give the following feedback.

Phase one of the development will be welcomed by me if it is as described in the document, in particular that I will loose my country outlook but instead will have houses on a street ie not flats or industrial units.

I feel that it is extremely important that the road structure is established prior to the building works. Currently the C189/Kirk Brae is nose to tail with traffic at rush hour and very busy at all other times. Construction work would not be compatible with this. Also the document talks of reducing this road as a rat run making it a secondary road, I trust this is adhered to and not just an empty proposal to pacify residents.

Karen Soden
Coswood House
Kingswells
AB15 8QD

Section 4. The Opportunity and Vision.

Section 4.1, p.41

From the initial presentations and consultations in June 2012 through to the present one, I have been delighted to see the emphasis on sustainability. In the present document this is again highlighted where it is stated that “The site at Countesswells offers increased opportunities for sustainable solutions”.

Section 4.2, p.43. Strategic transport connections

It is stated here that “Countesswells will aim to create a place where people can live and work without relying on private transport”, and I am pleased to see throughout the document the emphasis given to pedestrian and cycle access, core paths, public transport etc. (particularly sections 5.4.1 and 5.4.2).

However, there is also another alternative to private transport: car sharing. In Aberdeen City the organisation Co-Wheels has been operating for two years with great success. It was initially promoted by the Council, and continues to be much used by the Council. It is one of the fastest growing Co-Wheels schemes in the country and in Aberdeen it continues to increase the number and types of cars available. I believe that there is a great opportunity to extend this scheme to Countesswells, and to integrate it into the community right from the start, with parking bays for the share cars designed into the plans. Perhaps a further stimulus to a ‘car free lifestyle’ could be with some properties available more cheaply by being built without garages but close to the share-cars parking bays?

Section 6.4, p.92. Phase 1 - Block Design Principles

It is stated here that “Architecture should also strive for strong environmental standards, reducing energy consumption and helping Countesswells meet its sustainable aspirations”. There is huge potential in a new development such as this to install, at the outset, the latest technology to promote sustainability and minimise carbon emissions. I hope that consideration will be given to:

- Use of District heating/Combined Heat and Power (CHP) for groups of homes or larger community and commercial buildings (as has been done in several communities by Aberdeen City Council)
- Use of renewable energy wherever possible in both private and corporate buildings by:
 - solar PV, solar thermal panels
 - ground source heat pumps
 - wood burning stoves

Also, it would be a real show-case development if it included some truly carbon-neutral ‘eco-homes’. Although initially these would be more expensive to buy, in the long term, with energy prices rising, the costs for homeowners would be greatly reduced.

Elizabeth Lindsey
April 2014

6.

From: PI
To: [Laura Robertson](#)
Subject: FW: Countesswells Development Framework and Phase 1 Masterplan
Date: 04 April 2014 09:30:56

From: [REDACTED]
Sent: 03 April 2014 20:17
To: PI
Subject: Countesswells Development Framework and Phase 1 Masterplan

I would like to register my objection to this proposed development.

There is insufficient traffic infrastructure to support the existing area. let alone a new development akin to Kingswells, within the AWPR.

P Maclean

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy auditing of the accounts.

Furthermore, it is noted that regular reconciliation of the books is essential to identify any discrepancies early on. This process involves comparing the internal records with the bank statements to ensure they match. Any differences should be investigated immediately to prevent errors from compounding.

In addition, the document highlights the need for clear communication between all parties involved in the financial process. This includes providing timely updates to stakeholders and ensuring that all terms and conditions are understood and agreed upon.

7.

Archibald Simpson House
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Aberdeen AB24 5AA

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f. 01224 626596
www.nestrans.org.uk

nestrans

9th April 2014

Our Ref: KM/N14/1

Laura Robertson
Senior Planner
Masterplanning, Design and Conservation Team
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4, Ground Floor North
Marischal College
Aberdeen
AB10 1AB

Dear Laura

Countesswells Development Framework – Consultation Response

Thank you for the opportunity to comment on the Countesswells Development Framework. Nestrans welcomes the publication of this development framework and as the Regional Transport Partnership for the North East, our comments are focussed on the transport elements of the framework. We would like to make the following comments:

- Primary and secondary road layout and design – we have some concern that the layout of the primary road running through the development will encourage rat running through the development between the A944, the A93 and onto smaller roads into the city such as Countesswells Road, Friarsfield Road and Craighton Road which are not designed to cope with additional traffic. The design of the primary and secondary road layout should consider how rat running can be discouraged whilst also maintaining appropriate access to and within the development.
- Public transport provision – Nestrans welcomes that potential bus connections have been considered at this early stage and the inclusion of a bus gate onto the A944 creates a significant level of priority for buses. This priority should be continued through the junction at Kingswells by means of signal priority for buses. In order to positively influence the travel patterns of residents and those working within the site, and to maximise the benefits of the bus gate, public transport options need to be present from a very early stage of the development, recognising that it will take time for demand to increase.
- Nestrans also welcomes the statement that the '*Development Framework has been designed so that public transport can be accommodated from the south should operators wish to do so in the future*'. It is important that maximum flexibility for public transport provision to the site is maintained into the future so that opportunities for improving public transport provision at a later date are not prevented.
- Cycling and walking – The proposals for the maintenance and enhancement of the Core Path network and reference to shared use paths throughout the development are welcomed. In relation to accessing and crossing the A944 however, it is noted

that specific crossing facilities for cyclists and pedestrians will be provided at the upgraded Jessiefield / Bellfield access junction and that crossing of the A944 will be encourage via these facilities. It should however be recognised that employment and other facilities in Westhill and Kingswells will likely be important destinations for residents of Countesswells and are within cycling distance and potentially walking distance for some. Cyclists are unlikely to and should not be expected to use the Jessiefield junction in such instances as it would be a significant diversion and safe cycle and pedestrian crossing points should also be provided at the Kingswells junction. The creation of a bus gate will also make this route much quieter and its use as a cycle and pedestrian route should be actively encouraged.

- Parking - Nestrans would welcome consideration being given to the creation of car free or low car developments, support for car clubs and provision of car share parking bays in line with the policies of the Regional Parking Strategy which can be found at <http://www.nestrans.org.uk/regional-transport-strategy.html>
- We welcome the recognition of the requirements of the Strategic Transport Fund. As identified in the framework, contributions to the STF will be required in line with the policy set out in the supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund".

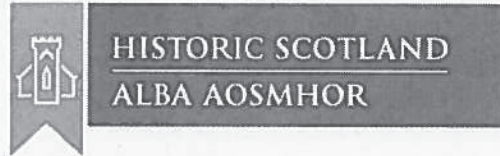
I hope that these comments are helpful in progressing the Development Framework to the next stage and thank you again for the opportunity to comment.

Yours sincerely



Kirsty Chalmers
Transport Executive (Strategy & Delivery)

8.



Laura Robertson
Senior Planner
Masterplanning, Design and Conservation Team
Aberdeen City Council
Business Hub 4, Ground Floor North
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Direct Line: 0131 668 8960
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Andrew.Stevenson2@scotland.gsi.gov.uk

Our ref: LDP/A/2
Our Case ID: 201307578

23 April 2014

Dear Ms Robertson

Countesswells Development Framework and Phase 1 Masterplan Consultation

Thank you for your consultation of 14 March seeking our comments on the above Development Framework and Masterplan. 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. You should 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.

I note that the framework and associated masterplan will not impact on any sites within our statutory remit. I can therefore confirm that we have no comments to offer.

Should you wish to discuss this response please do not hesitate to contact me on the above details.

Yours sincerely

Andrew Stevenson
Senior Heritage Management Officer (SEA)



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[Faint text block]

[Faint text block]

[Faint text block]

9.

From: PI
To: [Laura Robertson](#)
Subject: FW: The Countesswells Development Framework and Phase 1 Masterplan
Date: 28 April 2014 10:41:19
Importance: High

From: Yumsie Mumsie [REDACTED]
Sent: 27 April 2014 21:44
To: PI
Subject: The Countesswells Development Framework and Phase 1 Masterplan
Importance: High

Dear Sirs

I am contacting you in response to the above. I am shocked that as an existing resident no notification of this particular consultation was received. I believe that there was something printed in the Citizen paper but owing to our location the properties at Countesswells House do not receive copies of this publication. We were therefore unaware of this consultation period although we were aware of the previous meetings that took place and are referred to in this Masterplan.

Whilst I am not against development I am struggling to understand the proposals surrounding the road infrastructure (item 5.4.5) and how this is going to be managed for us as existing residents in this area. I live at Countesswells House North (Listed Building - split into two properties some 30 years ago) and the history of the property suggests that Countesswells Road would have in fact been the driveway to the Estate and its properties. I have tried to study the numerous drawings and sketches but I am unclear exactly how we will be able to drive from our property to access Aberdeen if the proposal is to make Kirkbrae a public transport only corridor. This road is a very busy road and it is obviously the access for all the properties within the Countesswells House area (7 properties in total). The drawings do not provide any clarification on how we will be able to access our properties. Item 3.2.5 does not even show the Countesswells Area (7 properties) and whilst it is not within the red marked area we clearly are affected by this potential development and will require you to ensure accessibility to our properties be properly considered.

I would appreciate clarification on these matters.

Yours faithfully

Sheena Cooper - Countesswells House North, Bieldside, Aberdeen, AB15 9BT



Masterplanning, Design and Conservation Team
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4, Marischal College
Broad Street
Aberdeen
AB10 1AB

25 April 2014

Dear Sir,

Proposed Supplementary Guidance: Countesswells Development Framework and Phase 1 Masterplan

I am writing on behalf of the Cults Bieldside and Milltimber Community Council (CBMCC) to raise some concerns that need to be addressed relating to the Countesswells Development Framework and Phase 1 Masterplan before approval should be granted.

General

It is not satisfactory for Aberdeen City Council to seek comments on Planning Applications related to a Development Framework and Masterplan by a deadline which is earlier than the date set for comments on the Development Framework and Masterplan (initially by 17 April 2014 when date set for Masterplan comments is 29 April 2014; it is noted that the deadline for Application comments has now been revised to 30 April 2014).

Education

The Development Framework and Phase 1 Masterplan does not set out firm dates by which the first Primary school (PS01) and the Secondary school will be operational. This should be set out in the planning application and legal agreement, either a date or number of houses occupied. The timing should take account of the fact that Braeside Primary is proposed as an interim location and Braeside is currently being used to teach pupils from the recently closed Hamilton school.

The proposed Secondary school campus appears to be located under an existing high voltage power line. The safety aspects of this proposal for people using the campus, and construction, need detailed consideration and if necessary the campus should be relocated.

While we recognise the aim of Aberdeen Council is to encourage pupils to walk to school, there will be times when parents have to drive them to school and the school design should ensure an adequate drive-in and drop-off/pick-up area is incorporated.

Environment

We note that much of the planned greenspace runs under the existing high voltage power lines – the developer is not really justified in claiming this area as part of his contribution to green space provision.

The ownership and future management of the greenspace areas must be established as part of the legal agreement to ensure that the future maintenance is provided for and future residents are clear on how this will be delivered.

Peter Roberts, Planning Liaison Officer CBMCC
6 Marchbank Road, Bieldside, Aberdeen AB15 9DJ

While we recognise that the detailed plans may change, it appears some properties will be located directly adjacent to woodland e.g. S13, and this represents a safety risk from falling trees onto property. A clear safety margin should be preserved between housing and woodland.

We request that the Aberdeen City Council and Developer look at preserving more of the wetland area to the south west of the site, block S9, and turn it into an amenity area. An example of how this has been done successfully is in the Nexen office development at Prime 4, Kingswells. SUDS areas should be designed to be holding water at all times, to create an attractive appearance, rather than being left to stand dry in times of low rainfall.

There should be sufficient tree planting along the northern edges of the site to shield the development from view.

Housing

There is only a passing mention of the need to consider single storey housing for the elderly (ref. section 5.5.2, page 69 and 6.2.7 page 87 of the Development Framework and Phase 1 Masterplan). There should be a firm commitment to build bungalows with small garden areas to accommodate elderly and disabled people. It is recognised that these are likely to be best built when facilities such as shops and health services are available.

The quality and design of the proposed affordable housing should be of a high enough standard which would be acceptable to housing associations and encourage them to purchase properties. This has not always been the case.

There does not appear to be any mention of planned opportunities to take advantage of natural energy in the housing design e.g. the installation of solar powered water heaters, use of ground source heat pump arrangements or a central heating ring main. If these ideas are incorporated early on they can be installed at very low cost with significant energy saving potential.

Roads and Transport

The supporting documents for the development refer to the potential risk of lengthy closure of the Kirk Brae/C189 road due to construction and installation of utilities. This road is a key route for people travelling north to Kingswells, Westhill, the airport and other locations north of Aberdeen and we expect the Aberdeen Council to impose strict limitations on road closures of the C189 until the new link road to the Jessiefield junction is available for use. Road closures should not take place at peak travel times. An obvious way to avoid the risks of road closure is to build the new link road very early in the development. We expect the developer to coordinate activity with utility providers to minimise the amount of disruption.

The proposed route for the road to the Jessiefield junction appears to run through the western end of the remembrance garden at the Aberdeen Crematorium (ref. map page 61 and elsewhere). Given that many families will have spread ashes of loved ones in this area we feel it is inappropriate to route the road through the garden and it should be moved sufficiently west of the garden to minimise noise disturbance in the garden.

We suggest the Aberdeen City Council also reconsider the desirability of routing traffic moving South to North through the middle of the Countesswells development and to look at the value of having the main route running around the edge of the settlement.

Comments on the Countesswells Transport Assessment:

1. Generally very disappointed that the report is not proposing any imaginative solution to the travel needs of this new township. The only travel modes considered are the traditional and available bus and car modes supplemented by a desire to increase the use of bicycles. The latter being available only to the fitter section of the population and much affected by inclement weather conditions.
2. Rather than suggest a forward looking novel means of transporting the new residents to the city and places of work – monorail across Hazlehead? dedicated bus-road? tram? - it is

proposed to tinker with the overloaded junctions around the development to squeeze in the expected extra traffic. The report's calculations and its conclusions have failed to convince us that the travel from, to, through and around Countesswells will be without problems even after completion of the AWPR. Some details to illustrate our doubts are as follows:

- a) The 'committed developments' included in the base traffic loads do not appear to include the major new developments in Friarsfield and Oldfold Farm (see 8.2.3). The additional traffic from these areas has already been shown to overload some of the North Deeside Road junctions and cannot be neglected when evaluating a new town in the immediate vicinity.
- b) The model used seems overly optimistic. The check on its calibration reported in Appendix J - 1.2.2, table 3, shows that the observed maximum queue lengths are significantly longer than the modelled ones (8 vehicles instead of 1, and 10 vehicles instead of 3 to 4!!). On the basis of this comparison it can not possibly be concluded that the model is valid.
- c) It is doubted that simple signalling can return the performance of a junction that has been shown to have a Ratio of Flow to Capacity of 125% to acceptable levels – see Appendix J, 1.2.6 and 1.2.7. In previous submissions by Fairhurst it was explained that by agreement with the City a maximum RFC of 90% would be allowed for signalised junctions instead of the normal accepted standard of 85%.

Utilities

The provision of high speed broadband through fibre optic cable should be mandatory for the development and this should be part of the legal agreement with the developer.

Please contact me if you have any questions.

Yours faithfully,

Peter Roberts

Peter Roberts

Planning Liaison Officer

Copy to: Councillor Marie Boulton, Councillor Aileen Malone, Councillor Tauqeer Malik

Laura Robertson

From: PI
Sent: 28 April 2014 11:51
To: Laura Robertson
Subject: FW: Countesswells Development Framework and Phase 1 Masterplan - Statutory Consultation

Follow Up Flag: Follow up
Flag Status: Flagged

From: Lesley Logan [<mailto:Lesley.Logan@jmp.co.uk>]
Sent: 25 April 2014 11:17
To: PI
Cc: Jason Gillespie; Malcolm.Forsyth@transportscotland.gsi.gov.uk
Subject: Countesswells Development Framework and Phase 1 Masterplan - Statutory Consultation

FAO Laura Robertson

Dear Laura,

We refer to the above Consultation request issued to Transport Scotland which has been passed to JMP (as their Term Consultant) to comment. Transport Scotland welcomes on the opportunity to comment on the assessment of development sites throughout the planning process.

The Consultation relates to a Masterplan for 3000 houses and 10 hectares of employment land plus appropriate community facilities at Countesswells, Aberdeen.

Transport Scotland's primary consideration will be the potential impact these proposals will have on the safe and efficient operation of the A90(T) trunk road.

The Masterplan makes reference to a completed Transport Assessment that has been prepared for the proposed development, indicating that this addresses access and transport aspects, and suggests infrastructure improvements to mitigate against the traffic impact on existing junctions and links. The Masterplan does not provide any detail relating to this mitigation or of the proposed access strategy.

We would confirm that whilst TS did receive a very preliminary version of a TA scoping report from Fairhurst in April 2012, this was largely incomplete and as such it was not possible to confirm agreement on the TA methodology at that time. It is noted that ACC reached a similar view and did provide a formal response to Fairhurst on 11 May 2012 advising that further detail was required.

We would confirm that TS has received no further information relating to the TA in the intervening period, although it is noted that a TA has now been submitted in support of the current planning application for the site. We have not yet had the opportunity to review this and it will therefore not be possible to comment on the potential impact the development will have on the trunk road until this process is complete.

Regards
Lesley Logan
Senior Transport Planner
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Scottish Natural Heritage Dualchas Nàdair na h-Alba

All of nature for all of Scotland
Nàdar air fad airson Alba air fad

Laura Robertson
Masterplanning, Design and Conservation Team
Planning and Sustainable Development
Enterprise, Planning & Infrastructure
Aberdeen City Council
Business Hub 4
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Marischal College
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AB10 1AB
[By email]

22 April 2014
Our ref: CPP129880
Your ref: E-G8/36

Dear Laura

Countesswells Development Framework and Phase 1 Masterplan: Statutory Public Consultation Countesswells Habitats Regulations Appraisal

Thank you for letter of 14 March 2014 informing us of the above consultation.

We support the aspiration to create Countesswells as a new place with its own character and identity. Carefully designed open space can make an important contribution to Countesswell's sense of place. We welcome the consideration that has been given to open space and access throughout the framework and masterplan. We broadly support the measures proposed and make several recommendations to augment this in the attached annex. We also make recommendations to enhance the benefits for biodiversity.

Habitats Regulations Appraisal (HRA) – River Dee SAC

An HRA is supplied. While we agree with this in general, we advise that further consideration is needed of mitigation for the potential impacts of water abstraction. Water to supply the proposed 3000 new houses and employment area will be abstracted from the River Dee. Reductions in water levels, particularly at times of low flow conditions can have impacts on freshwater pearl mussel, one of the qualifying features of the SAC.

The recently approved Aberdeen City and Shire Strategic Development Plan (SDP) considers this issue and contains measures designed to avoid any likely significant effects on the SAC. The HRA for the SDP includes safeguards such as:

- Lower-tier plans and strategies should undertake HRA and EIA to ensure that adverse effects are fully mitigated.
- The Council to agree with relevant bodies any appropriate mitigation measures to ensure that water abstracted from the River Dee will not affect qualifying interests.



INVESTOR IN PEOPLE

Scottish Natural Heritage, Inverdee House, Baxter Street, Torry, Aberdeen AB11 9QA
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We draw attention to Section 4.17 of the SDP which states that the River Dee is under pressure and as a result, managing the use of water and increasing water efficiency is vital. The SDP also contains a target for all new developments to use water-saving technology. To achieve this, local development plans and other supplementary guidance will encourage water efficiency and water saving measures in all relevant developments, to meet the Council's legal responsibilities in relation to the River Dee SAC.

In line with the findings of the HRA carried out for the SDP we advise that if a statement encouraging water saving technologies and water efficiency is included within the development framework and masterplan then this significant effect can be avoided and an appropriate assessment will not be required. A Water Efficiency Statement will be required in each subsequent planning application detailing the measures employed to demonstrate that they would not have a significant effect on the qualifying interests. These could be to achieve the gold standard for water use efficiency for domestic buildings and BREEAM level 5 for non-domestic buildings, in accord with the preferred option identified in the Aberdeen local development plan Main Issues Report, January 2014. The Ciria publication 'Water sensitive urban design in the UK: Ideas for built environment practitioners', 2013, may also provide helpful guidance.

Finally, we note that there is a simultaneous consultation on an application for planning permission in principle and a detailed application on the infrastructure for the Phase one area. We expect that the development framework and masterplan are finalised and approved before those applications are determined so that the framework and masterplan provide a basis against which they can be assessed, especially with respect to potential impacts on the River Dee SAC, as outlined above.

For further information or advice in connection with this proposal please contact Sue Lawrence at this office or sue.lawrence@snh.gov.uk.

Yours sincerely

Ewen Cameron
Operations Manager
Tayside & Grampian

Annex

The Development Framework

Sustainability issues

As advised in the main letter, the framework should include a statement encouraging water saving technologies and water efficiency in order to prevent a likely significant effect on the River Dee SAC from water abstraction.

Area of the Site

The development framework shows two additional areas to the north-west and north-east of OP58 in order to create routes to the Jessiefield and Kingswells junctions on the A944. Consideration should be given to reducing/removing the requirement for one of the new roads to pass through woodland.

Landscape Strategy and Open Space

Open Space Concept

We broadly concur with the open space concept and particularly support the key principle (5.2.1) to create landscape corridors through the development to connect the green spaces at Hazlehead and Countesswells. We agree that if carefully designed, this would enhance the ecological and recreational network in the area.

We recommend that:

- There should be at least one band of woodland planted to connect Countesswells and Hazlehead woods.
- The area of peripheral greenspace is reduced and used instead internally within the framework and masterplan site.
- The area of Central park is increased so that it meets the requirements of a Major Open Space and acts as a focus for the community.
- Consideration is given to the quality requirement for open spaces.

There is woodland present to the east and west of the site in Hazlehead and Countesswells and we advise there could be strong ecological benefits from creating a swathe of woodland to connect these. In particular, these woodlands are used by red squirrel, a priority species of conservation importance in the north-east local Biodiversity Action Plan that would benefit from a woodland corridor. In the framework the woods are connected via the Cults burn corridor. While the framework includes some riparian tree planting in the Cults burn corridor, it doesn't provide for an actual woodland link. We advise that the west-east section of this corridor should be expanded to clearly create woodland and along the core path link. Even a band 10m wide (3-4 trees) would be sufficient to benefit red squirrels. This would also be in keeping with the council's green space network which shows a broad corridor of greenspace in this area as part of site 32 which links Hazlehead and Countesswells woods.

As this site is surrounded by greenspace and green belt there is less need for peripheral spaces other than for landscaping. Reducing the area of peripheral greenspace could allow more greenspace to be allocated to woodland corridors and Countesswells Central Park (see below).

It is not clear that either the Cults Burn Corridor network or the School campus/community sports facilities would meet the requirement for a Major Open Space as described in the council's open space supplementary guidance. We recommend that consideration is given to increasing the size of the Countesswells Central Park so that it meets this requirement. Increasing its size would also allow it to meet the range of uses described for the park in

section 5.7.5 of the development framework. Its central location is also more likely to be accessible to the majority of residents and provide a focus for the new community.

The framework states that further small areas of open space will be located through the development to connect the strategic spaces. We recommend that the framework is amended to provide more clarity on the quantity and location of these spaces. This would help ensure that these are included in the masterplans that are subsequently produced.

Quality of the open spaces is also an important factor and we advise that the spaces in the development should be designed and maintained to meet the criteria specified in the council's supplementary guidance. The council's Open Space Audit, 2010, found that the quality of amenity open space scored poorly and we recommend that measures are taken to prevent this from being the case for the proposal at Countesswells.

The results of the Scottish Household Survey (2012) undertaken by the Scottish Government, show that only 31% of people in Aberdeen visit their local greenspace more than once a week, one of the lowest scores in the survey. We recommend that the greenspace at Countesswells is designed so that the residents want to visit it more frequently than this.

We note that Countesswells road will be closed as a road within the development site (cf 5.6.6 and 5.7.7) and become an area of open space. For clarity, we advise that it will need to be redesigned accordingly rather than retain the existing road surface.

Opportunities for Biodiversity Enhancement

The Landscape strategy section of the framework (5.2) states that new diverse habitats will be planted for site wide biodiversity enhancements. It provides a table showing the enhancements proposed; these are located along the Cults burn corridor and in Hazleden park.

We support these measures and recommend that the development framework and masterplan are amended to increase the benefits to biodiversity through the design of the open spaces and also the buildings themselves:

- Wildflower planting. This is proposed at Hazelden and could be extended to other parks as areas of species rich grassland or meadow. Not only can these be attractive areas, they requires less frequent cutting than typical amenity grassland. The framework states that grassland areas at Hazelden park will provide foraging opportunities for a range of species. We advise that short mown grassland in itself is likely to be of very limited benefit.
- Nectar rich species of plants. These could be planted to benefit bees in residential and business areas of greenspace, and in Meadowbanks and Wardhead parks.
- Use of green walls or green roofs. This approach which can enhance biodiversity, aid management of water run-off and add aesthetic value, is included in guidance provided by the Landscape Institute¹.
- Planting of street trees. Not only can this add aesthetic quality, but reduce airborne pollution, provide shade, mitigate wind chill and turbulence, reduce urban heat island effects and increase biodiversity.
- Provision of swift bricks, swallow and house martin nest cups and bird boxes.

¹ Green Infrastructure: An integrated approach to land use – Landscape Institute Position Statement 2013

We note that a Landscape Strategy will be produced to show the species mix to be used in the development. We recommend it is made clear when this would be produced, for example whether it would accompany further masterplans or detailed planning applications.

Access and Connectivity Strategy

We broadly welcome the proposed path network and statements that these must be safe, pleasant and attractive.

Pedestrian and cyclist connectivity

We support the proposal to actively encourage walking and cycling as viable transport options and recreational pursuits. In order to achieve this there will need to be appropriate cycling routes *outwith* the development site. The A944 to the north and A93/Deeside line to the south are some distance from the site. The Countesswells road is likely to be the closest and most direct option for the majority of residents at Countesswells, and consequently a preferred route that would be used. This road is currently narrow with poor surfaces towards its outer edges. We recommend that consideration is given to addressing these issues and making it a safe route for cyclists. This might best be achieved by a new cycle path parallel to but separate from the road. The route to the south, Kirk Brae, is also narrow and winding. Consideration should be given to how this could be made safe and attractive for cyclists.

While largely outwith the development site, this is an important infrastructure consideration needed to realistically promote cycling and ensure it is safe and therefore should be considered within the development framework.

Junctions to A944

We note the layouts of the junctions have been fully analysed to ensure they are appropriate for pedestrians and cyclists. We welcome this consideration. For the sake of clarity, a separate and segregated cycle lane should be created along the new road leading from the development to this junction.

Street Hierarchy

Both primary and secondary streets would have cycleways on only one side of the street and that would be combined with a footway. We advise that careful consideration will be needed to determine if this is a practical arrangement and that cyclists would be able to cross roads safely where necessary.

In addition, the meaning of the following text for secondary streets is not clear: 'The secondary streets should provide a segregated 3m wide foot and cycleway to one side of the carriageway with a 2m wide footway on bus routes and where they connect key destinations and connect to the external path network.' Does this mean there will not always be a cycleway on secondary streets?

It is unclear why some proposed secondary streets, such as those around N2-N4, N& and N10, S10 and S11 are not shown as having dual use pavements in figure 106 despite the description of these streets in 5.4.6.

Character areas

This structural planting proposed along the Northern Edge area should have soft and varied edges so that it appears naturalistic from all directions and adds aesthetic value.

We support the proposal to incorporate direct footpath connections to the community core for the Hazlehead character area and recommend this is added to all the character areas.

The Phase 1 Masterplan

Sustainability issues

As advised in the main letter, the masterplan should include water saving technologies and water efficiency in order to prevent a likely significant effect on the River Dee SAC from water abstraction. This could be to achieve the gold standard for water use efficiency for domestic buildings and BREEAM level 5 for non-domestic buildings, in accord with the preferred option identified in the Aberdeen local development plan Main Issues Report, January 2014.

More consideration could also be given to other sustainability issues such as energy efficiency, for example, through the layout and orientation of buildings.

Masterplan guidance

We note that the illustrative masterplan is not definitive and used to illustrate one possible interpretation of the Phase 1 masterplan principles. While design principles are provided for each block, it is not possible to comment on the final provision and design of open spaces (including further small areas of open space) footpaths and cycleways without this information.

Biodiversity measures

Please see our comments above on the Development Framework.

Pedestrian/cycle and equestrian connections

There should be consideration of cyclists between N6, N7 and N10 and C6 and C7. Please see also our comments above on the Development Framework.

Countesswells central park

We recommend that the area of Countesswells central park is increased to meet the requirements of the council's development framework for a major park. It would also enable it to fully address the functions set out in 6.5.1. Please see also our comments above on the Development Framework.

Cults burn corridor

We welcome the proposal to realign and naturalise the water course, and to include areas of wetland habitat which will be managed with an ecological bias. These should have positive benefits for biodiversity.

We also advise that the west-east section of this corridor that links Countesswells and Hazlehead woodlands, should be expanded to create a swathe of woodland. Even a band 10m wide (3-4 trees) would be sufficient to benefit the red squirrels that live in these woods. A similar band could also be added to the core path link. Please see our comments above on the Development Framework.

We note that several bridge crossings are proposed over the Cults burn. The design of these bridges is important for landscaping and to help develop a sense of place.

Design standards

We note the quality of open space will be controlled through design guidance as part of future sales agreements. We recommend the principles of this guidance are included in the masterplan(s) and subsequent planning applications.

Countesswells Development Framework & Phase 1 Masterplan
Response on behalf of **sportscotland**

Putting sport first

sportscotland
the national agency for sport

Introduction

sportscotland is the national agency for sport. Our vision is a Scotland where sport is a way of life. We share in the vision from 'Let's Make Scotland More Active – A strategy for physical activity' that 'by 2020 people in Scotland will be enjoying the benefits of an active life'. This is intrinsically linked to the 5 strategic objectives that unite all public organisations in the country: wealthier and fairer, smarter, healthier, safer and stronger and greener. The availability of a network of places, of the right quality and capacity to meet the needs of sport, is crucial to deliver these objectives.

sportscotland has a statutory planning role as set out in Scottish Planning Policy (SPP), in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 and Circular 3/2009 *Notification of Planning Applications* in relation to outdoor sports facilities, and playing fields and pitches.

We support and advise Councils and Trusts on the preparation of Sports Facility and Pitch Strategies, including the provision of financial support towards the cost of their preparation. Undertaking these strategies, potentially as part of a wider open space strategy, can make an important contribution to the local development plan process and we encourage their preparation. Aberdeen City Council are currently undertaking these and we would encourage that emerging Development Frameworks link in with the findings of these wherever possible to provide spatial frameworks which deliver the sports requirements of the city and new communities.

In relation to this, **sportscotland** can undertake Facility Planning Modelling for various sports facilities, we have done this for sports halls in Aberdeen and are undertaking this for swimming pools. This can assist in the identification of potential deficiencies in facility provision in an area as well as assisting in identifying the sports facility requirements of development proposals.

sportscotland has produced a number of documents which can contribute to the preparation of Local Development Plans, Development Frameworks and Masterplans, particularly where there is new development proposed. Guidance includes *School Playing Fields – Planning and Design Guidance*; *Secondary School Sports Facilities – Designing for School and Community Use*; *Primary School Sports Facilities* and *Pitches and Pavilions*. These are available in the Facilities section of our website.

sportscotland also has a remit for sport and physical recreation in the countryside/outdoors. Our position on sport and recreation in the outdoors is set out in our policy document *Out There*. *Out There* sets out a number of policies relevant to the planning of sport and recreation in the outdoors and is available on our website.

sportscotland has endeavoured to identify all outdoor sports facility sites that may be impacted by future development proposals using aerial imagery, although there may be some that we have missed. The Council should therefore note the provisions of Scottish Planning Policy (SPP) Paragraph 156 with regard to the loss of playing fields and sports pitches, and the circumstances as set out in the Development Management Regulations, under which **sportscotland** should be consulted on planning applications affecting outdoor sports facilities.

Our comments on the Development Framework for Countesswells are provided below. For clarity, we have grouped comments thematically. **sportscotland** would be pleased to work with the Council to discuss any part of our representation further.

Impact on existing outdoor sports facilities

Consideration requires to be given to the sports uses in the surrounding area, and what mitigation will be needed, to ensure continued access to these facilities and protection of user amenity.

Neighbouring the site to the east, Hazlehead Park contains a number of formal outdoor sports facilities including golf courses, tennis courts, a horse riding school, sports pitches and a network of paths used for walking, cycling and horseriding. Hazlehead Swimming Pool, at Hazlehead Academy to the north of the park, is a 25 metre pool open for community use. Some 2 miles to the south of the site, Cults Sports Centre at Cults Academy a 25 metre swimming pool. Both schools also have other sports facilities.

Hazlehead Park is referenced within the Development Framework, which focuses on providing good connections between the site and these existing resources and we welcome this aim.

There is no specific reference to Hazlehead Golf Course which is located directly adjacent the southeast of the site boundary. Any future development on the site would need to be designed to ensure no conflict between users and that the use of the golf course would not be affected. **sportscotland** recommends that as the design guidance and proposals are forthcoming for the areas neighbouring the golf course, the inclusion of mitigation, such as landscape buffers, may be required to assist in protecting the future amenity of all users.

Loanhead Equestrian Centre will not to be retained as part of the proposals. **sportscotland** is not a statutory consultee in respect of this land use but we would request that consideration is given to the requirements of this sport and whether remaining equestrian centres in the area can accommodate demand.

Given the scale of growth in the number of local residents that would result from the delivery of the Countesswells proposals, there is likely to be an associated increase in use of the existing sports facilities in the area. It is important that existing facilities are not put under undue pressure from demand. **sportscotland** recommends that consideration is given to any upgrade and improvement works to these facilities, in particular at Hazlehead Park, as appropriate and by way of developer contributions or legal agreement, to ensure facilities have capacity for both existing and future users.

Walking, cycling, core paths and access

sportscotland supports the aspirations to integrate the strategic path network into the settlement and to encourage cycling and walking throughout the area. Surrounding woodlands (including Countesswells, Foggieton, Kirkhill) are multi-activity forests with trails suitable for walking, cycling, running, horse riding and orienteering. It is important that the different needs of the variety of users is recognised in the detail of design proposals and **sportscotland** would support the inclusion of a design principle that reflects this.

Similarly, **sportscotland** supports the commitment to provide opportunities for active travel throughout the Development Framework document. The provision of paths and the planning for these should, however, consider their use for sports as well as active travel, while similar they are not the same. It is important not to develop active travel in isolation from recreational walking and cycling and to aim to develop an integrated network that joins recreational and commuting routes. Provision for functional cycling or walking is in most cases also provision for recreational cycling and walking (and vice versa), both sorts of provision should consider the needs of both types of users.

In addition, the amenity of all pathway users must be protected throughout the phased construction and operation of development. While obstruction of pathways should be minimised at all stages; safe, direct, accessible temporary path diversions should be provided during periods where existing pathways are inaccessible.

Level of proposed sports provision

New residential development will have implications in relation to the demand for sports facilities and could potentially create the need for new ones. The encouragement of/provision of opportunities for sport and recreation should be embedded in masterplans in order to provide for a good level of access to sports facilities for those living in the area.

In calculating the level of sports areas, there is an identified requirement for 1.6ha per 1000 persons of space for outdoor sports (table on page 57). This would equate to 11 hectares (based on stated population of 6,810). The table states there is a requirement for around 14 hectares of outdoor sports provision, but it is unclear how this has been calculated.

The areas identified as providing for outdoor sports use are Hazledean Park (2ha), Central Park (2.6ha) and the School Campus (6.5ha) which total some 11 hectares. However, there is no mention of Hazledean Park providing for formal sports facilities in the rest of the document and the Central Park area will not contain outdoor sports facilities alone, therefore the amount attributed to this area would be lower. At present, the total area attributed across the site does not appear to meet the requirement.

There is no mention made of the primary school to the north of the site and it is assumed that this will have pitches provision that can be used by the community.

Both school areas, ie the campus and primary school, show provision of SUDs within the sites. This will affect the available area for outdoor sports facilities and it should be ensured that sufficient are provided, again, our guidance provides good practice information in relation to this.

In relation to the sports facilities associated with the school campus and Hazleden Park, it is noted that overhead lines cross this site. Given the location of these this may affect how the area can be used and consideration needs to be given to this and what the implications are for delivery of sports facilities.

sportscotland would suggest that further consideration be given to the level of outdoor sports pitch area that will be required to serve the residents. While we do not think a quantities target is always required, particularly where surrounding existing facilities may have capacity (or could be increased in their capacity) to meet some of it would be beneficial if the required level of outdoor sports facilities provision could be clarified. The identification of sufficient provision within the Development Framework document will assist in ensuring delivery of facilities to meet the needs of a new residential community at Countesswells.

This should consider the wide range of sports uses, not just pitch based sports, and should also consider the requirements for indoor provision – sports halls etc. Given the scale of development, it will be essential that in addition to pitches, the indoor sports facilities at the secondary school provide for community access, and careful consideration will require to be given to the design to accommodate this.

Phasing

sportscotland support the inclusion of general community facilities, to include sports facilities, within Phase 1 of the Masterplan. Early delivery of infrastructure and services is essential in helping to establish new communities. Sports facilities associated with the new primary school proposal and those within the Central Park will be delivered at this stage. **sportscotland** supports the dual-use of school sports facilities and advise that these be designed to enable community access both during and outwith school hours .

As previously mentioned, **sportscotland** have produced good-practice guidance regarding the appropriate level of sports facilities provision for new schools (both primary and secondary) as well as being able to assist in the technical design requirements for outdoor sports facilities. We request that this guidance is used at the point that design principles and proposals are being developed for school sites and sports facilities at Countesswells in order to ensure that the design is optimised for school and community use.

It is noted that 2, 3 stream primary schools are proposed. The sports facilities requirements for these, in order that P.E. can be delivered, are more than a single stream school, and we refer again to our guidance which outlines the requirements for these.

Both Phases 2 and 3 refer to the completion of the Community Campus. The completion of the schools is referred to in Phase 3. Given the anticipated residential capacity of the site by Phase 2 (some 2,013 units), **sportscotland** would encourage that the detailed phasing of the later stages secures the delivery of the majority of associated sports facilities is in advance of Phase 3. This will ensure adequate facilities are in place for residents. Throughout construction and operation of later phases of development, provisions should be in place to maintain continued access to sports facilities delivered in the earlier phases.

Phase 1 Masterplan

Core Path Links - Although 'illustrative' in nature, the Core Path 57 alignment and the Core Path Link are shown within the masterplan as wide, landscaped, linear parks. **sportscotland** supports any improvements to the Core Path and associated links. The delivery of these elements as high quality, flexible and accessible open spaces will be important in both encouraging the use of these key routes for active travel as well as recreational walking, cycling, running and horse riding by the local community, and to ensure they contribute positively to the wider path network. It is important these spaces are not only well-designed but are appropriately integrated to the phasing program with management plans in place to ensure opportunities for outdoor recreation are optimised for the local community.

Countesswells Central Park - **sportscotland** supports the proposed location of the outdoor sports facilities within the Central Park area as this provides an accessible, central resource for future residents. In determining the type of facilities to be provided here, due regard should be given to the specific needs of the new community. Again, we would encourage use is made of **sportscotland's** published design guidance to assist in the development of sports facilities and ensure these are optimised for community use.

Core Spaces Design Principles - **sportscotland** support the reference to the inclusion of sports facilities as both a 'function' and 'design principle' for this area. However, we would recommend a consistent approach to the wording of these; while the illustrative image is annotated, '*The park must contain a range of facilities for formal sports*', the design principle states, '*Areas for formal sports such as tennis courts, basketball courts and bowling greens should be provided, designed as part of the space*'. We encourage the former use of 'must' gives greater onus on the requirement to include and deliver these elements.

Infrastructure delivery

It is noted that the Delivery Statement is indicative at this stage to be finalised through the Planning Permission in Principle and Section 75 Agreement.

The Delivery Statement does not identify the need for any contributions required specifically for sports facilities. The need for education provision is included which references general 'community facilities / community learning hub' to be provided in association with these. It is noted that the secondary school will be built by ACC with developer contributions made, the details of which will be through the Section 75 agreement. Less clarity is provided with regard the delivery of the primary schools as ACC reviews its future educational capacity. For clarity, **sportscotland** would request that specific reference is made to sports facilities to be delivered alongside the schools as part of these community facilities.

In relation to the sports facilities to be delivered outwith the schools sites, **sportscotland** would request further clarification as to the intended delivery process for these elements.

For 'Walking/Cycling', the Delivery Statement states that it is more appropriate for contributions to be made to the local Core Path network within the site through development proposals rather than towards the 'Aspirational Path 10' in the Core Paths Plan. **sportscotland** supports the broad aspirations for core path linking, pathway networks and the illustrative approach of the landscape strategy set out in the document. It is understood that these are to be delivered through development proposals and associated Section 75 agreement. **sportscotland** would support this approach, incorporating these elements in the legal agreement provides a robust delivery mechanism.

We would refer to our earlier comments in terms of ensuring the future path network provides for both functional and recreational access. The path network should connect successfully both internally and with the existing surrounding path network to provide a joined-up network through each development phase.

Thank you for your consultation on the Countesswells Development Framework and Phase 1 Masterplan document and please contact us if it would be helpful to discuss our comments further.

sportscotland
Doges
Templeton on the Green
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28 April 2014

Contact: Lorraine Jones 0141 534 6530, email Lorraine.jones@sportscotland.org.uk

From: PI
To: [Laura Robertson](#)
Subject: FW: Countesswells Development Framework
Date: 29 April 2014 09:24:41
Attachments: [IMG9745.jpeg](#)
[IMG9746.jpeg](#)
[IMG9748.jpeg](#)
[IMG9751.jpeg](#)

From: fred dalgarno [REDACTED]
Sent: 29 April 2014 09:18
To: PI
Cc: [REDACTED]; Kapil Kumar
Subject: Countesswells Development Framework

Dear Sirs

We write to make representations in respect of the above.

While we continue to believe that the development of 3,000 homes, schools and business space on the site is excessive, we understand that the decision has been made and the site is now included in the Local Development Plan (2012). The effect is that we, along with other residents in the area, will be living in a huge construction site for many years to come. We do believe, therefore, that the developers and Aberdeen City Council have a responsibility to current residents in the area to ensure that the impact on their daily lives is minimised as far as possible.

Accordingly, we wish to make the proposals set out below for the following reasons:

1 Throughout the LDP consultation process, we and others argued that the scale of development proposed for Kingswells, Cults, Hazelwood etc was excessive and should be undertaken only when appropriate infrastructure as in place including the construction of the AWPR. Particular reference was made to the impact on traffic including "pinch points" at a number of junctions on Anderson Drive.

2 During the lengthy construction period of the amended layout of the roads and roundabout at the Kingswells junction on the A944, the residents in this area suffered considerable inconvenience with road closures almost every weekend with, on many occasions, the information relating to these closures bearing no resemblance to what the actual closures.

3 The completion of the work on the roundabout (leaving aside the confusing road markings) has improved traffic flow east and west along the A944. Since the occupation of three large office blocks at Prime Four, however, traffic on the road to/from the roundabout to/from Cults/Bieldside has increased enormously particularly between 4.30 and 6.30pm but also at other times of the day. Access to and egress from our properties has become extremely difficult but, more important, should the need arise during these periods for an emergency vehicle to attend an accident or any of the properties along that road, there is no scope for those vehicles to get through the traffic. This situation will be exacerbated substantially when further office blocks and the hotel at Prime Four and the proposed office block at Ardene Veterinary Surgery are opened. (See the attached photographs taken between these times yesterday).

We request, therefore, that the following conditions are imposed on any development

within the Countesswells development:

1 The proposed roads and infrastructure works are carried out before any properties are built or occupied in the development and

2 No properties are built or constructed until the AWPR is complete as was the recommendation in the previous LDP.

Yours faithfully

Mr & Mrs F G S Dalgarno, Newton of Countesswells
Mr & Mrs G Copland, Newton of Countesswells Steading
Mr & Mrs K Kumar, Newton of Countesswells Farm



Litmus
PROPERTIES

Paul Williamson
 Senior Planner (Development Management)
 Planning and Sustainable Development
 Enterprise Planning and Infrastructure
 Aberdeen City Council
 Business Hub 4, Ground Floor North
 Marischal College
 Broad Street
 Aberdeen, AB10 1AB

28th April 2014

Dear Sir

**R & M Mann and the Mann Family – Bellfield Farm, Kingswells, Aberdeen
 Countesswells Development Framework and Phase 1 Masterplan**

This Response is submitted on behalf of R & M Mann and other members of the Mann family (hereafter referred to as “our client”) and relates to the Countesswells Development Framework and Phase 1 Masterplan approved for consultation purposes by Aberdeen City Council (ACC) on 13 March 2014. The Framework and Masterplan was prepared by a design team appointed by the Countesswells Consortium and it is issued for consultation purposes by ACC with the intention of ACC adopting it as formal Supplementary Guidance (SG) as part of the Development Plan.

The Response to the Framework and Masterplan on behalf of our client is structured as follows:

- commentary is provided on the material included in the ACC Committee Report of 13 March 2014 which requested the approval of ACC Members of the Enterprise, Strategic Planning and Infrastructure Committee (ESPIC) to release the Framework for statutory consultation purposes;
- commentary is provided on the consultation process involved in the preparation of the Framework;
- commentary is provided on the Transport Assessment purportedly submitted in support of the Framework, but not actually forming part of the formal consultation on the supplementary guidance;
- commentary is provided on detailed matters included within the Framework.

A brief summary of some of the key issues my clients wish to highlight:

- The references in the Enterprise, Strategic Planning and Infrastructure Committee (ESPIC) report, and throughout the Development Framework, to land required for access to the A944 to the north of the OP58 allocation fails to adequately highlight that this land is both Green Belt land and that it includes part of the Hazlehead Cemetery Garden of Remembrance.

- The indicative route of the access roads between the A944 and the OP58 site do not need to be illustrated in the Development Framework and Phase 1 Masterplan, and given the uncertainties associated with the routes and the capacity of the Jessiefield and Kingswells junctions they should be omitted. Instead the Framework should refer to a requirement for two accesses to be provided from the OP58 site to the A944 and for two all-vehicle junctions to be provided on the A944 at Jessiefield and at Kingswells.
- The proposed re-routing of the access road through the the Garden of Remembrance/Hazlehead Cemetery would not have been apparent at any of the public events in 2012, when the access road was routed through agricultural land to the west of the cemetery site, and the ESPIC Members would not be aware of this very significant change from the Committee report, neither would the people who were “consulted” as part of the process.
- Such limited consultation and limited publicity associated with the current version of the Development Framework is unlikely to meet the “adequacy test” set out at Regulation 27 (1)(a) of the Town and Country Planning (Development Planning) (Scotland) Regulations 2008, in relation to publicity associated with proposed supplementary guidance.
- The TA that purports to support the Framework is based on outdated scoping, and makes no assessment of the acceptability of the Jessiefield and Kingswells junctions. Indeed the Jessiefield junction referred to in the TA is different to the junction proposed in the Framework. The TA cannot be relied upon in its current form to support the approval of the Framework as supplementary guidance.
- A further round of consultation on the proposed supplementary guidance, including access to the full list of documents referred to in paragraph 1.5 of the Masterplan document, should be instigated prior to the reporting back of the proposed statutory guidance to the ESPIC.

Committee Report – 13 March 2014

1. For the avoidance of any doubt, our client is entirely supportive of the opportunity, vision and detail set out in the Framework as it relates to the site allocated as OP58 in the adopted Aberdeen Local Development Plan (LDP) in 2012. In this regard, our client has no concerns with the detail referred to in the Committee Report as it relates to the OP58 allocation itself.
2. Our client has, however, very significant concerns regarding the references in the Committee Report and throughout the Development Framework to land required for access to the A944 to the north of the OP58 allocation, as though this land was included within the allocation in the adopted LDP. In particular, our client is concerned that the ESPIC was not adequately alerted to the fact that land to the north of OP58 is included within the overall consultation and that this land includes part of Hazlehead Cemetery. In particular, the Development Framework includes an indicative access to be taken through the Garden of Remembrance associated with Hazlehead Crematorium, located within Hazlehead Cemetery.
3. Paragraphs 5.13 to 5.17 of the Committee Report make reference to Access and Connectivity, but there is no reference within these five paragraphs either to the land required for access to the OP58 site between the A944 and the site itself, or to the requirement for the main vehicular access into the OP58 site to be taken through the Hazlehead Garden of Remembrance.
4. Paragraph 5.16 refers to the “*main vehicular connection to the A944*” being from Jessiefield junction – there is no reference, however, to the road line linking the OP58 site to the junction itself and this line is shown within the Development Framework as passing through the Garden of Remembrance.

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5. Paragraph 5.17 states that a Transport Assessment (TA) is currently being prepared to “*determine the level of development that can be accommodated on the road network prior to the Jessiefield junction upgrade*”. In approving the Development Framework for consultation purposes, Members of the ESPIC sensibly reserved their position in relation to the proposed road infrastructure until the TA has been completed, and agreed only to determine the capacity of development at the OP58 site, prior to the delivery of the AWPR, through the TA process. Members required further detail on this, including a phasing plan, to be reported back to a future ESPIC.
6. The Development Framework and Phase 1 Masterplan, issued for consultation purposes, includes a large amount of information and detail. Once approved as supplementary guidance, any departure from the document will represent a departure from the Development Plan. With regard to the route of the access roads from the A944 to the OP58 site, these are shown indicatively within the Framework and the current indication, as included within the consultation draft, is that the Jessiefield junction would be served by an access road passing through the Hazlehead Cemetery and, in particular, the Garden of Remembrance associated with the crematorium.
7. It is our client’s position that the indicative route of the access roads between the A944 and the OP58 site does not need to be illustrated in the Development Framework and Phase 1 Masterplan, particularly given the uncertainties associated with the routes and the capacity of the Jessiefield and Kingswells junctions. Instead the framework should refer to a requirement for two accesses to be provided from the OP58 site to the A944 and for two junctions to be provided on the A944 at Jessiefield and at Kingswells. Including indicative routes of these access roads at this stage is premature and causes uncertainty and confusion for future planning applications on the basis that an application that includes the line of the road departing from that included within the approved supplementary guidance would be contrary to the supplementary guidance and therefore contrary to the Development Plan. This is an unsatisfactory position, given that further detailed work is currently ongoing through a TA which is likely to generate the optimum solution for access to the OP58 site from the A944 and this work should not be prejudiced by the premature approval of road lines through the Framework, and its subsequent approval as supplementary guidance.
8. In addition to these specific concerns regarding the Committee Report, the following comments are made:
 - there is no reference to the access to the site required from the A944 having to pass through an area of designated Green Belt;
 - there is no reference to opportunity site OP68 (Skene Road, Hazlehead) which designates an extension to the Hazlehead Cemetery;
 - there is no reference in the Report to the impact of the proposed A944 accesses on the Green Space Network – the impact on the Network can be significantly improved by routing the eastern-most access road to avoid the Green Space Network and this issue can be addressed at the detailed planning application stage rather than through the Development Framework;
 - whilst significant public consultation was undertaken in 2012 in relation to the Framework, only one meeting of the “Liaison Group” has taken place since November 2012 (on 2 February 2014, as referred to at paragraph 5.42). As such, it was only at the February 2014 meeting that the proposed re-routing of the access road through the Hazlehead Cemetery may have been apparent, representing a very significant change since the proposals were exhibited at a number of events in 2012 when the access road was routed through agricultural land to the west of the cemetery site. The ESPIC Members would not be aware of this very significant change, nor the limited consultation on this change, from reading the Committee Report. Further commentary is provided on this issue below.

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Consultation

9. Turning to the Development Framework and Phase 1 Masterplan document itself, the approach to consultation is set out extensively at paragraphs 2.5 to 2.9 of the Framework. It is clear from a review of these paragraphs that the majority of pre-application consultation with communities and other stakeholders dates back to 2012, with no consultation undertaken in 2013 and a single meeting (in February 2014) since. Apart from the 2014 meeting, the entire pre-consultation process in relation to the Framework was based on an alternative access to that now shown. The proposed access through the Garden of Remembrance was not consulted on in 2012 and the proposed access differs significantly from that with which the majority of local communities and other stakeholders will be familiar.
10. Approving the proposed route of the access road linking to the Jessiefield Junction through the Garden of Remembrance based on such limited consultation and limited publicity associated with it, as part of the current formal consultation process, is unlikely to meet the "adequacy test" set out at Regulation 27 (1)(a) of the Town and Country Planning (Development Planning) (Scotland) Regulations 2008, in relation to publicity associated with proposed supplementary guidance. The response to the first round of consultation is set out at paragraph 2.7.4 and in relation to transportation issues, it is stated that "*studies have demonstrated that the development can be expected to require two connections to the A944 to the north of the site to provide efficient transport connections for all users between the various development blocks on the existing road network surrounding the site*". It then continues, without explanation, by stating "*it is proposed that the western connection will be a public transport only link*". There is no explanation as to why this change would address the concerns relating to the number of car movements associated with the development and in particular how this would provide the most efficient all-vehicle connection between the OP58 site and the A944. The response set out at paragraph 2.8.3. In relation to the second round of consultation provides no additional explanation as to why this change is proposed.
11. In addition, at no stage during the explanation of consultation associated with the Masterplan (predominantly in 2012) is there any reference to the significant change included within the Framework involving the routing of the eastern access road from the OP58 site to the Jessiefield junction through the Hazlehead Garden of Remembrance. Our client considers this to be the most significant omission within the Development Framework and Phase 1 Masterplan and is of serious concern in terms of its credibility as supplementary guidance. Our client has no doubt that this issue will be examined by Scottish Ministers should the full extent and consequences of this change not be properly consulted on with all relevant stakeholders and the local communities.

Transport Assessment

12. A TA has been prepared which has been submitted to support the Development Framework, PPP application and Phase 1 Masterplan. This TA indicates that the analysis was based on parameters discussed and agreed with Aberdeen City Council (ACC) which resulted in an agreed position in January 2014 as presented in a Scoping Report (SR) included in the Appendix to the TA. The SR is dated October 2012 and does not include reference to January 2014 agreements. There is no indication that ACC are in agreement with the assumptions stated in the SR.
13. The traffic analysis presented in the TA uses traffic flows developed from TRICS rates and other parameters identified in the SR. Distribution of traffic to the A944 is summarised in Appendix G and clearly identifies significant traffic at Phase 1, 2 and 3 using the Kingswells roundabout. At full development it is estimated that the Countesswells traffic will have a 104% impact at Kingswells roundabout. This level of traffic and impact does not correlate with the strategy of providing a bus only access to Kingswells roundabout after the initial phase is complete.

14. A statement is made that the link capacity of Kirk Brae (north) and the approach to Kingswells roundabout can accommodate up to 400 units however neither a traffic distribution for this scenario nor a link capacity analysis is included in Appendix G.
15. In section 11 of the TA it is stated that there will be road upgrades with the introduction of a flare on the northbound approach to the Kingswells Roundabout and an additional lane on its circulatory. In Table 12.1 the timescale for these upgrades is suggested as beyond 400 units. The purpose of these upgrades is not made clear and is *inconsistent* with the aspiration for a bus only link.
16. Options for a replacement junction at Jessiefield are presented and assessed in the TA. Of the four options presented it is Option 3 (a staggered signalised crossroads) that is chosen for further analysis (Drawing No 92762/8006A). This further analysis does not appear to be presented in the TA. The junction layout for Option 3 is inconsistent with the link road and junction location identified in the Development Framework. Additionally an Option 5 layout (Drawing No 92762/8003B) is included in Appendix K of the TA which is not discussed in the main body of the TA although the results are presented in the Modelling Note included in Appendix J. The operational results for Option 5 indicate less delay and higher capacity than the results for Option 3.
17. The TA assesses the traffic impact on the local network and it appears from the details in the modelling note that the modelling has assumed two accesses to the A944 which can accommodate all modes of traffic. There is no summary or results from the modelling analysis to support a single all vehicle access and no analysis shown to determine the link capacity of Kirk Brae *prior to the Jessiefield junction upgrade* as required by the ESPIC.
18. There is no substantiating analysis presented in the TA in respect of the initial phases of development either as part of the phasing of the whole development as presented in the PPIP or to support the Phase 1 Masterplan (prior to the Jessiefield junction upgrade) application.
19. It is therefore our client's position that the TA as submitted in support of the Countesswells applications and the Development Framework does not present a cohesive analysis of the traffic impact of the proposed development and proposes inconclusive validation of the case for a single vehicular access at the Jessiefield junction as indicated. The assessment is inconsistent with the Development Framework as it presents inconsistent analyses and conflicting design layout options.
20. A detailed commentary on the TA is attached at the end of this response.
21. However, the TA does present an analysis that indicates that the access strategy of two all-vehicle accesses to the A994 via an enhancement of Kingswells roundabout and upgrade of Jessiefield to a signalised cross roads as presented through the consultations process in 2012 will provide an appropriate access solution that will accommodate the addition of the proposed development traffic to the local road network. The two access solution as presented previously and modelled in this TA does not require to provide a link road through the Garden of Remembrance associated with Hazlehead Crematorium, located within Hazlehead Cemetery.

Detailed Commentary on Development Framework

22. In addition to the specific matters referred to in previous paragraphs, our client would wish to highlight a number of concerns with the proposed supplementary guidance as currently drafted. These are summarised in the following paragraphs.
23. At paragraph 1.5 supporting information is referred to and the list of documents is set out which are purported to represent technical studies and surveys "*produced to support the production of*

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the Development Framework and Phase 1 Masterplan". It is clear from the text included in the ESPIC report and elsewhere within the Framework document that the TA is incomplete and has not, therefore, been produced to support the Framework and Masterplan. The list of documents referred to at paragraph 1.5 is prepared to support a planning application and that planning application was submitted on 24th March 2014. On this basis, it is erroneous to state that the documents associated with the planning application previously informed the preparation of the supplementary guidance on the basis that they clearly were not concluded by the date on which the supplementary guidance was reported to the ESPIC.

24. In addition, none of these documents has been made available as part of the supplementary guidance consultation process and as a result, respondents to this process are unable to judge the extent to which any of these studies has, in fact, informed the preparation of the Framework and Masterplan.
25. A further round of consultation on the proposed supplementary guidance, including access to the full list of documents referred to in paragraph 1.5 should be instigated prior to the reporting back of the proposed supplementary guidance to the ESPIC. This would also allow the inadequacies referred to above in relation to consultation to be satisfactorily addressed.
26. The diagrams within the first two sections of the Framework relate only to the OP58 site and do not properly reflect the full extent of the boundary of the proposed supplementary guidance. These include Figures 1 and 2 – whilst Figure 3 includes the land required for access to the OP58 site between the site and the A944, the boundary is referred to as the "*Proposal of Application Notice Boundary*" as opposed to the boundary to which the Framework and Masterplan relates. This should be corrected in a revised version of the proposed supplementary guidance prior to it being consulted on further in line with the recommendation in the previous paragraph.
27. The Site Analysis section (Section 3) makes no reference to the west Aberdeen Green Belt, the Green Space Network and the OP68 allocation (all as referred to earlier in this submission). Reference should be made to these in Figure 54 – Opportunities and Constraints, or in an alternative appropriate diagram within this section.
28. Paragraph 5.1.3 relates to the Development Framework Structure and the routes of the link roads from the OP58 site to the A944 are included in Figures 99 and 100. As referred to above, approval of the Development Framework as supplementary guidance would require access to be taken to the Jessiefield junction and Kingswells junction along the routes shown on Figure 99, unless there is a clear statement confirming that these routes, and the nature of the junctions, is indicative only. To avoid any potential impact on Hazlehead Garden of Remembrance, if a route is to be shown in the Framework, the route to the Jessiefield junction should be located to the west of the boundary of OP68 as it relates to the Garden of Remembrance.
29. In addition, it is premature to refer to the western access to the Kingswells junction being for bus and local access only in the absence of an agreed position as set out in the TA. These are fundamental matters of concern with the Development Framework and require to be addressed prior to its approval as supplementary guidance.
30. The Access and Connectivity Strategy is set out at paragraph 5.4 and Figure 108 sets out the proposed street hierarchy. The comments made in the paragraph above are equally important in relation to this section and in particular in relation to Figure 108 which, if approved as supplementary guidance, will dictate future planning applications. On this basis, a planning application that departs from the access routes shown within Figure 108 would be contrary to the supplementary guidance and contrary to the Development Plan.

Our client considers it to be inconceivable that ACC, and the ESPIC in particular, is willing to approve supplementary guidance which requires the main all-vehicle access road to the Countesswells development to be routed through the Hazlehead Cemetery, Crematorium and Garden of Remembrance without the full implications of this being known from a physical and environmental perspective and without the route having been justified through the TA. Our clients also consider it a necessity that even if the full implications of these proposals are indeed fully understood by the members of ESPIC then there should, at least, be a full and open consultation with the local population prior to any decision being made that will enshrine them in planning policy.

I should be grateful if you would acknowledge receipt of this letter in the first instance and look forward to a fully considered response in due course.

Yours faithfully



Jacqueline S Morton
Director

Countesswells - comments on the TA - April 2014

Section 1

1.1.5

The ALDP (2012) requires "new road links and major junctions at A944 with appropriate standards to accommodate forecasted traffic volumes."

It indicates major junctions at A944 not just one.

1.1.6

The ALDP indicates 3000 dwellings plus 10 Hectares of employment land.

1.1.9

The Scoping Report included in Appendix A was issued on 12 October 2012 not January 2014 as stated.

Para 1.3.3 in SR refers to principles from the 2009 Assessment being taken forward into the Masterplan - i.e. two accesses to A944

Residential Generation in Chapter 6 - Table 1 shows Phase 1 as 1000 units.

Committed Development at Phase 1 doesn't appear to include Friarsfield nor Prime 4 phase 2 /3.

There are no Appendices available for the Scoping Report

1.2

Although further Community Engagement is alleged to have happened on 3 Feb 2014 there is no reference to it in Chapter 4.

Section 2

2.4.7

Reference to a new link whereas the ALDP indicates links (plural)

Section 3

3.2.2

There is no indication or substantiation of the relocation of the AWPR traffic - what is this based on?

3.2.3

The existing facilities are all remote.

3.4.2

"Visibility of key junctions" appears to be a typo. Key junctions include Kingswells Roundabout.

3.4.9

The location of the AWPR and access junctions on it suggest that westbound and AWPR traffic is likely to gravitate towards the Kingswells junction for access to the A944

3.5

The accident history indicates that the accident history mainly involves the KW junction and northern section of Kirk Brae.

Section 4

No details given of Public Consultation and no mention of 2014 event.

Section 5

5.2.1

Phase 1 1000 units, Phase 2 2000 units, Phase 3 3000 units

5.2.2

Figure 5.1 indicates red line boundary to accommodate works at KW roundabout.
Phase 1 is to be 1000 units

5.3.1

Connection for all modes to Kirk Brae, the A944 and Countesswells Road

5.3.2

Link road from Blacktop to Kingswells Roundabout

5.3.3

No diagram to clarify which is Blacktop Road and which is Kirk Brae.

5.3.4

No analysis to support requirement for a signalised junction

5.3.7

Designing Streets doesn't make recommendations in regards to junction type in respect to the external roads connections.

5.5

Safe Routes to School has no detail

5.6.6

No details given of suitability or required improvements to road link to KW. Link identified at 5.3.2

5.6.8

Mini bus service suggested but no details of route or funding mechanism. Also suggests appropriate infrastructure to accommodate full size buses.

5.7.2

Initial phase traffic accesses KW roundabout. No mention of upgrades to southern approach to accommodate this additional traffic.

5.7.3

No detail of modifications to alignment of C189 (Kirk Brae).

5.8

Retained trips mentioned but level of retention or details / time of agreement not identified.

Section 6

Sustainable Travel Measures very generic with absolutely no detail for Phase 1a.

Section 7

7.2.1

When were parameters agreed as Scoping Report is dated Oct 2012

7.2.3

Gravity models not included nor indication of when agreement was reached with ACC.

7.3.1

TRICS rates in Appendix E are dated from June / July 2012

Trip generation for Phase 1 is given for 1000 units.

7.5.1

Phase 1 indicated as 1000 units.

Trip Generation note included - 11 December 2013 - indicating concern (para 1.3.5) about impact on Kirk Brae (south) and Baillieswells Road

Section 8

8.1.1

Appendix G - diagrams show full traffic @ Kingswells

Phase 1 - 1000 + Friarsfield - this diagram refers to 1000 unit Phase 1 and inclusion of Friarsfield traffic which is not indicated as included committed development.

Post WPR 3000 House + MST - diagram indicates full traffic at KW (split between 2 accesses)

8.2.1

Date of traffic data and surveys not indicated.

8.2.2

Friarsfield development not included as Committed Development.

Only Prime 4 Phase 1 included as committed Development. No indication of amended infrastructure at KW in connection with Prime 4

8.2.5

CTA measures indicated but not identified.

8.3.1

The link between the trip distribution shown in Table 7.7 and the distribution shown in Appendix H is not demonstrated.

8.3.8

Appendix I - Phase 1 has 1000 units, Full development indicates 104% impact at KW roundabout

Section 9

9.1.2

Link capacity assessment is not included in Appendix G

9.2 (9.1.1)

No capacity assessment to demonstrate that link to KW can accommodate 400 units.

No justification for not upgrading the currently sub standard road link to KW despite the intention to use it as a public transport (and local access) link once Jessiefield is opened.

9.2.1

No link analysis shown for Kirk Brae

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9.3.1

No link analysis shown for Countesswells Road

Section 10

10.1.2

First mention of 400 units

10.1.3

Flows in Appendix G show full access to KW and do not include a 400 unit scenario.

10.2.1 - 10.2.16

Modelling note

Note - tables are all headed "Scenario" - assumed headers to be AM and PM

Kirk Brae / Friarsfield Road / Kirk Terrace junction - signalisation increases delay at junction in all scenarios and by full development the design junction is over capacity.

Countesswells / Springfield Road - cycle time of 189 seconds appears high. No details of staging provided. Mitigation mentioned but not identified.

Craigton / Springfield Road - within capacity. 90 s cycle time. No junction details provided.

The junction of the NDR (A93) with Kirk Brae is known to be a congested junction with very tight geometry and in a constrained location. The results improbably suggest little impact from the additional traffic with no mitigation proposed. Without the models it is not possible to check further.

Baillieswells / NDR - appears to benefit significantly due to AWPR reallocation of traffic. This reallocation has not been justified or fully quantified in the TA.

Section 11

11.1.5

400 unit scenario mentioned but not shown in results tables

11.1.6

Flows in Appendix G show full access to KW and do not include a 400 unit scenario.

11.1.9

No results to substantiate these assertions

11.1.15

Option 3 Staggered crossroads taken forward - no further assessment shown. Note location of approach to Option 3 junction (dwg no 92762-8006-A)

Modelling Note

Signalised Roundabouts - tested as one model

Phase 1 - full traffic at KW roundabout.

Mitigation for phase 1 - para 1.7.2 - "introduction of a flare on the northbound approach to the Kingswells Roundabout and an additional lane on its circulatory. Addition of these improvements accommodates the development traffic"

11.1.16

No indication of where these figures in Table 11.3 have come from. They are not comparable with the results shown in the modelling note. The note also includes an Option 5 which is not mentioned in TA but is included in Appendix K (Dwg No. 92762-8003-B)

Section 12

12.2.1

Capacity assessment of Kirk Brae link is not shown

12.2.2

Improvements to Kirk Brae link not identified.

12.5.1

Table 12.1 mitigation measures indicate upgrades to KW roundabout approach, localised improvements to Kirk Brae (north)

From: PI
To: Laura Robertson
Subject: FW: Countesswells Development Framework and Phase 1 Masterplan
Date: 29 April 2014 09:41:36

From: JONATHAN LATIMER [REDACTED]
Sent: 29 April 2014 01:17
To: PI
Subject: Countesswells Development Framework and Phase 1 Masterplan

I am writing to object to the Countesswells Development Framework and Phase 1 Masterplan and in particular the Access and Connectivity Strategy.

The first point is that the consultation exercises undertaken so far seem to be flawed. I take a keen interest in local planning matters and was particularly looking for this development proceeding as it could affect the sporting facility that I and Chairman of, however this consultation is the first I have seen. I can only assume that the previous consultation exercises were poorly advertised.

Although I appreciate that modern planning dictates that roads in built up areas should be anti car this should not be used as an excuse to block off existing through routes. These should be enhanced to allow traffic to easily bypass the residential areas.

The consultations that do seem to have taken place with community councils appear to have concentrated on the perception that the existing roads passing through the proposed development are "rat runs". Countesswells Road and Kirk Brae are not a "rat runs" but significant parts of the road network on the western side of the city allowing traffic between the outer edges of the city and the Shire to move in a logical direction without travelling towards the centre before heading back out again. If the councils bothered to consult with their residents they would realise that the people using these roads are the ones they are supposed to be representing. Unfortunately the proposals will merely produce 3000 more households who will be using these roads to access the parts of the city and Shire that they want to go to while frustrating the existing residents.

The idea of blocking off the access to Kingswells roundabout is plain stupid. Traffic accessing the AWPR does not want to be travelling back into the city before turning back on its self.

The dismissal of the consultees that did wish to see the existing road network maintained shows that those undertaking this study have no understanding of the current road use and wishes of the wider community. The usual calls for more public transport are not representative of the wider population and are irrelevant for those not travelling into the city or at the times that it operates.

The development needs to have strong connections in all directions and not act as a block to existing traffic flows.

Unfortunately this means that the whole process will need to start again based around a sensible and logical road network that serves all the people of Aberdeen and the surrounding area. It is unfortunate that so much effort has been put in to such flawed scheme but if the original consultation had been properly conducted this would not have happened.

Countesswells Development Framework, Phase 1 Masterplan and Planning Applications 140435 and 140438

Comments by Kingswells Community Council

ACCESS

KCC approves of the main road access into the development being from the Greenhedges/Jessiefield junction on the A944. It also supports the eventual restriction of the existing Cults-Kingswells road (C189) to a bus and cycle route that also allows access to existing properties. This should help to limit future traffic congestion at the Kingswells roundabout.

However, KCC also has some real concerns about access arrangements:

- (1) The main access road from the A944 is routed through the area (OP68) designated in the current Local Plan for future cemetery expansion. More seriously, the road would cut through the western end of the Garden of Remembrance at Hazlehead Crematorium. The garden is currently a very peaceful place and is not appropriate for the construction of a busy access road. A large number of trees within the garden bounds will need to be felled. Mourning relatives have recently scattered loved ones' ashes at the bottom of some of these trees. The Garden of Remembrance also recently achieved notoriety in connection with the possible disposal of the ashes of dead babies without the knowledge their parents. Routing the main access road through this very sensitive area could result in adverse publicity for planners and councillors. KCC would urge that the road be re-routed further to the west at this point.
- (2) Until the new access road and AWPR are built, there will be traffic problems on the C189 where it approaches the Kingswells roundabout. This section is already nose-to-tail at peak times and congestion will only increase as the first tranche of new homes is built. It will be essential to disallow traffic hold-ups due to construction work at peak times.
- (3) KCC has little confidence in the traffic assessment calculations for Countesswells. In particular, the use of the Blacktop road as a "rat-run" to access Westhill from Countesswells is being underestimated. This country road is totally unsuited to high traffic volumes and is potentially unsafe. Ways will need to be found to discourage drivers from using this road as a shortcut to Westhill from south Countesswells.

HOUSING TYPES

It is unsatisfactory that the needs of elderly people are being overlooked in this development. The demographic projections for Scotland are quite clear and need to be properly addressed. Many elderly people are looking to "down-size" and relocate to single-storey homes. Small bungalows or flatted accommodation with lifts would help to meet their needs. In seeking to maximise profit, the developers involved are not taking this matter seriously enough and are not providing sufficient homes of the right type.

ENVIRONMENTAL ASPECTS

KCC supports, in particular, the creation of a central park, the use of existing watercourses, and the conversion of the tree-lined section of Countesswells Road to a vehicle-free access.

Claims about the overall amount of green space, however, are misleading as several of the "green" areas are simply wayleaves for overhead power lines. SSE will insist on keeping these areas free of any planting. This will considerably limit opportunities for landscaping.

The Countesswells development must be hidden as far as possible when viewed from Kingswells and prominent viewpoints like Brimmond Hill. To achieve this, the northern

boundary including residential blocks N1 and N3 needs to be screened off by a thick belt of substantial trees, both deciduous and non-deciduous.

The routing of the main access road through a forested area should not be used as an excuse for removing whole blocks of woodland. As far as possible, trees that need to be felled should be replaced with indigenous species.

SUDS basins should, wherever possible, be used to encourage biodiversity. Unattractive and sterile grass basins, devoid of any water for most of the year, are not acceptable.

It is very disappointing that the former reservoir (now a wetland area) shown in 3.3.1 of the consultation document is not being properly exploited to create an area of biodiversity and a possible water feature. It is inappropriate that residential block S9 has been allocated to this site. On the Prime Four site at Kingswells, the creation of an attractive pond from a similar area of marshland is a good example of what can be achieved with a bit of imagination and concern for the environment.

MAINTENANCE OF COMMUNAL SPACES

It is essential that maintenance arrangements for *all* communal spaces, including green areas, are set out transparently and in legal terms from the outset. No residents or employers should be left in any doubt about the persons/agencies responsible for the upkeep and safety of areas next to their properties.

There is considerable scope to increase biodiversity on the Countesswells site which is mostly just fields at present. To achieve this, some of the green areas should be kept in a managed but "un-manicured" state. This is likely to include the edges of watercourses and ponds.

OTHER INFRASTRUCTURE

All homes and businesses should have easy access to high-speed, fibre optic broadband from the outset (not as an afterthought). This is already happening at Chapelton of Elsick, for example.

18.

CRAIGIEBUCKLER AND SEAFIELD COMMUNITY COUNCIL

Ms Laura Robertson
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Email: craigseacc@hotmail.co.uk

29 April 2014

Dear Ms. Robertson

Countesswells Development Framework and Phase 1 Masterplan.

We are concerned that the existing roads infrastructure will be inadequate to cope with the traffic generated by this proposed development. It is our contention that, despite recent upgrades to the A944 (Aberdeen to Westhill) dual carriageway, the volume of traffic attempting to access the roads during the rush hours will result in lengthy queues which, in turn, will increase air pollution.

There is no apparent record of hydrology surveys having been completed on this extensive site. The plans do not take the natural springs and watercourses into account.

Until after the initial phases of homes are sold primary health care will have to be provided by the existing local GP practices. We contend that those medical practices will be overburdened by an overwhelming number of new patients from the proposed development until a sufficient number of homes are sold to fund the construction of a health centre within the development.

At the last Liaison Group Meeting it was mentioned that one secondary and two primary schools are to be built. During the construction of the first primary school the first children from Countesswells are to be transported to Braeside Infant School, which will be upgraded to make it suitable for P1 to P7 pupils. The first primary school will be ready for the 400th house. Then construction will begin on the second primary school. The Countesswells site is to be re-zoned to Hazlehead Academy until the secondary school is completed in 2018/2019. However, the Development Framework Document does not specify the timing of the transitions from the interim to the permanent educational establishments. We contend that the occurrence of this transition is dependant on the continued strength of the housing market and therefore expect that the period of dependency on the interim educational resources will be of indeterminate length. Furthermore, the strategy for the interim provision of primary school places is perceived by us as fragile because it is dependant on the completion of one construction project – the upgrade of Braeside Infant school. If this falls through, class sizes could increase well beyond the guidelines set by the Scottish Government.

We welcome the 25% affordable housing allocation. The developers stated their commitment, at the last liaison group meeting, to the delivery of the full amount of affordable housing. However, we advise scrutiny of any plans submitted for affordable housing, particularly 2 bedroom properties, to ensure that dimensions of the rooms comply with building regulations and that adequate storage space is provided. The plans should also be drawn up in consultation with affordable housing providers.

Roads and Transport

It is our contention that a possible 12 month closure of Kirk Brae, to facilitate the installation of the utilities for Phase 1, is too lengthy a period. Kirk Brae is an integral part of the city's established roads infrastructure. The closure of Kirk Brae will cause congestion on the surrounding roads and closing it for such a long period will result in prolonged and frustrating difficulties for commuters travelling north to Kingswells, Westhill, Dyce and other locations to the north of the city. This road should not be closed at peak travel times. We believe that its closure could be avoided if the new link road was built very early in the development.

Bearing in mind that a 3000 home development is being planned, we disagree with the tendency of the roads infrastructural design to direct traffic towards Aberdeen's urban routes because such a solution is unsustainable in terms of increases in congestion and pollution.

In our opinion, Aberdeen City Council should consider the advantage of routing traffic, moving South to North, through the middle of the proposed development. This route could also serve as a distributor road for the streets throughout the phases of their construction. The main route for the proposed development could be constructed round its periphery.

The proposed route for the road to the Jessiefield junction appears to run through the western end of the remembrance garden at the Aberdeen Crematorium (ref. map page 61 and elsewhere). We submit that this aspect of the proposal lacks sensitivity because it seems to take no account of the fact that many families will have spread ashes of loved ones in this area. We feel that it would be more appropriate to route the road to the west of the garden.

Utilities

This is a development for the 21st century. Therefore the provision of high speed broadband through fibre optic cable should be compulsory by virtue of a legal agreement with the developers.

Landscaping and Drainage

We are concerned that a significant amount of the planned greenspace runs under the existing high voltage power lines and therefore contend that any claim by the developer which states that this area is part of his contribution to green space provision is questionable.

It is also worrying that there is a powerline crossing the playing fields of the proposed secondary school.

We advise against locating properties in close proximity to woodland because of the safety risk from falling trees. We favour the provision of a clear safety margin between the housing and wooded areas.

Hydrology surveys should be conducted throughout the site to detect natural springs and watercourses as a preliminary to planning the systems of drainage. Sudds areas and wetlands should be integral to all landscaping strategies.

Yours sincerely,
William Sell
Chair

SDPA CONSULTATION RESPONSE ON PLANNING PROPOSAL

PLANNING PROPOSAL	
Local planning authority: Aberdeen City Council	
Proposal: Countesswells Development Framework and Phase 1 Masterplan	
Reference No:	Date received:
Case Officer:	Target date: 29/04/14

STRATEGIC PLANNING OBSERVATIONS

The Development Framework and phase 1 masterplan for Countesswells proposes development of allocated masterplan zone OP58 of the current Aberdeen City Local Development Plan. The whole masterplan zone is currently allocated for 3,000 new homes and 10 ha of employment land, the site being approximately 166ha. The site falls within two LDP phases- 2,150 homes in the period 2007 – 2016 and 850 homes 2017 – 2023. The phase 1 masterplan submitted (comprising 48ha) proposes 1,000 new homes, mixed use and employment areas.

The Development Framework (DF) is proposing to contribute significantly to the Aberdeen City housing requirement set out in the Strategic Development Plan (SDP). The DF is generally proposing development of a high quality in terms of design. However, a number of points in terms of consistency with regional priorities have been highlighted below.

Energy Efficiency - Neither the development framework nor masterplan identify how energy saving technologies will be incorporated into the development. The requirement for larger developments to consider the scope for incorporating combined heat and power schemes (CHP) is highlighted in paragraph 4.7 of the SDP. There does not seem to be any consideration given to this within the DF or masterplan. The SDP makes clear that new developments must be designed to be more resource efficient; the plan sets a target for all new buildings to be carbon neutral by 2020.

Page 92 under architecture states that; "Architecture should also strive for strong environmental standards, reducing energy consumption and help Countesswells meet sustainability aspirations" but no further detail is provided as to how this might be achieved? Given the overall scale of development proposed, for the DF and masterplan not to have considered the fundamental environmental principles, inherent to successful sustainable development would seem a serious oversight.

Waste – There is no reference throughout the DF or masterplan to a commitment to provide recycling facilities in line with the waste hierarchy. Given that Aberdeen City and Shire are missing Scottish Government targets for the amount of waste still being sent to landfill, this is something which should be identified at the earliest stage.

Quality of Design – A central objective of the SDP is to create more attractive places which function sustainably and meet the needs of the whole community. The SDP strongly advocates that successful places must incorporate a mix of land uses. The Countesswell DF and phase 1 masterplan are proposing to work with these principles in order to create a well designed mixed use development. This is welcomed.

Density – The proposal to have an average density across the site of 30 units/hectare,, comprising a range of densities is welcomed and consistent with the SDP requirement.

Affordable housing – The DF in 5.5.2 states that "the development will provide up to 25% affordable housing", while this could be interpreted as less than a 25% provision, 7.1, further

clarifies that the affordable contribution will be in line with the Local Development Plan policy requirement for 25%. In terms of the SDP requisite this is acceptable.

Water – The DF states that a Water Impact Assessment has been carried out in order to assess the existing capacity of the water network, as well as future pressures. It is noted that there is no development proposed on any land which SEPA identified as at risk of flooding through their recent flood risk mapping exercise. It is also noted that the impact of the development on the River Dee SAC has been considered through the HRA, and impacts were not found to be significant. Furthermore, it is recognised that surface water discharge into the Dee which occurs as a result of the development will be managed and minimised through a surface water drainage strategy and the use of SUDS. However, what is lacking from the DF or masterplan is any reference to how water saving technologies will be considered and incorporated? It is an important requirement of the SDP for all new development to employ water efficiency through the assimilation of water saving measures.

Transport – It is noted in the DF that a contribution to the Strategic Transport Fund will be sought as well as planning gain. Public transport was picked up as a key issue through the public consultation process. The SDP spatial strategy is largely based on the need to make public transport, walking and cycling a much more attractive option. This will involve a move away from an overreliance on private car use, which is contributing significantly to the regional CO2 emissions (transport CO2 emissions making up around 20% of the total regional emissions in 2011). Given this fact, the proposal for a strategic path network is welcomed.

Section 5.4.2 of the DF identifies the potential opportunities for access by bus, the proposal to create a bus only access route to the north west of the site is welcomed. However, there seems to be some uncertainty as to how the overall development will eventually be serviced by bus. Given there are no existing bus routes through the site, discussions with bus operators will need to provide greater certainty in relation to the availability and frequency of services.

Broadband The provision of up-to date, high speed telecommunications networks and utilising fibre to the home technologies is not picked up throughout the DF. The SDP states that the roll-out of high speed broadband will be vital to the future health of the local economy. Given the poor provision of broadband within large parts of the region, ensuring that fibre to the home technologies are incorporated into all new development will be extremely important. Given the scale of new development proposed within the DF, it would be expected that the position regarding telecommunication provision would have been outlined.

OTHER OBSERVATIONS AND POLICY CONCLUSION

In terms of layout, design and overall quality of development the Development Framework is robust and in line with central objectives of the SDP. It is clear that design principles have been given valuable consideration. The internal environmental considerations must be given equal weighting within the DF. The reduction of carbon emissions is a fundamental requirement, which should be given more attention. This would seem particularly imperative given the scale of development proposed within this site and also the level of development proposed within the wider Aberdeen City and Shire area.

Author: Clara Thompson

Date: 24/04/14



Countesswells Development Framework and Phase 1 Masterplan – Consultation Response, April 2014

1. Introduction

This response has been issued on behalf of Drum Kingswells Business Park Ltd. We reserve the right to add to it should additional information become available. In the meantime we believe that the Countesswells Development Framework does not entirely reflect the current retail policy background and seems to be biased towards the inclusion of major convenience retail use at Countesswells.

This isn't reflected in current and potential future land use policy and there are two main pieces of evidence that we would like to refer to. These are the Aberdeen City and Shire Retail Study Update 2013 and the recent Aberdeen City Main Issues Report.

2. Aberdeen City and Aberdeenshire Retail Study 2013

This review of earlier retail studies uses a methodology based on the preparation of a Strategic Retail Model (SRM) for the period to 2027, leading on to recommendations of a retail strategy that:

- Addresses retail deficiencies in existing urban areas;
- Identifies retail floorspace to serve new and expanded urban areas;
- Considers the future growth of the City Centre;
- Considers specific retail sectors; and
- Recommends a framework for emerging development plans

The executive summary clearly establishes that one of the principal convenience retail deficiencies in the City exists in Zone 29N i.e. West Aberdeen. The shopping study clearly states *"No specific location is identified and this can be met through the provision of convenience floorspace in more than one location. Qualitative deficiencies would support some of this floorspace to be located in the Countesswells development to serve the local day-to-day and limited main shopping needs"* (page 14 of the Executive Summary).

Page 19 of the Executive Summary then goes on to quantify the retail requirements in Zone 29N. It suggests that 5,500sqm of new convenience retail floorspace is required **to be operational by 2020 to 2025**. The same table indicates that **only some** of the convenience floorspace is to be located in Countesswells **to form the basis of its new centre** with an additional 1,500sqm for general comparison shopping.



Table 5.2 defines Zone 29N as “Kingswells, Maidencraig and Countesswells” i.e. both existing and proposed settlements. The need for new retail does not just originate from Countesswells but from a variety of established locations, particularly Kingswells which is lacking in appropriate retail facilities.

The 2013 Retail Study Update therefore proposes new convenience and general comparison retail floorspace for the west of the City BUT it clearly indicates that not all of this should be located at Countesswells.

3. Aberdeen’s Future Retail Policy

The Retail Study Review was used to inform the proposed retail strategy in the Council’s recent Main Issues Report (MIR). Table 6 of the MIR (Page 29) follows the recommended approach and indicates that Zone 29N (West Aberdeen) can accommodate new retail floorspace **in more than one location** for “*Approx. 7,000 total: 5,500 convenience + 1,500 general comparison+ local shops and retail services.*”

Aberdeen’s emerging retail policy is therefore following the recommendations of the Retail Study Update 2013 and proposing that retail is provided for the West of Aberdeen in more than one location. Countesswells as a new settlement has been recognised as having its own local retail need but not as a new retail centre for the West of Aberdeen. Indeed, as a retail destination it has the potential to encourage additional car trips on a constrained road network.

4. How Should this Affect the Draft Countesswells Framework/Masterplan?

The draft Development Framework and Phase 1 Masterplan is an extensive document with many references to retail use. The intention is that it will become Supplementary Guidance. If that is the case then it should reflect the policy situation with regard to retail use more closely than it presently does.

We agree that Countesswells should be developed as a self-sustaining community (4.1 *The Opportunity and Vision*) with the appropriate range and scale of services to support itself, as all communities should. However, we don’t agree that it should be a retail destination for West Aberdeen. There are two key issues with this: it will encourage unnecessary shopping trips and therefore car journeys when there are more sustainable locations elsewhere; and, existing settlements will potentially lose out on the opportunity to become self-sustaining communities themselves. New settlements should not be progressed to the detriment of existing ones.

Table 2 (Page 68) suggests that a “fully-developed” Countesswells new settlement could support a new supermarket to meet the requirements set out in the 2013 Council Retail Study Update. The most recent 2014 (Draft) Housing Land Audit suggests that Countesswells will not start delivering housing until 2016 and then applies a very generous development rate for the years beyond that. Even accepting the generous development rate (which we doubt) Countesswells will not be fully developed until after the period when new retail floorspace is required as set out in the 2013 Retail Study i.e. beyond 2025. By 2020, the start of the period where new retail floorspace is required in



West Aberdeen, less than half of the houses at Countesswells will have been built. Countesswells then could, potentially, support a new supermarket to service its own needs **but not until late into the development.**

Throughout the Framework/Masterplan document convenience retailing is referred to in a number of different ways. In some sections it describes the supermarket as “local provision” for local needs to create a sustainable community and in others it describes a “large supermarket”. Page 103 of the draft document presents probably the best description “*The scale of the supermarket should meet the needs of the community and in line with the aims of the Council Development Plan (2013 Retail Study)*”. The scale of the proposed settlement at Countesswells will not support a large supermarket. Its delivery will be tied in to the wider delivery of the housing so is likely to be delivered later in the development programme.

5. Suggested Changes to the Framework/Masterplan

The Framework and Phase 1 Masterplan should be consistent in its description of the type, scale and function of retail that it expects to deliver at Countesswells. This should be based on the Retail Study Update 2013 and the emerging Local Development Plan i.e. **local convenience shopping provision to serve the local day-to-day and limited main shopping needs of the Countesswells new settlement.**

It shouldn't seek to support large convenience retailers or attempt to become a new retail centre for West Aberdeen. There are far better and more sustainable means to achieve a proper network of convenience shopping provision across the City so that all communities have convenient access to supermarkets.

29th April 2014

Our ref: PCS/132333

Your ref: E:G8/36

If telephoning ask for:
Susan Haslam

29 April 2014

Laura Robertson
Aberdeen City Council
Planning & Sustainable Development
Business Hub 4, Marischal College
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Aberdeen

By email only to: pi@aberdeencity.gov.uk

Dear Ms Robertson

Countesswells Development Framework and Phase 1 Masterplan Statutory Public Consultation

Thank you for your consultation which SEPA received on 14 March 2014. We welcome the opportunity to comment on the draft Framework and Masterplan (here after just referred to as "the Plan").

We have made a number of representations below which we consider will help ensure that the development is environmentally acceptable and help provide clarity on the need for any applicant to provide appropriate information to avoid unnecessary delay and/or objection from SEPA. Since the issues in which we have an interest are spread throughout the document we have in this case provided our comments in the same order as they appear in the Plan. We hope this is a helpful approach.

1. In relation to Section 3.5.1 we have previously provided the council with a summary of the findings of a SEPA officer's survey of the site but this is provided again now in case you have not seen it and it is still helpful:

The Cults burn and its tributaries generally flow north to south and exit the site in a south-easterly direction. The Cults Burn issues at NGR NJ 8722 0517, flows some distance south, then turns westwards at NJ 8742 0445 toward Mains of Countesswells Farm. Thereafter it is culverted and reissues at NJ 8754 0431. Here, a tributary of the Cults Burn comes down from Brookhill at NJ 8756 0448 where there are two issuing points. The burn and tributary combine under the Countesswells Road and flow southwards past Red Gables at NJ 8758 0431. The watercourse then takes a westwards turn at NJ 8759 0407. It disappears at NJ 8770 0409 and is presumed culverted under a large walled enclosure centred around NJ 8777 0409 and remains underground for a total distance of about 300 metres before it re-emerges at NJ 8801 0404 just below Meadowbank and Colthill Farmhouse. The burn then flows in a south-easterly direction before exiting the development site towards Cults. A second tributary of the Cults Burn issues at NJ 8779 0432, goes under the Countesswells Road then flows westwards, then turns south at NJ 8794 0429 and disappears just above Meadowbank at NJ 8796 0411. It then re-emerges with the Cults Burn below Colthill Farmhouse at NJ 8801 0404 (as referenced above). A third tributary issues at NJ 8804 0460 and flow southwards. At NJ 8808 0432 it picks up a small stream flowing westward from an



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issuing point at NJ 8821 0433. Combined flows go southwards, and join the main Cults Burn at NJ 8811 0400 near the final exit point. A watery ditch in the central part of the site running on an east-west alignment, and centered around NJ 8779 0455, is not strictly a watercourse, but should be protected as a water feature as part of the wider natural water environment

2. As the site is currently agricultural the developer should expect to encounter a large number of field drains, another consideration they should be aware of. We therefore ask that Section 3.5.1 is expanded to make reference to the likely presence of field drains.
3. We support the requirement within Section 3.5.2 of the Plan that a Level 1 Flood Risk Assessment will be carried out as part of the planning application process. We agree that the Flood Risk Assessment should include an assessment of the existing drainage network and should be extended fully downstream to include all culverts along the Cults Burn. It should be noted that parts of the site may be at risk from surface water flooding. We note from the Plan that these areas of the site will be developed and potential surface water flooding will be incorporated into the drainage design. We would therefore recommend that the Roads Department of Aberdeen City Council be asked to provide advice on this matter if they have not done so already.
4. In the paragraph on existing watercourses and ditches in Section 3.11 we welcome the highlighting of potential opportunities for naturalising watercourses, deculverting (including of any existing covered field drains) and protection buffers. However we consider that the Plan should go further than this and ensure that these measures are taken. We therefore **object** unless this paragraph is amended to make sure that deculverting, providing buffers to watercourses (at least 6 m from top of the bank and following your own buffer guidance) and naturalising artificially modified watercourses are all specific requirements of the Plan. Please note that any stretches of watercourse that have existing good banks should be preserved to avoid disturbance.
5. In relation to protection of the water environment and Figure 96 then we are generally pleased to note that most of the watercourses are located in green corridor areas. However this is not the case for the watercourses in the vicinity of (1) development blocks S2 and S6 and (2) for to the school sites at Block C11. In the case of the phases S2 and S6 then from the Figure it looks like the watercourse would be culverted. We would **object** to such a proposal or any alternative which did not provide adequate space for the watercourse within a finalised layout. We therefore ask that the overall framework plan is revised so that a clear corridor is provided for the watercourse. In the case of the school site then the watercourse should be sensitively rerouted around the primary school site, or the school moved further away from the watercourse.
6. In relation to the first paragraph of Section 5.3.1 then please note that existing watercourses should not be considered to form part of a sustainable drainage system; to avoid confusion we ask that this be reworded. Also we ask that the requirements for deculverting be made more explicit.
7. Generally the other information provided on SUDS in Section 5.3.1 is good. However in line with the requirements of the newly approved Aberdeen City and Shire Strategic Development Plan we would also expect to see reference to the need for rainwater harvesting to be employed as one of potentially a number of water-saving technology to be used to reduce the need for local water abstraction.
8. It may be helpful to the developer if the Plan highlighted that there will be a need for other authorisations as well as planning permission. In relation to impacts on the water

environment then a number of proposals, such as watercourse engineering works and SUDS discharges, will require some level of authorisation under the Water Environment (Controlled Activities) (Scotland) Regulations (CAR). Our local operations team in Aberdeen would be very happy to discuss any such proposals with developers before they make their planning application.

9. In relation to Section 5.3.2 we welcome the clear statements regarding foul drainage connecting to the public foul sewer. Proposals should be discussed at an early stage with Scottish Water to ensure that capacity exists (or can be made) in the local sewer network.
10. We very much support the reference to the need for a draft Construction Environmental Management Plan in Section 3.8.3, especially since due to the presence of a high groundwater and poor local drainage conditions we expect that controlling run-off may be especially problematic. We therefore consider that it should be made clearer that developers will be required to submit a draft Construction Environmental Management Plan with the planning application for each phase of development and that the draft Plan should specifically outline the measures to be taken to manage surface water on the site. This should include details of construction SUDS and plans for managing works after periods of heavy rainfall.
11. We note that the Plan lacks information on waste management. Scottish Planning Policy Paragraph 215 states that "residential, commercial and industrial properties should be designed to provide for waste separation and collection." In accordance with this policy, and PAN 63 *Waste Management Planning*, space should be designated within the site layout to allow for the separation and collection of waste, consistent with the type of development proposed. In the interests of meeting the requirements of Scottish Planning Policy and the Local Development Plan, we recommend that reference to this requirement as part of any planning submission is added to the Plan.
12. For information the site also falls into a drinking water protected area and so private drinking water supplies should be anticipated and planned for. We have previously provided advice which suggest that we hold a single licence-level ground water abstraction record for the area, however it should be noted that we do not hold records of supplies using <10m³ per day and your environmental health colleagues should be consulted in this regard.
13. Generally we welcome the indicative layout of the Phase 1 Masterplan. As far as we can determine all watercourses within this phase are located within green network areas and are therefore protected from inappropriate development. The information provided on the Cults Burn Corridor in Section 6.5.2 is especially good and we welcome the likely ecological benefits that this should bring. The design principles in this section should however be expanded to make comment regarding the need for the design to be influenced by the Phase 1 flood risk assessment.

Should you wish to discuss this letter please do not hesitate to contact me on 01349 860359 or planning.aberdeen@sepa.org.uk.

Yours sincerely

Susan Haslam
Senior Planning Officer
Planning Service

Ecopy: Sue.Lawrence@snh.gov.uk

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 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.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Adoption of Supplementary Guidance in support of the Local Development Plan - Newhills Development Framework
REPORT NUMBER:	EPI/14/128
CHECKLIST RECEIVED	Yes

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to update committee on the current position of the Newhills Development Framework and agree what is required prior to its adoption as Supplementary Guidance.

2 RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- a) Approve the Newhills Development Framework in principle, subject to the completion of an agreed delivery programme.
 - b) Instruct officers to ensure that the delivery programme includes detailed information on points 1 to 4 in paragraph 5.7 of this report, to the satisfaction of the Planning and Sustainable Development Service, prior to the document being reported back to this committee.
 - c) Agree that the consultation results and the points covered under recommendations a) and b) are reported back to the 4 September Enterprise, Strategic Planning and Infrastructure Committee with the intention to approve the document as Supplementary Guidance.

3 FINANCIAL IMPLICATIONS

- 3.1 A plan of the site ownership is shown in Section 2.3 (page 18) of the Development Framework. The Landowners of the 3 sites are:

- Scotland's Rural College SRUC – Landowner OP29 Craibstone South
- The University of Aberdeen – Landowner OP30 Rowett South
- Aberdeen City Council – Landowner OP31 Greenferns Landward

As such the Council has a financial interest in the planning designation and future development of the site

- 3.2 The Landowners have met the cost of preparation of the Development Framework including all consultation and engagement. The proposals will result in efficiencies in the determination of future planning applications related to the Development Framework, leading to a reduction in Council staff time to assess future detailed proposals.

4 OTHER IMPLICATIONS

- 4.1 The Development Framework reduces the risk of piecemeal and inappropriate development in the site area. This is particularly important for this area given that there are three adjacent development sites. The Development Framework ensures that each site is fully integrated as appropriate and will be supported by a robust delivery plan that will ensure delivery of necessary infrastructure to support development. Mixed use development and the efficient use of land will contribute towards the Council's aim of promoting sustainable economic development.
- 4.2 Approving the Development Framework will contribute to efficiencies in determining future planning applications and a reduction in Council staff time to assess future detailed proposals. By encouraging acceptable forms and uses of new development to be agreed publicly, it allows more informed decision making to be made earlier, saving time and resources for staff, applicants and the public.
- 4.3 The Development Framework contributes towards a higher rate of new house building in the City, including 25% affordable housing provision in accordance with the Aberdeen Local Development Plan (2012).
- 4.4 In accordance with the Aberdeen Local Development Plan: Action Programme and the Infrastructure and Developer Contributions Manual, the Development Framework references how the development will seek to address requirements for cumulative and local transport infrastructure; public transport along with walking and cycling.
- 4.5 A Strategic Environmental Assessment has been undertaken on the Newhills Expansion Area sites as part of the preparation of the Aberdeen Local Development Plan. An individual SEA Screening Report has also been undertaken on the Newhills Development Framework document. This Screening Report concludes there is unlikely to be any significant environmental effects from the proposed

development. It has been confirmed by the SEA Gateway that an SEA is not required.

5 BACKGROUND / MAIN ISSUES

5.1 The Development Framework has been produced by Optimised Environments Ltd (OPEN) on behalf of Scotland's Rural College SRUC, the University of Aberdeen and Aberdeen City Council as joint landowners. The Development Framework aims to create a residential led mixed use urban expansion to the west of the city. A multi-disciplinary project team has contributed to the preparation of the Framework, consisting of:

- Scotland's Rural College SRUC – Landowner OP29 Craibstone South
- The University of Aberdeen – Landowner OP30 Rowett South
- Aberdeen City Council – Landowner OP31 Greenferns Landward
- CALA Management Ltd – Development Partner OP29 Craibstone South
- Bon Accord Land Promotion Ltd – Development Partner OP30 Rowett South
- Optimised Environments Let (OPEN) – Masterplanners
- Ryden – Planning Consultants
- Ironside Farrar – Environmental Consultants
- Fairhurst Ltd – Transport and Engineering Consultants

5.2 The full Development Framework for Newhills is a large document containing a lot of illustrative material and can be viewed by accessing the following link:

www.aberdeencity.gov.uk/masterplanning

5.3 A hard copy of the full Development Framework is available in the Members' Library (Town House), the Planning and Sustainable Development Service at Ground Floor North, Marischal College, or by contacting the Masterplanning, Design and Conservation team.

5.4 The Newhills Development Framework was presented to the Enterprise, Strategic Planning and Infrastructure Committee on 13 March 2014 (item 7.2) where the committee resolved to:

- (i) to approve the recommendations; and
- (ii) to note that the comments submitted by Councillor Delaney and Bucksburn Community Council would be considered as part of the overall consultation process and reported back at the next stage, in particular the options for the location of a Gypsy/Traveller site, the demand for sports pitches amongst any community facilities provided, the management of open

spaces and the school pupil projections provided, including information on how these projections are arrived at.

Consultation Process

- 5.5 The public consultation ran for a 6 week period (an additional 2 weeks were added to take account of the school holidays) from Monday 17 March until Tuesday 29 April inclusive and was carried out in accordance with the Council's adopted Masterplanning Process which was approved by the Enterprise, Planning and Infrastructure Committee at their meeting on 6 November 2012.
- 5.6 A total of 10 representations were received as part of the consultation largely from statutory consultees.
- NESTRANS
 - Aberdeen Cycle Forum
 - Bucksburn and Newhills Community Council
 - Scottish Water
 - Forestry Commission
 - Transport Scotland
 - sportscotland
 - SNH
 - SEPA
 - Historic Scotland
- 5.7 The representations have raised a number of points that need to be addressed prior to progressing the Newhills Development Framework as Supplementary Guidance. Given the scale of this site, three ownerships and other development considerations in the A96 corridor, it is essential to address these points within the Newhills Development Framework.

1. A96 Junction Strategy

A junction strategy informed by a Transport Assessment for the A96 must be agreed for the whole Newhills Development Framework site. This junction strategy should result in no net detriment on the road network.

The strategy should also include an agreed mechanism for payment of clearly specified road/junction improvements. In particular it is important to agree the expenditure split between the three OP sites and the delivery of the different elements of transport infrastructure. The infrastructure delivery must be linked to the programming and phasing of the Newhills Expansion Area as a whole.

2. Sport Provision

Sportscotland request that outdoor sports provision across the whole framework area should be explored further to understand how much can be provided along with what the likely size, cost and visual impact would be. Sportscotland note that the document (e.g. page 10) states that the topography of the site is such that substantial earthworks would be required to accommodate large areas of playing fields.

Consideration should also be given to the sports uses in the surrounding area, and what mitigation will be required, to ensure continued access to these facilities and protection of user amenity.

3. Flood Risk Assessment

SEPA have recommended that a Flood Risk Assessment is prepared prior to finalisation of the Newhills Development Framework. A Flood Risk Assessment should therefore be carried out prior to the framework being reported back to committee.

4. Education

An agreed strategy for education provision is required prior to approval of the Framework.

Outstanding areas to be addressed are:

- detailed education strategy- including phasing of school provision linked to the delivery programme for residential units in the Development Framework area;
- agreement on developer contributions for the primary schools;
- primary provision requirement (e.g. 2x 3 stream or a 2 stream and a 3 stream);
- what the first school requirement will be;
- development of the secondary school strategy;
- an agreed strategy for interim arrangements for the Development Framework area;
- playing field delivery strategy.

5.8 Other comments received as part of the consultation and internal feedback include:

- The proposed cycle ways cannot end at site boundaries,
- More concrete plans for cycle infrastructure required,
- Too many Gypsy traveller sites proposed in this area,
- Welcome the emphasis that the Development Framework places on the creation of a sustainable community,
- Consideration should be given to the creation of a car free or low car development,

- Welcome recognition of the requirements of the STF,
- Greater sports provision required than for a single stream school,
- The sports pitches delivery must to be included in the phasing,
- Additional tree planting within open space areas,
- Potential to increase biodiversity,
- Water course crossing should follow good practice,
- Identify and protect wetlands,
- Open space delivery should be incorporated into the phasing plan,
- Information in the Framework is not sufficient to cover the Archaeology or Cultural heritage of the site,
- Due to the water abstraction from the River Dee the development must consider the use of water saving technologies.

5.9 Detailed responses to the consultation exercise will be included for approval as part of the Committee report of the 3 September 2014.

5.10 Some additional revisions may be required to the document as a result of the additional work above, internal discussion and the consultation exercise.

6 IMPACT

6.1 The proposal contributes to the following Single Outcome Priorities: 1 – We live in a Scotland that is the most attractive place for doing business in Europe; 2 – we realise our full economic potential with more and better employment opportunities for our people; 10. We live in well-designed, sustainable places where we are able to access the amenities and services we need; 12 – We value and enjoy our built and natural environment and protect and enhance it for future generations.

6.2 The proposal contributes to the 5 Year Business Plan in terms of objective – Communication and Community Engagement; sharing our plans and aspirations for the city, – delivering an up-to-date plan, – facilitating new development projects to improve Aberdeen’s living environment and, – support open space initiatives.

6.3 The proposal contributes towards the Aberdeen City Council Administrations vision for Aberdeen: 2012 – 2017, particularly creating a City which is a great place to live, bring up a family, do business and visit. It specifically contributes to the follows objectives: Governance – encouraging citizens to participate in design and development; Living – improving opportunities for physical activity; Environment – energy efficient design and construction, attractive streetscapes and access to green space; Economy – improve access to range of affordable housing; Mobility – encourage cycling, walking and promoting a sustainable transport systems which reduce carbon emissions.

- 6.4 The proposal is consistent with the Council's Corporate Plan in particular with regard to delivering high levels of design from all development, maintaining an up-to-date planning framework, sustainable development and open space provision.
- 6.5 The proposal will assist in the delivery of the Council's Strategic Infrastructure Plan (SIP) by helping to achieve the key goal of 'A Step Change in the Supply of Housing' by contributing to key projects such as enabling the delivery of affordable housing and delivering the housing element of the Strategic Development Plan.
- 6.6 The proposal is consistent with the Planning and Sustainable 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.
- 6.7 An Equalities and Human Rights Impact Assessment was been prepared and submitted as part of the previous report for 13 March 2014.

7. MANAGEMENT OF RISK

- 7.1 Development Frameworks and Masterplans contribute to efficiencies in determining future planning applications and a reduction in Council staff time to assess future detailed proposals.
- 7.2 If the recommendations are approved the Council will have to manage the process to ensure agreement on an appropriate delivery programme, including infrastructure and flood risk assessment, is reached.
- 7.3 If the recommendations are not approved the risks include that the Newhills Development Framework will not comply with policy and infrastructure delivery obligations will not be determined resulting in significant delays in the planning process.



7 BACKGROUND PAPERS

- The Newhills Expansion Area Development Framework January 2014 is a large document containing a lot of illustrative material and can be viewed by accessing the following link:
www.aberdeency.gov.uk/masterplanning
- Aberdeen Local Development Plan 2012
<http://www.aberdeency.gov.uk/nmsruntime/saveasdialog.asp?IID=42278&slD=9484>
- Aberdeen Masterplanning Process 2008 (article 22, Planning Committee Minute, 6/11/08)

http://www.aberdeencity.gov.uk/Planning/pla/pla_planningbriefs.aspx

- Aberdeen Masterplanning Process: Update Report EPI/12/231 (agenda item 1.1, article 4, Enterprise, Planning and Infrastructure Committee, 6/11/12)
<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2523&Ver=4>

8 REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Various small scale traffic management and development associated proposals (New Works)
REPORT NUMBER	EPI/14/052
CHECKLIST RECEIVED	Yes/No

1. PURPOSE OF REPORT

This report is to advise Committee of the need for various small scale traffic management measures identified by officers, residents, local members, emergency services, etc and verified as necessary through surveys by officers. It also brings forward proposals associated with new developments as part of the development management process. In addition to these measures, this report also includes proposals for individual parking spaces for Blue Badge holders which now require to be progressed through the normal legal process for the required Traffic Regulation Order.

2. RECOMMENDATION(S)

That the Committee:

1. Approve the proposals in principle
2. Instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in this report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.
3. Instruct the appropriate officers to commence the combined statutory consultation for the traffic regulation order for the list of Blue Badge parking spaces and report back to a future meeting of this Committee.

3. FINANCIAL IMPLICATIONS

The current Five Year Business Plan has identified savings from the Road Safety and Traffic Management budget. There has also been a comprehensive review of the Capital Plan which will result in proposals having to await funding for implementation.

Budget	Implementation cost (£)	Maintenance cost (£) after x years	Comments
(●) Cycle, Walking, Safer Streets (Scot Gov grant-funded)	44,625	7,950	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available. Lost income of approximately £290 per year for a loss of 3no. 'pay & display' bays.
(❖) Developer financed	Nil	11,150	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
(➤) Disabled Parking	6,700	6,700	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 13 traffic management proposals brought forward during the course of routine examination of road safety and traffic flows and 10 proposals resulting from requests from developers/businesses. It is also proposed to install 67 disabled bays at locations citywide.

- **The following proposals will be funded from Cycling, Walking, Safer Streets budget**

Cairnview Crescent / Rosehill Drive / Cairncry Road – Proposed “At any time” waiting restrictions

It has been brought to the attention of officers that vehicles waiting to exit Cairnview Crescent onto Cairncry Road and Rosehill Drive are having difficulty with visibility.

The installation of junction protection in the form of “at any time” waiting restrictions will aid visibility and ease potential conflict at these junction points.

The proposals are indicated on the plans below.

Implementation cost - £250
Estimated maintenance cost - £250 every 5 years

Ward – Hilton/Stockethill
Elected Members – Adam/Blackman/Dunbar

Coronation Road / North Deeside Road – Proposed “At any time” waiting restriction

Officers have received reports that customers of the new Marks & Spencer food outlet are parking on Coronation Road near to its junction with North Deeside Road, and in doing so are reducing visibility and accessibility for access/egress.

The installation of “At any time” waiting restrictions are proposed for safety reasons.

The proposals are indicated on the plans below.

Implementation Cost – £300
Estimated maintenance cost – £300 every 5 years

Ward – Lower Deeside
Elected Members – Boulton/Malik/Malone

Dyce Drive – Proposed Urban Clearway

Officers have received an increasing number of reports of vehicles parking along Dyce Drive which is a heavily trafficked route particularly for LGVs and HGVs. This parking pattern reduces the road to a single lane which causes an obstruction to vehicles travelling this route, and also raises safety concerns for emergency service vehicle access.

It is therefore proposed to introduce a length of urban clearway to prohibit parking along this route.

A Temporary Traffic Regulation Order is currently in place along a section of this route in the form of “At any time” waiting restrictions.

To avoid displaced vehicles parking on the sections not currently covered by the temporary order it is proposed that the extents of the clearway are from the junction of Dyce Drive with the A96 to the most northerly access road of Kirkhill Industrial Estate.

The proposals are indicated on the plans below.

Implementation cost - £20,000

Estimated maintenance cost – £5000 every 10 years

Ward – Dyce/Bucksburn/Danestone

Elected members – Crockett/Lawrence/MacGregor/Samarai

Kirkhill Road – Proposed “At any time” waiting restrictions.

It has been brought to the attention of officers that vehicles parked on the north side of Kirkhill Road are reducing the road width so as two way traffic comprising of larger vehicles cannot pass. The resultant effect of this is that the junction is backing up onto Dyce Drive as larger vehicles have to queue to enter Kirkhill Road.

The installation of an additional length of waiting restriction to alleviate congestion and allow unobstructed traffic movement on entry/exit to Kirkhill Road is therefore proposed.

A Temporary Traffic Regulation Order is currently in place to this effect.

The proposals are indicated on the plans below.

Implementation cost - nil

Estimated maintenance cost - £100 every 5 years

Ward – Dyce/Bucksburn/Danestone

Elected members – Crockett/Lawrence/MacGregor/Samarai

Marischal Street – Proposed “police” parking bay

Following the implementation of two “car club” parking bays, Blue Badge displaying vehicles which had previously been parked south of the access to the High Court are now being parked on the section of “At any time” waiting restrictions directly outside these doors. Whilst permitted under the terms of the Blue Badge scheme, this parking is preventing vehicles transporting persons summoned to court from parking here.

It is therefore proposed to implement a 12 metre section of “Police” parking bay to prohibit parking for all civilian vehicles.

The proposals are illustrated on the plan below.

Implementation cost - £350

Estimated maintenance cost - £125 every 5 years

Ward – George Street/Harbour
Elected members – May/Morrison/Morrison

Provost Rust Drive – Proposed “At any time” waiting restriction

Concerns have been raised via one of the Local Elected Members regarding visibility at the junction of Howes Crescent, and Provost Rust Drive where westward visibility is currently obscured due to vehicles parking immediately beyond the current extent of “At any time” waiting restrictions.

It is therefore proposed to implement a further 15m of “At any time” waiting restriction in order to maintain visibility.

The proposals are indicated on the plans below.

Implementation Cost – £50
Estimated Maintenance cost – £50 every 5 years

Ward – Northfield
Elected Members – Carle/Dunbar/Graham

Sacred Heart Church, Glenbervie Road – Proposed “At any time” waiting restrictions.

Officers have received reports via a Local Elected Member regarding vehicles being parked so as to obstruct access and visibility to the access for the car park that serves the Sacred Heart Church. Vehicles are also being parked so as to obstruct the adjacent garages.

The previously installed advisory h-marking has been unsuccessful in resolving this indiscriminate parking, so it is therefore proposed to implement a section of “at any time” waiting restriction.

The proposals are indicated on the plan below.

Implementation cost - £75
Estimated maintenance cost - £75 every 5 years

Ward – Torry/Ferryhill
Elected members – Allan/Dickson/Donnelly/Kiddie

Station Brae, Peterculter – Revocation of a length (part) of prohibition of waiting at any time

There is an area of land off the west side of Station Brae, Peterculter, where two new detached houses are being built. Previously there was an access to this area of land via Station Brae, however once construction is complete, sole access to the new houses will be via Station Brae Lane. Accordingly it is possible to remove an 11 metre length of ‘double yellow’ lines that are currently in place opposite the defunct access thereby providing on-street parking capacity for a further two cars.

The proposal is highlighted in the plan below.

Implementation Cost - £50

Estimated maintenance cost – nil

Ward - Lower Deeside

Elected Members: Boulton / Malik / Malone

Rose Street – Relocation of 20/30mph speed limit signs

At the time the “Central Aberdeen, 20mph speed limits order, 2006” was implemented, an oversight was made in regards to the signage on Rose Street which covered the section of part-time 20mph speed limit on Skene Street between the Aberdeen Grammar School and Gilcomstoun Primary School. At present Police Scotland are unable to enforce the part-time speed limit on Skene Street. In order to facilitate effective enforcement of the part-time 20mph speed limit, it is required; to reduce the length of the 20mph speed limit on Rose Street, currently covered by the “Central Aberdeen, 20mph speed limits” order; to implement a 30mph buffer zone to bridge the gap from the full and part time 20mph speed limits; and to extend the ‘part-time’ 20mph speed limit detailed in the “Grammar School area, Aberdeen Regulatory part-time 20mph speed limits” order for a distance of 40 metres along Rose Street.

The proposals are indicated in the plans below.

Implementation cost - £2500

Estimated maintenance cost – £1000 every 5 years

Ward – Midstocket/Rosemount

Elected members – Cormie/Forsyth/Laing

Elm Place – Proposed “At any time” waiting restrictions

It is proposed to extend a section of “At any time” waiting restriction at the junction of Elm Place with the un-named lane which connects Elm Place with Chestnut Row. Indiscriminate parking on the footway currently obscures visibility from the lane, which is a safety concern for pedestrians.

The proposals are indicated in the plans below.

Implementation cost - £50

Estimated maintenance cost - £50 every 5 years

Ward – Midstocket/Rosemount

Elected members – Cormie/Forsyth/Laing

Hamilton Lane – Proposed revocation of ‘8am-6pm’ waiting restriction and implementation of ‘permit holder only’ parking and ‘At any time’ waiting restrictions

It has been brought to the attention of officers that following the redevelopment of flats, a number of residents are parking on Hamilton Lane outside their entrance. At present this section is covered by an '8am-6pm' waiting restriction. It is proposed to revoke a 20m section of the existing restriction and install 3no. permit holder parking bays. To protect traffic flow it is also proposed to extend the 'At any time' waiting restrictions for the extent of the parking bays.

The proposals are indicated in the plans below.

Implementation cost - £500

Estimated maintenance cost - £500 every 5 years

Ward – Midstocket/Rosemount

Elected members – Cormie/Forsyth/Laing

The following proposals are in relation to bus journey improvements which were identified by local bus operators through the Local Authority Bus Operator Forum (LABOF);

Guild Street – Proposed prohibition of right turn movement

Following discussions with Stagecoach the opportunity to rationalise traffic signals along the Guild Street corridor, and increase road space and improve traffic flow has been identified. For these improvements to the network to be realised it is required to prohibit the right turn movement from the bus station onto Guild Street and vice versa. It is therefore proposed to implement a prohibition of right turn movements, and to close the central reserve at this location.

Stagecoach who currently run services departing from the station for onward travel along Market Street, indicate a redirection of services along Bridge Street would not be problematic.

The proposals are indicated on the plan below.

Implementation cost - £20,000

Estimated maintenance cost - nil

Ward – Torry/Ferryhill

Elected members – Allan/Dickson/Donnelly/Kiddie

Hutcheon Street – Proposed "At any time" waiting restrictions

At present the lack of road space on Hutcheon Street means that when buses and other large vehicles are turning right from Hutcheon Street into Berryden Road they prevent the flow of vehicle movement for straight ahead and left turn traffic. In order to maximise traffic flow, it is proposed to realign the junction which will include the centre line being moved north of its current position.

It is therefore proposed to extend the 'At any time' waiting restrictions on the north side of Hutcheon Street to accommodate this realignment. This will result in the loss

of around 3no. 'pay and display' parking bays and a 10m section of 'Monday – Friday, 8am to 6pm' waiting restriction. To protect residents parking provision it is proposed to revoke a 10 metre section of 'At any time' waiting restrictions and implement a 'Monday – Saturday 8am to 6pm' waiting restriction on the south side of Hutcheon Street. This will allow for 2no. vehicles to park outwith these times.

The loss of 3no. spaces will not have a significant impact on lost revenue, with an approximate value calculated to be £290 per year.

The proposals are indicated on the plan below.

Implementation cost - £500

Estimated maintenance cost - £500 every 5 years

Ward – Midstocket/Rosemount

Elected members – Cormie/Forsyth/Laing

❖ **The following proposals will be funded by the developer**

Auchinyell Road - Proposed revocation of part of existing "residents only" bay, and "at any time" waiting restrictions, and proposed implementation of "at any time" waiting restrictions.

In order to support the implementation of a Planning Approval for a proposed residential development "At any time" waiting restrictions are required to protect the newly formed access from parked vehicles and to maintain visibility and access, with a new section of footway to be constructed at the existing access to the site. The formation of this new access also means that the bus stop currently situated where the new access is to be built, requires to be relocated.

It is therefore proposed to revoke sections of existing "At any time" waiting restrictions, and a section of "residents only" parking bay, and to implement new lengths of "At any time" waiting restrictions.

The proposals are indicated on the plans below.

Implementation Cost - nil

Estimated maintenance cost - £550 every 5 years

Ward - Airyhall/Broomhill/Garthdee

Elected Members: Taylor/Townson/Yuill

Broomhill Road – Proposed revocation of "At any time" waiting restriction.

In order to support the implementation of a planning Approval for a retail development the removal of existing build-outs to form lay-by parking, and formation of new access necessitate the revocation of existing "At any time" waiting restrictions.

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – nil

Ward – Airyhall/Broomhill/Garthdee
Elected members – Taylor/Townson/Yuill

Elmbank Terrace – Proposed revocation of part of existing 8am-6pm waiting restriction & proposed “At any time” waiting restriction.

In order to support the implementation of a Planning Approval for a residential development additional on street car parking requires to be formed which necessitates the revocation of an existing length of 8am-6pm waiting restriction. A short length of “At any time” waiting restriction is also required adjacent to the proposed additional parking bays in order to maintain accessibility & visibility.

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – £100 every 5 years

Ward – George Street/Harbour
Elected members – May/Morrison/Morrison

Farburn Terrace – Proposed “At any time” waiting restriction, 20mph speed limit, and revocation of existing “At any time” waiting restriction.

In order to support the implementation of a Planning Approval for a residential development a 20mph speed limit, and “At any time” waiting restrictions are required on the newly formed access road. The formation of this access road also necessitates the revocation of an existing length of “At any time” waiting restriction.

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – £1000 every 5 years

Ward – Dyce/Bucksburn/Danestone
Elected members – Crockett/Lawrence/MacGregor/Samarai

The Grande, Palmerston Road – Proposed “At any time” waiting restriction, loading bay, taxi rank, car club bay & revision of existing “One-way” system.

In order to support the implementation of a Planning Approval for an office development a number of traffic management measures are required to ensure safety and accessibility is maintained. These proposals are further detailed within report EPI/055 – Proposed Controlled Parking Zone and Traffic Management Proposals (Palmerston Zone), also considered on today’s agenda.

The proposals are indicated on the plan below.
Implementation cost – nil
Estimated maintenance cost - £2000 every 5 years

Ward – Torry/Ferryhill
Elected members – Allan/Dickson/Donnelly/Kiddie

The Grande, Raik Road/Poynernook Road – Proposed speed table with associated pedestrian crossing facilities

As above.

The proposals are indicated on the plan below.

Implementation cost – nil
Estimated maintenance cost - £2500 every 10 years

Ward – Torry/Ferryhill
Elected members – Allan/Dickson/Donnelly/Kiddie

Station Road, Bucksburn – Proposed “One-way” system.

In order to support the implementation of a Planning Approval for a residential development a “One way” system is required to safely manage the movement of traffic along the access road to the development

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – £750 every 10 years

Ward – Dyce/Bucksburn/Danestone
Elected members – Crockett/Lawrence/MacGregor/Samarai

Ardene Veterinary Practice, Kingswells – Proposed prohibition of driving and specified turns

In order to support the implementation of a Planning Approval for the redevelopment of the Ardene Veterinary Practice access road, orders for a ‘prohibition of specific turns’ and a ‘prohibition of driving’ require to be implemented.

The proposals are indicated on the plan below.

Implementation cost - nil
Estimated maintenance cost – £2000 every 5 years

Ward – Kingswells/Sheddocksley/Summerhill
Elected members – Cameron/Delaney/Ironside

Mosque, Nelson Street – Proposed ‘pay and display’ parking bays, disabled parking bay and revocation of ‘At any time’ waiting restrictions
In order to support the implementation of a Planning Approval for the Mosque development on Nelson Street orders to revoke the existing ‘At any time’ waiting restriction, and to introduce ‘pay and display’ parking bays and 1no. disabled ‘blue badge holder’ parking bay require to be implemented.

The proposals are indicated on the plan below.

Implementation cost – nil
Estimated maintenance cost - £250 every 5 years

Ward – George St/Harbour
Elected members – May/Morrison/Morrison

Balmoral Business Park, Wellington Road – Proposed ‘At any time’ waiting restrictions and prohibition of parking on footways

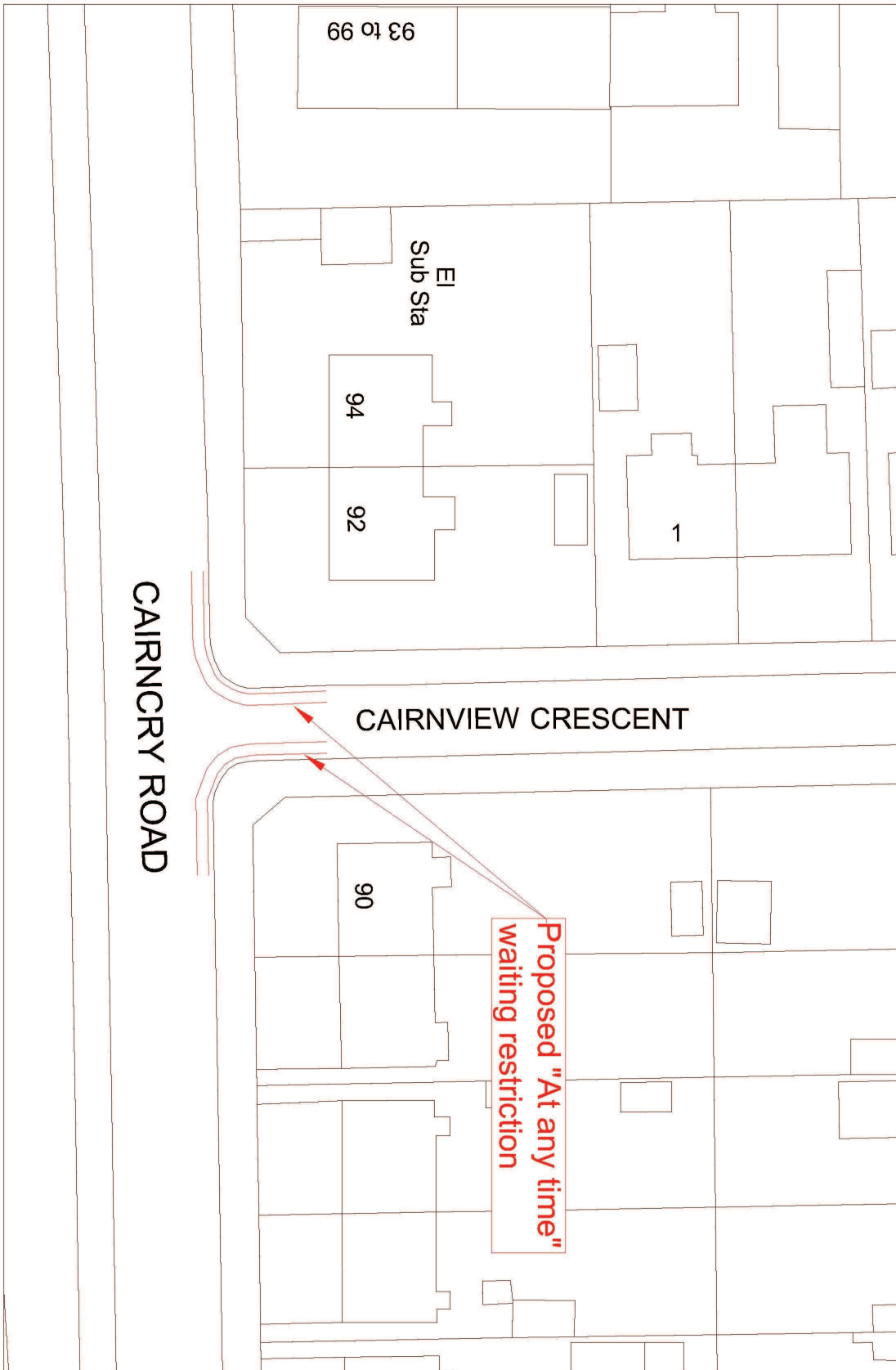
In order to support the implementation of a Planning Approval for a business park development, a number of traffic management measures are required to ensure safety and accessibility is maintained.

The proposals are indicated on the plan below.

Implementation cost – nil
Estimated maintenance cost - £2000 every 5 years

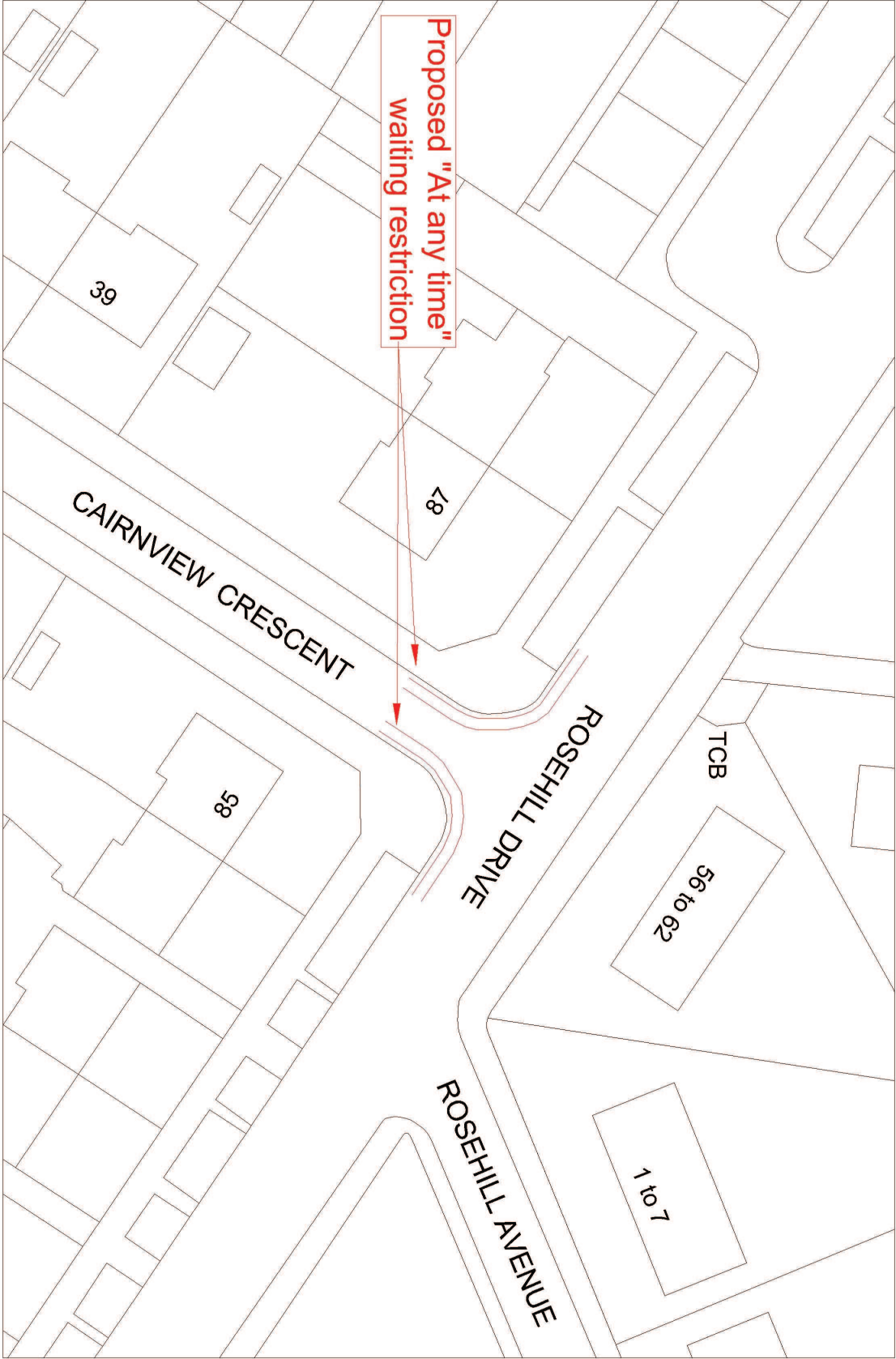
Ward – Kincorth/Nigg/Cove
Elected members – Cooney/Finlayson/McCaig

- The following proposals will be funded from Cycling, Walking, Safer Streets budget

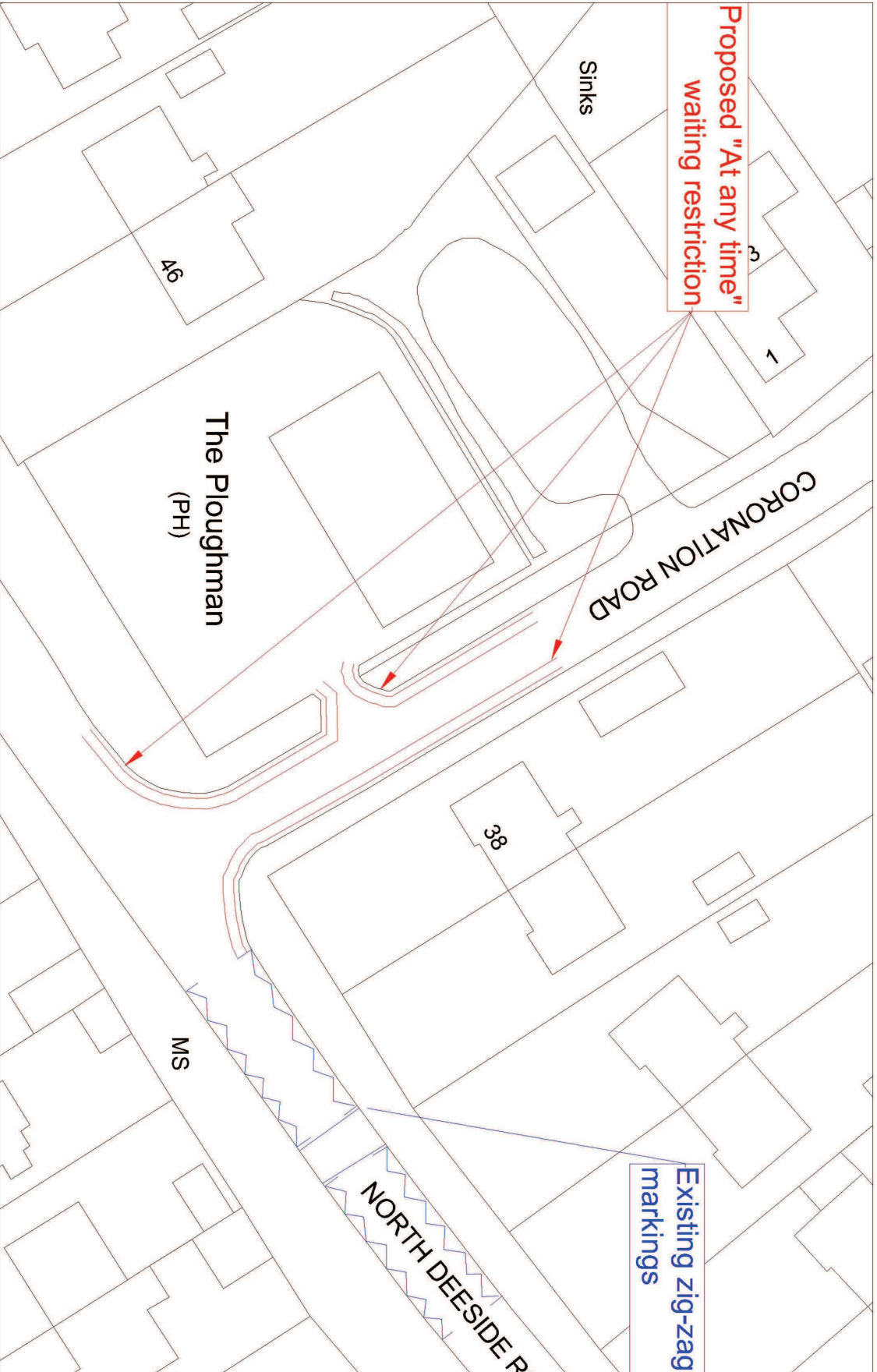


Cairnview Crescent/Cairncry Road - Proposed "At any time" waiting restriction

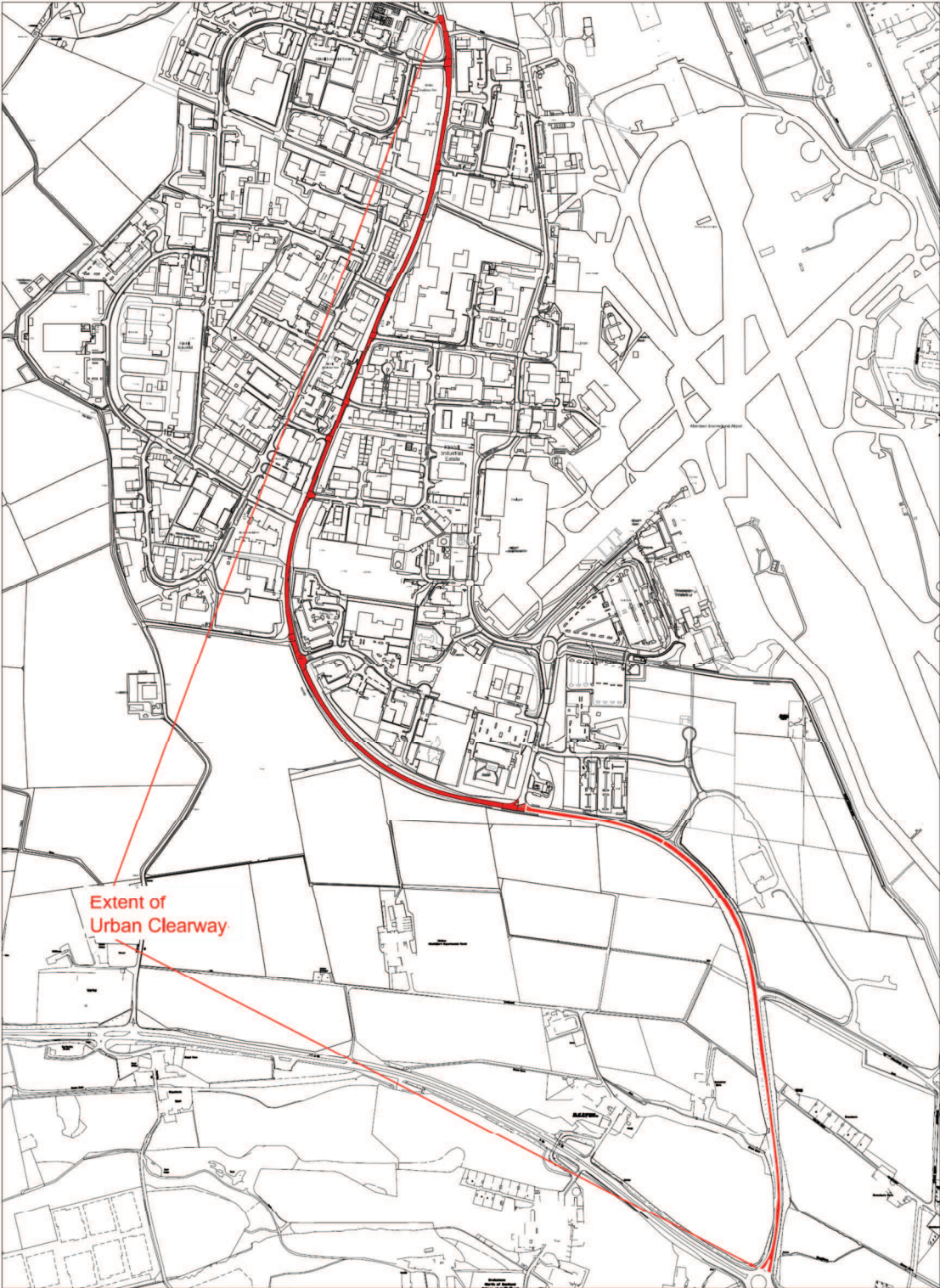
Cairnview Crescent/Rosehill Drive - Proposed "At any time" waiting restriction



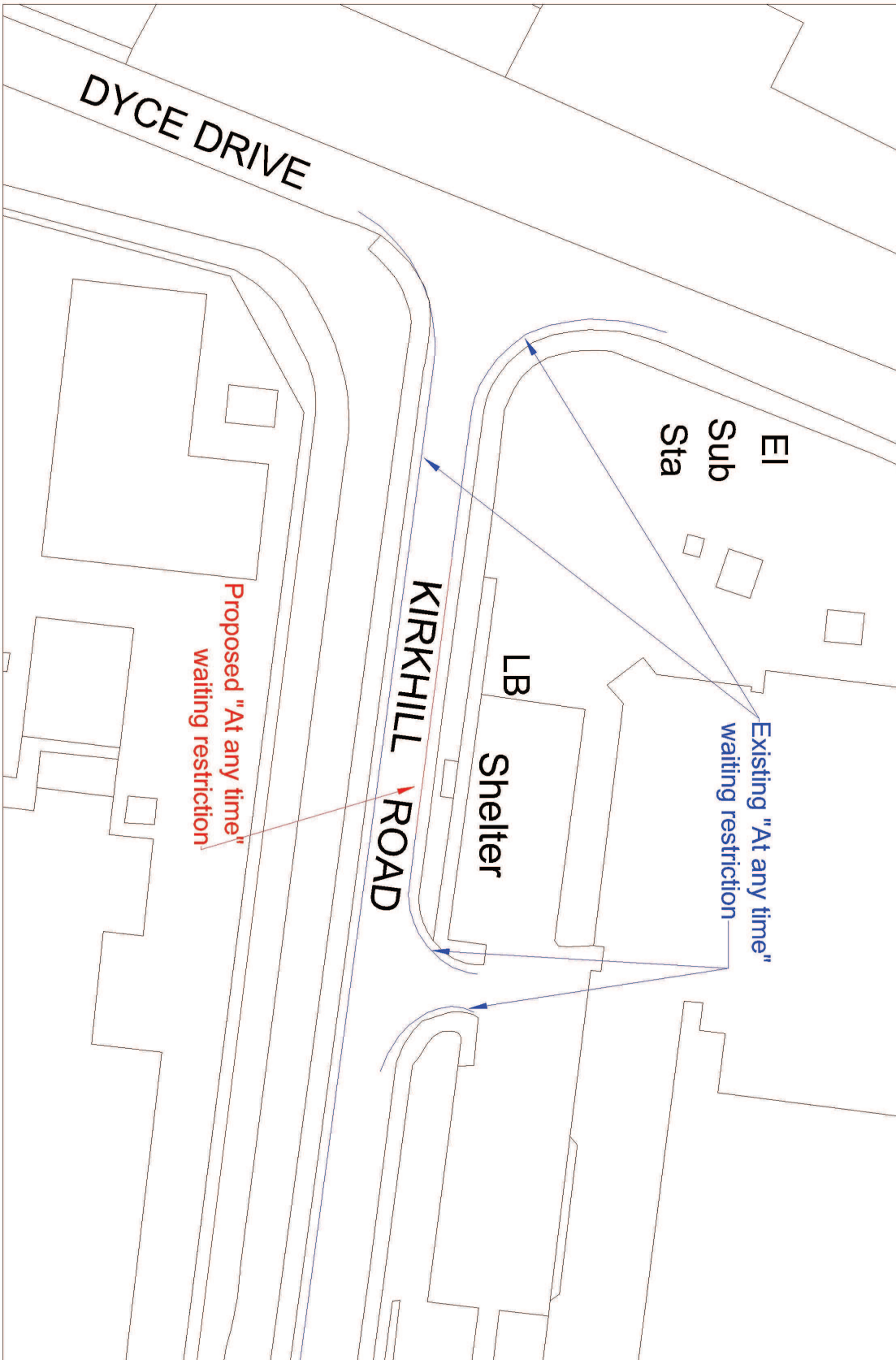
Coronation Road/North Deeside Road - Proposed "At any time" waiting restriction



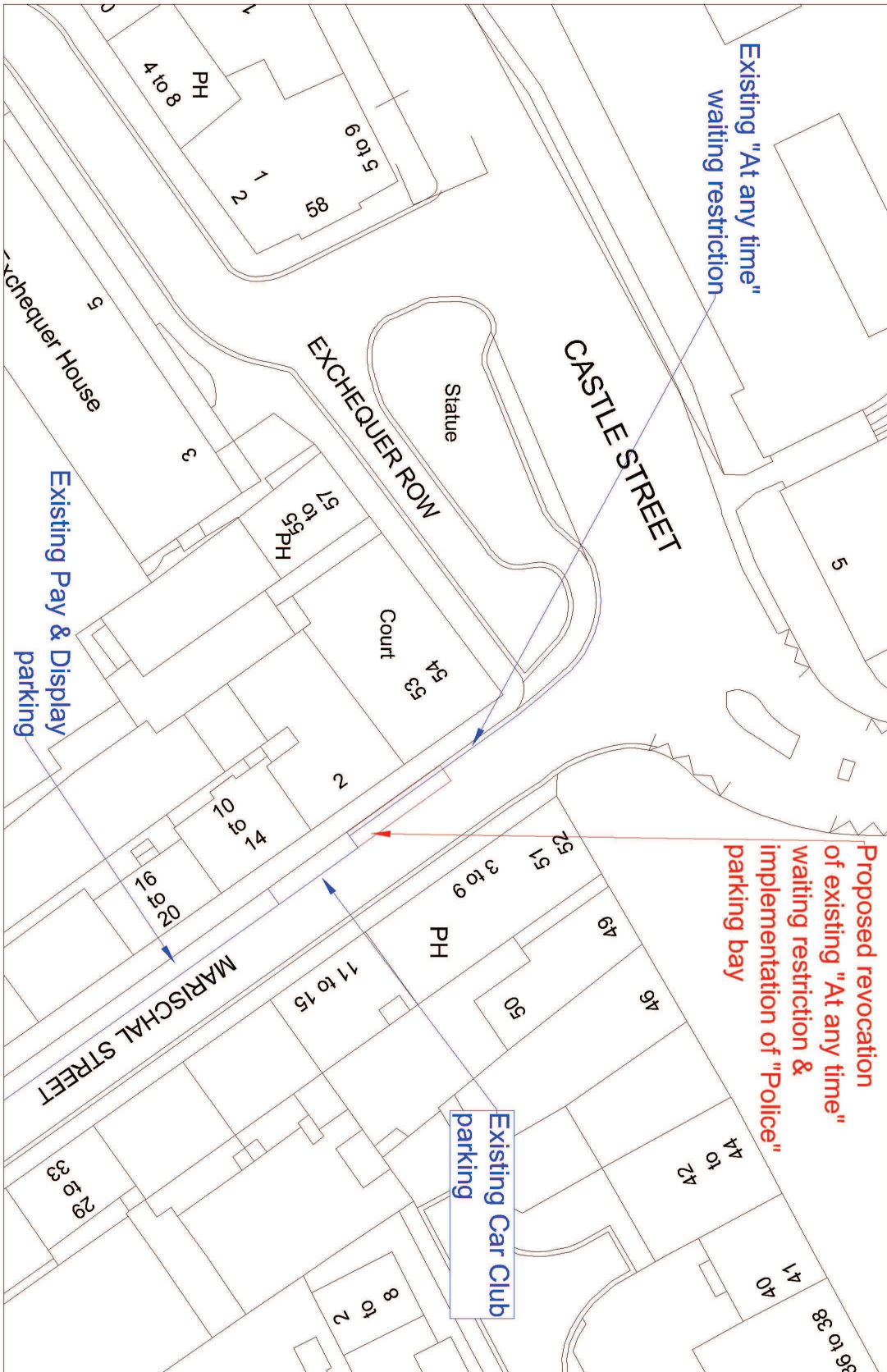
Dyce Drive - Proposed Urban Clearway



Kirkhill Road - Proposed "At any time" waiting restrictions



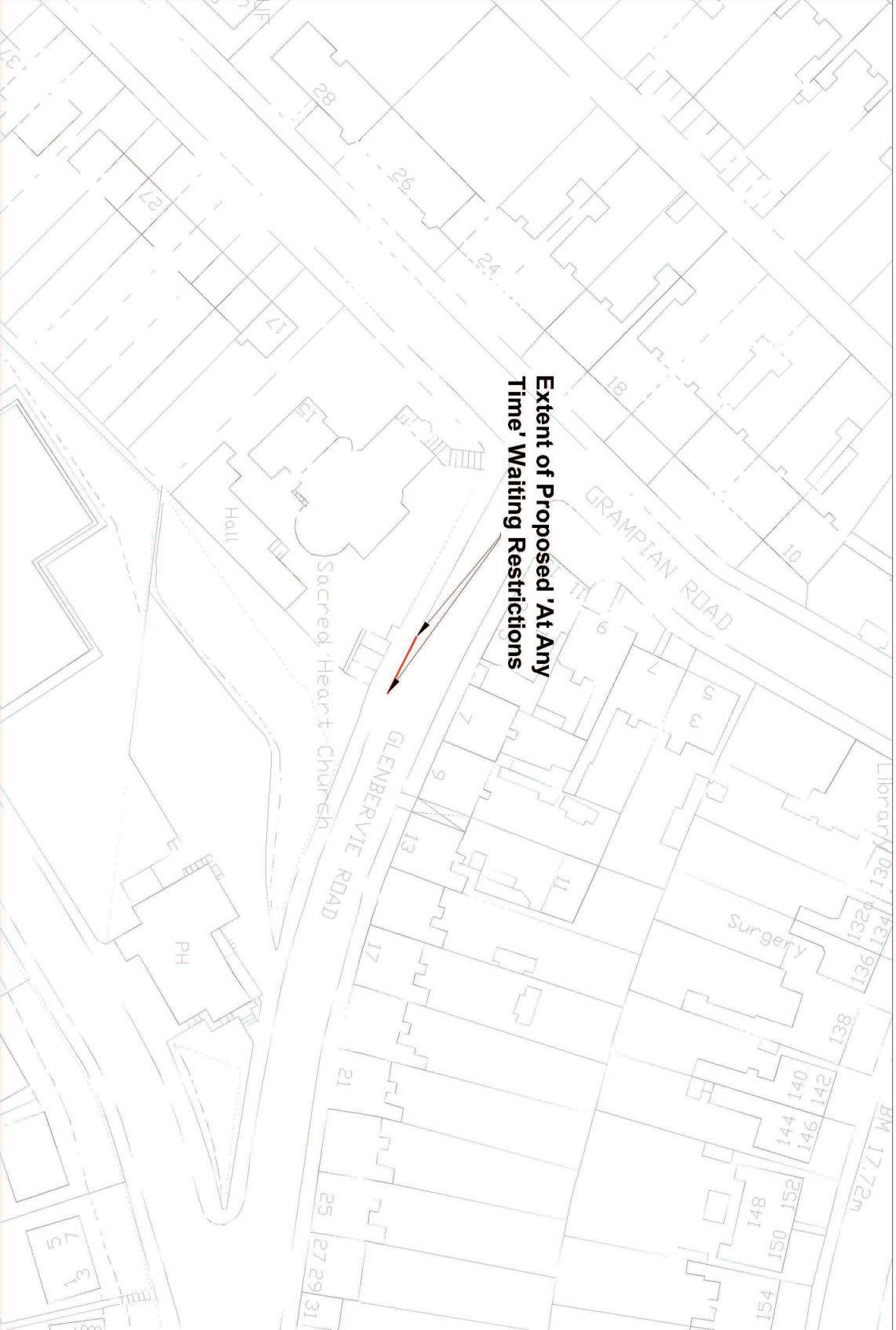
Marischal Street - Proposed revocation of existing "At any time" waiting restriction & formation of "police" parking bay



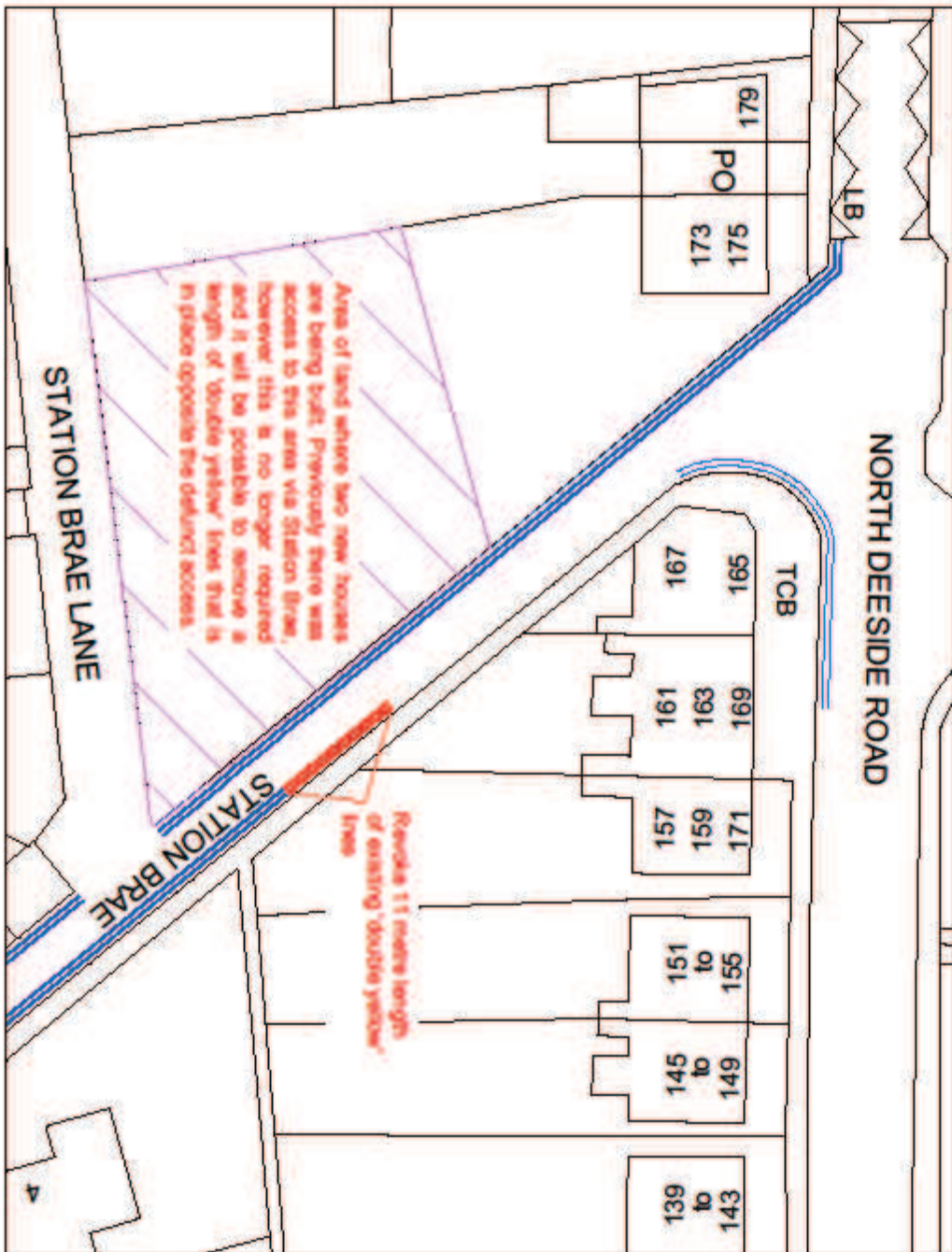
Provost Rust Drive - Proposed "At any time" waiting restriction



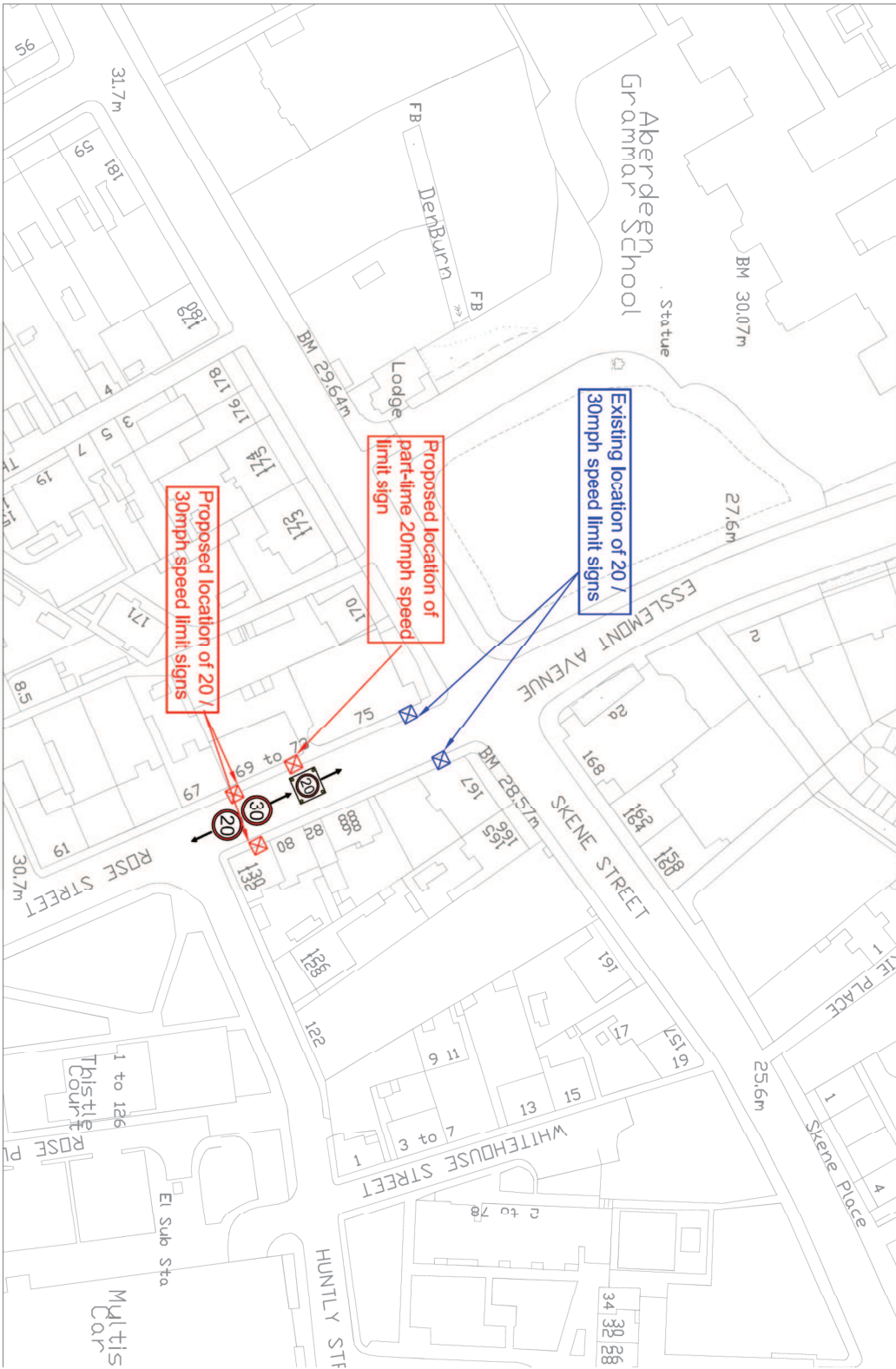
Sacred Heart Church, Glenberrie Road, Torry



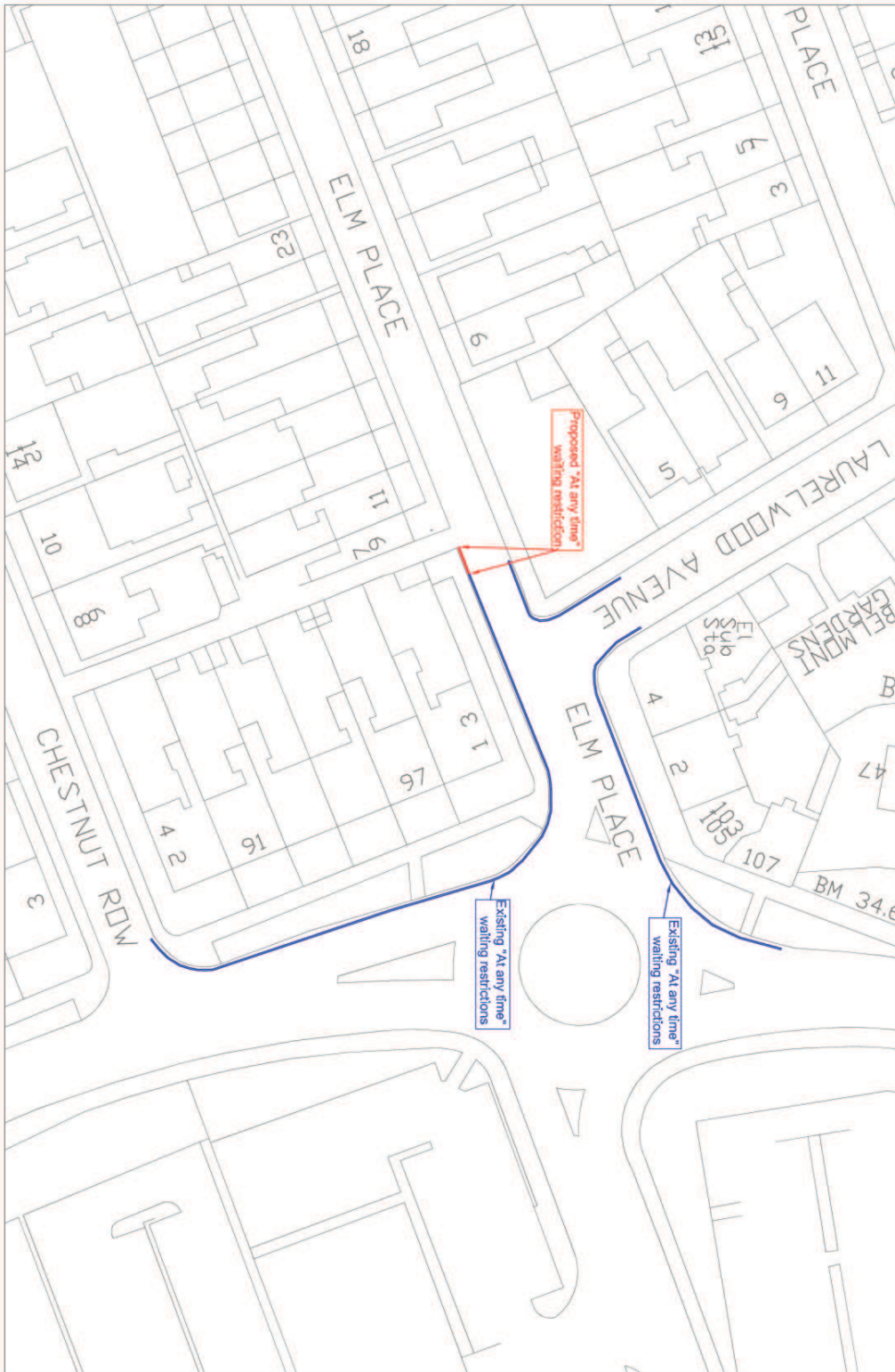
Station Brae, Peterculter - Revocation of length of prohibition of waiting at any time.



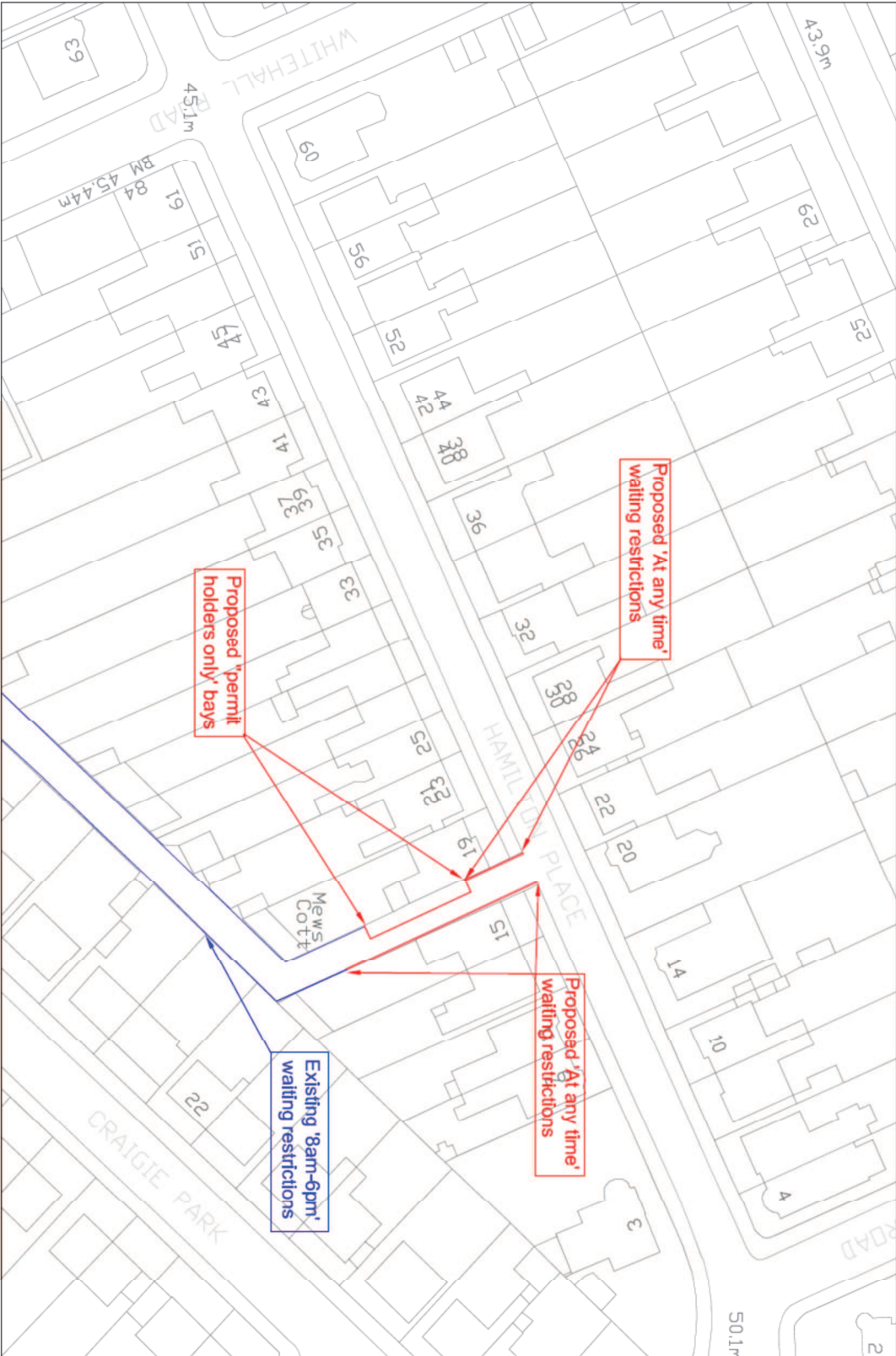
Rose Street - Proposed relocation of 20/30mph speed limit signs



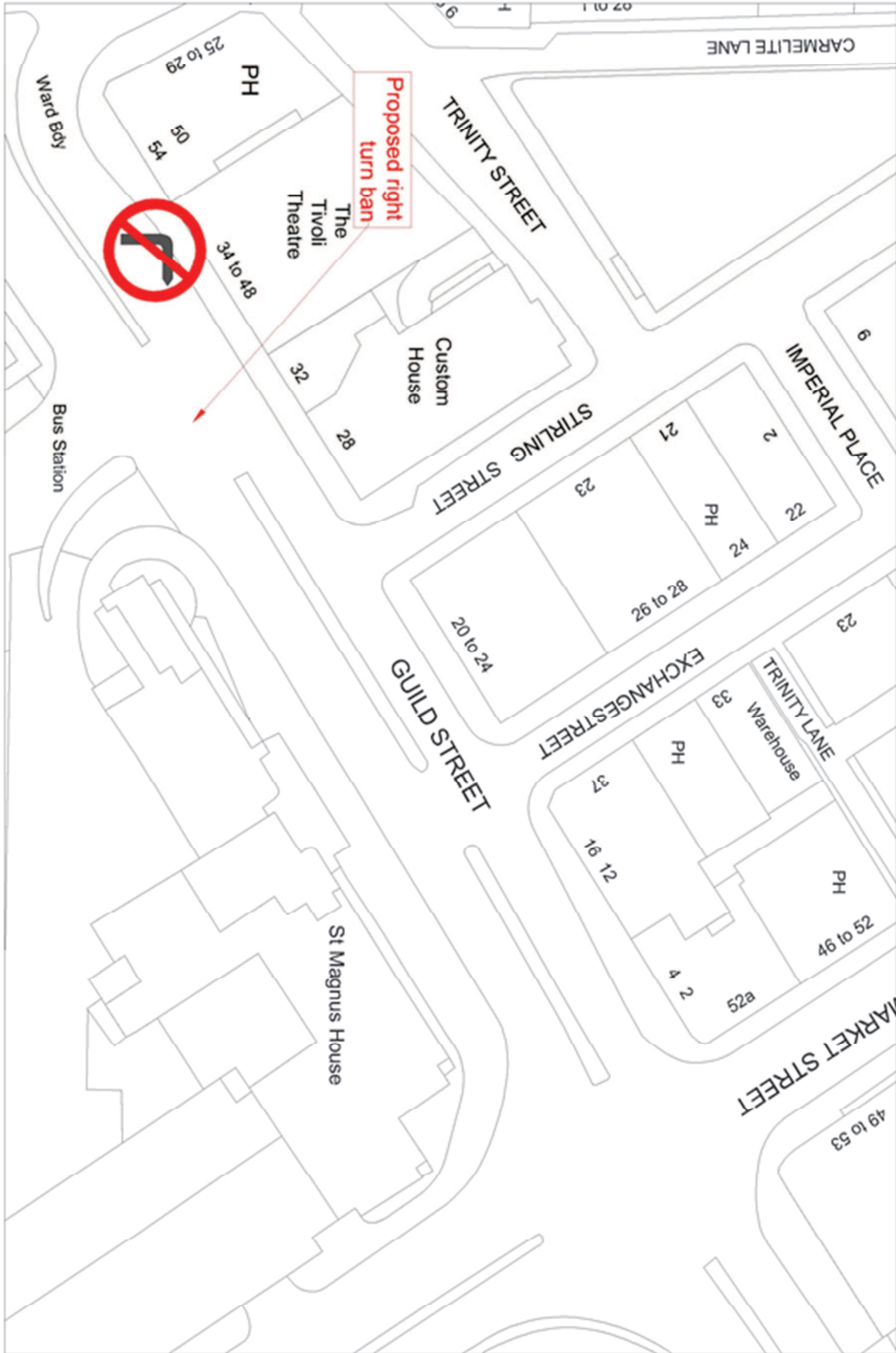
Elm Place - Proposed "At any time" waiting restriction



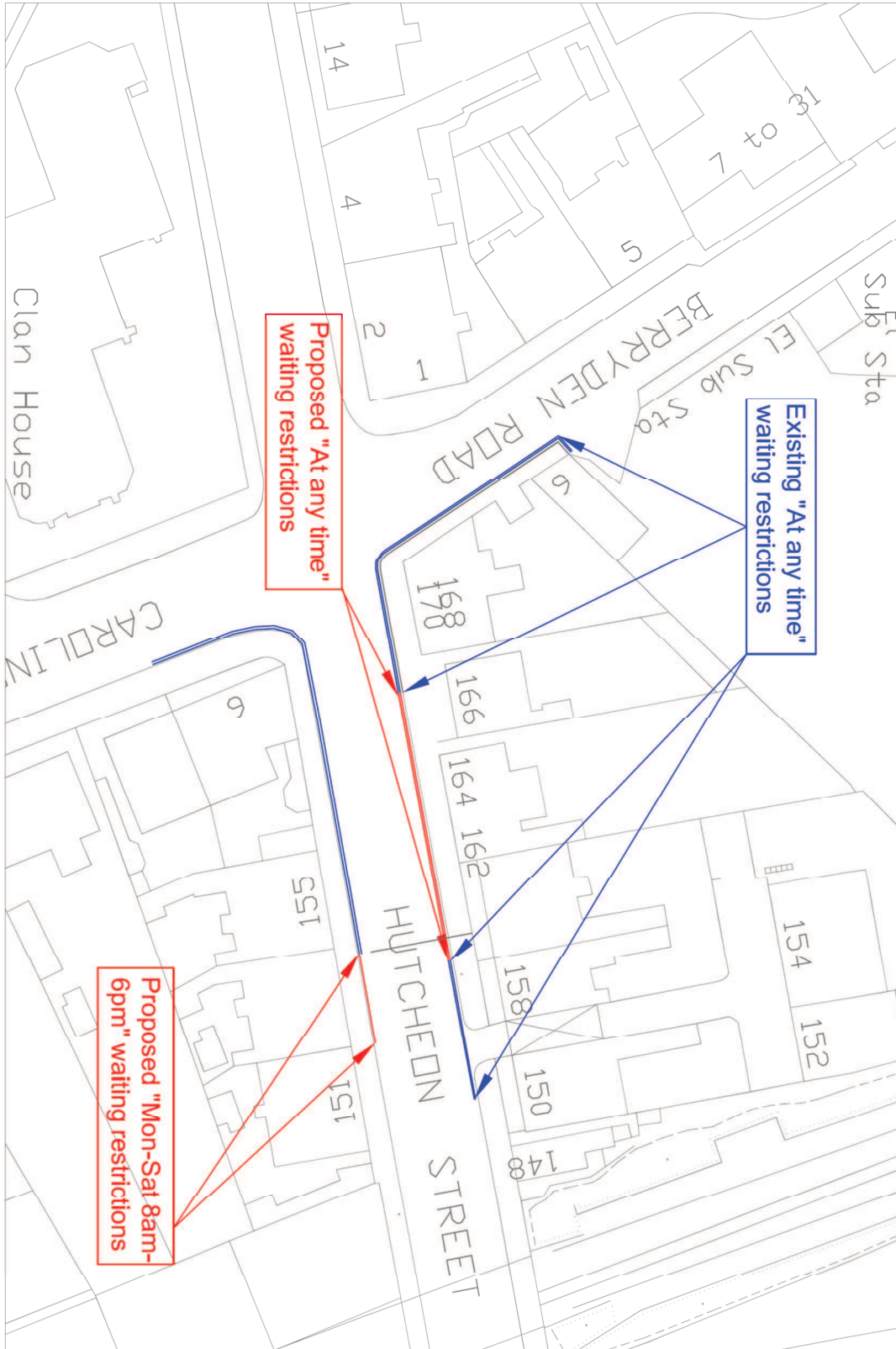
Hamilton Lane - Proposed 'Permit holders' only bays and 'At any time' waiting restrictions



Guild Street - Proposed prohibition of right turn movement

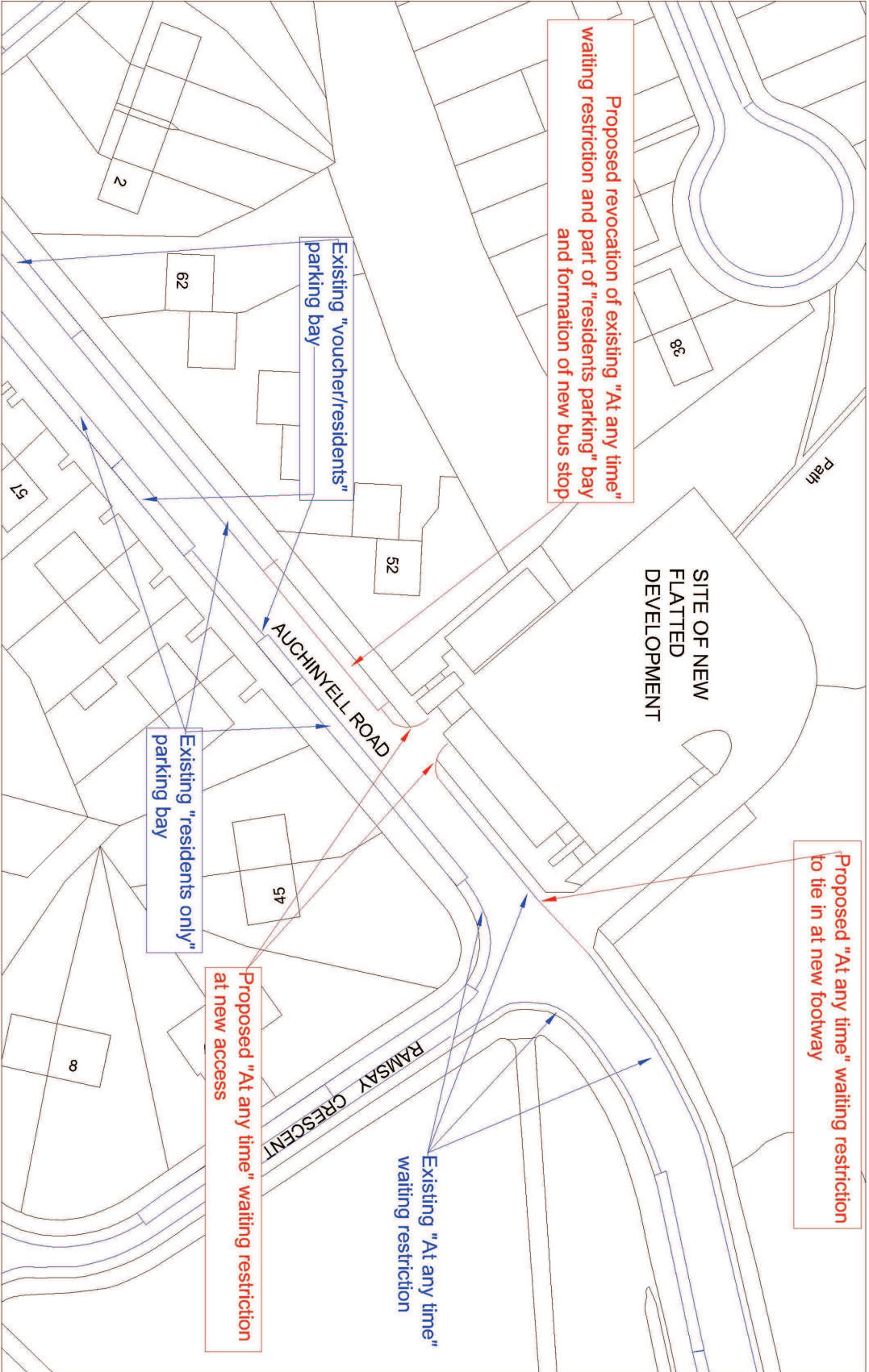


Hutcheon Street - Proposed "At any time" waiting restrictions

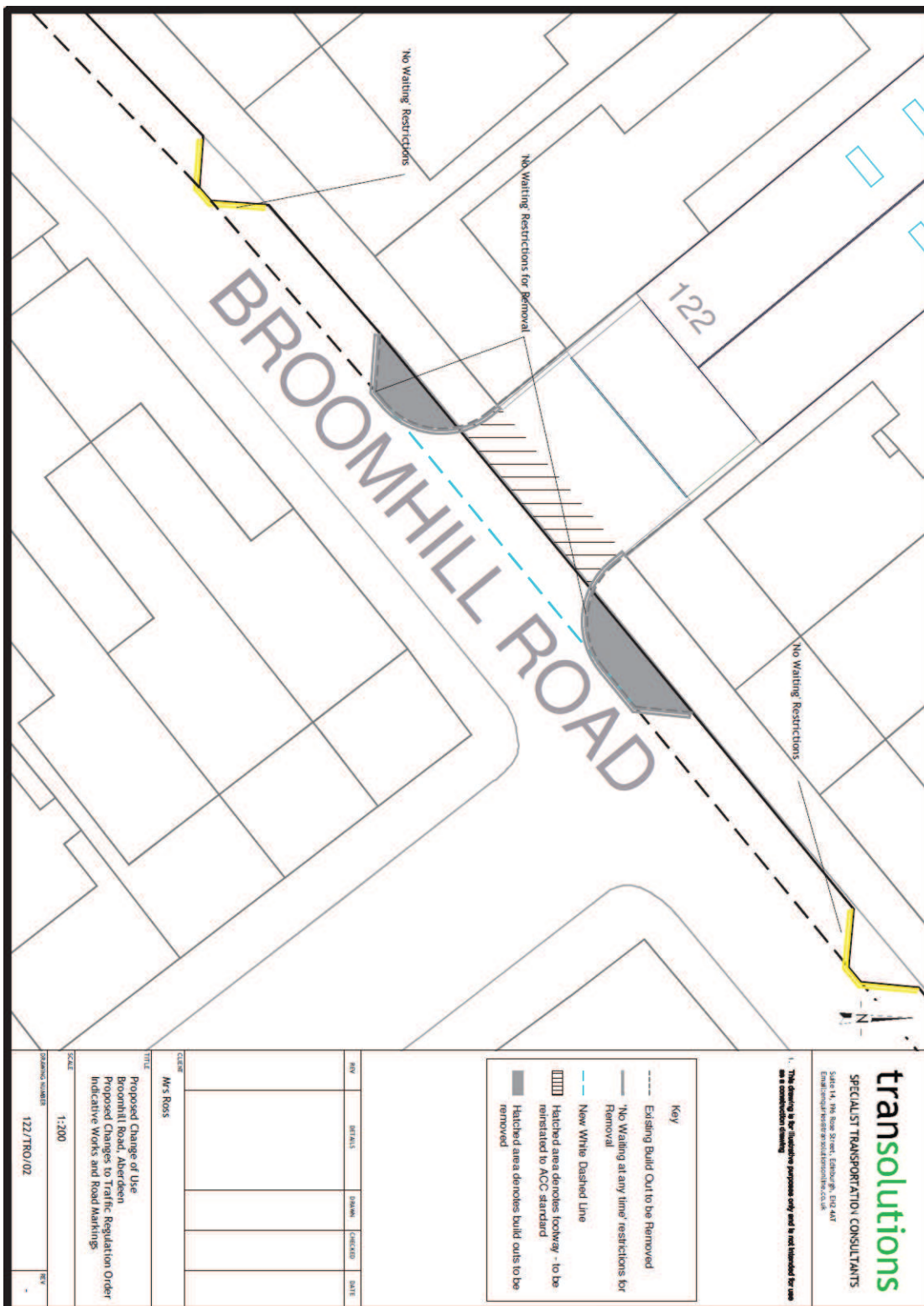


❖ **The following proposals will be funded by the developer**

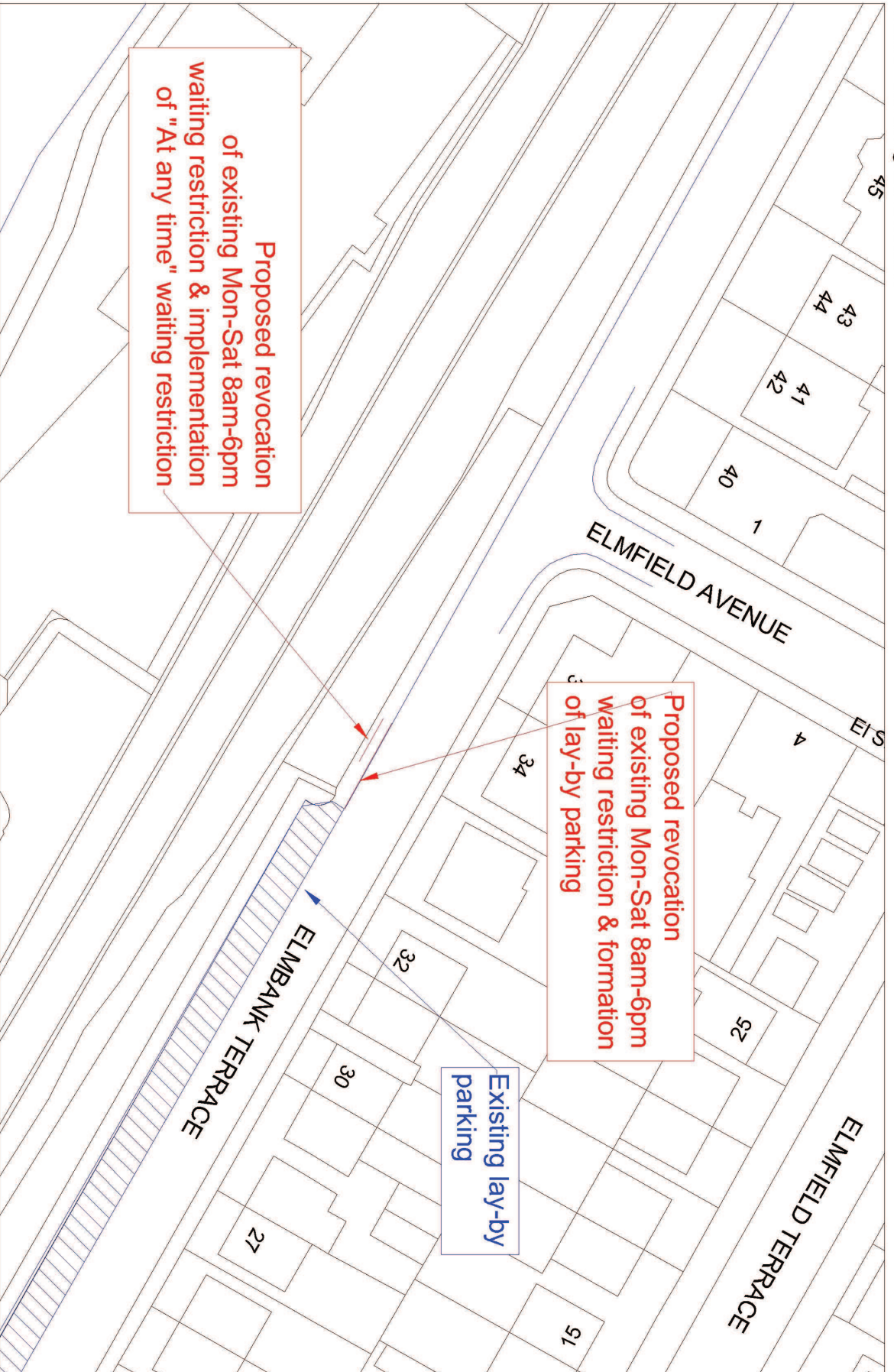
Auchinyell Road - Proposed revocation of part of existing "residents only" bay, and "at any time" waiting restrictions, and proposed implementation of "at any time" waiting restrictions



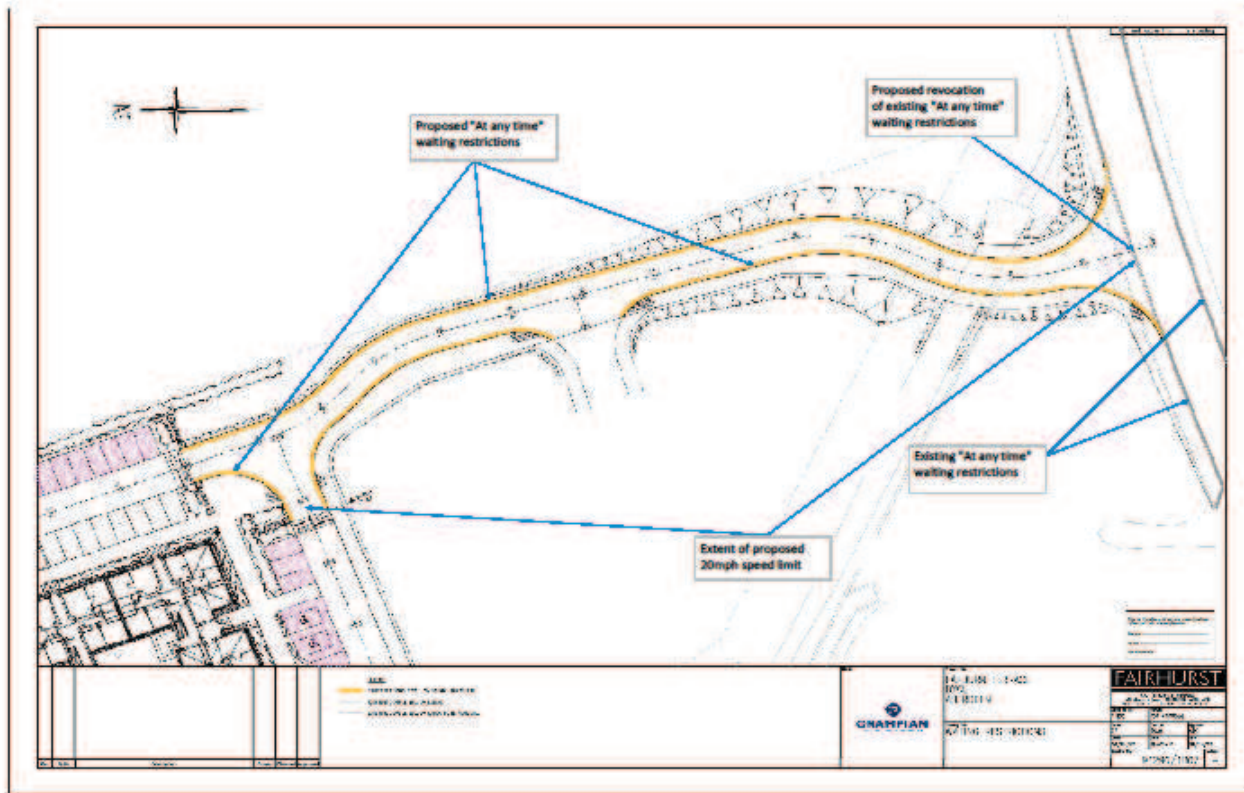
Broomhill Road – Proposed revocation of “At any time” waiting restrictions.



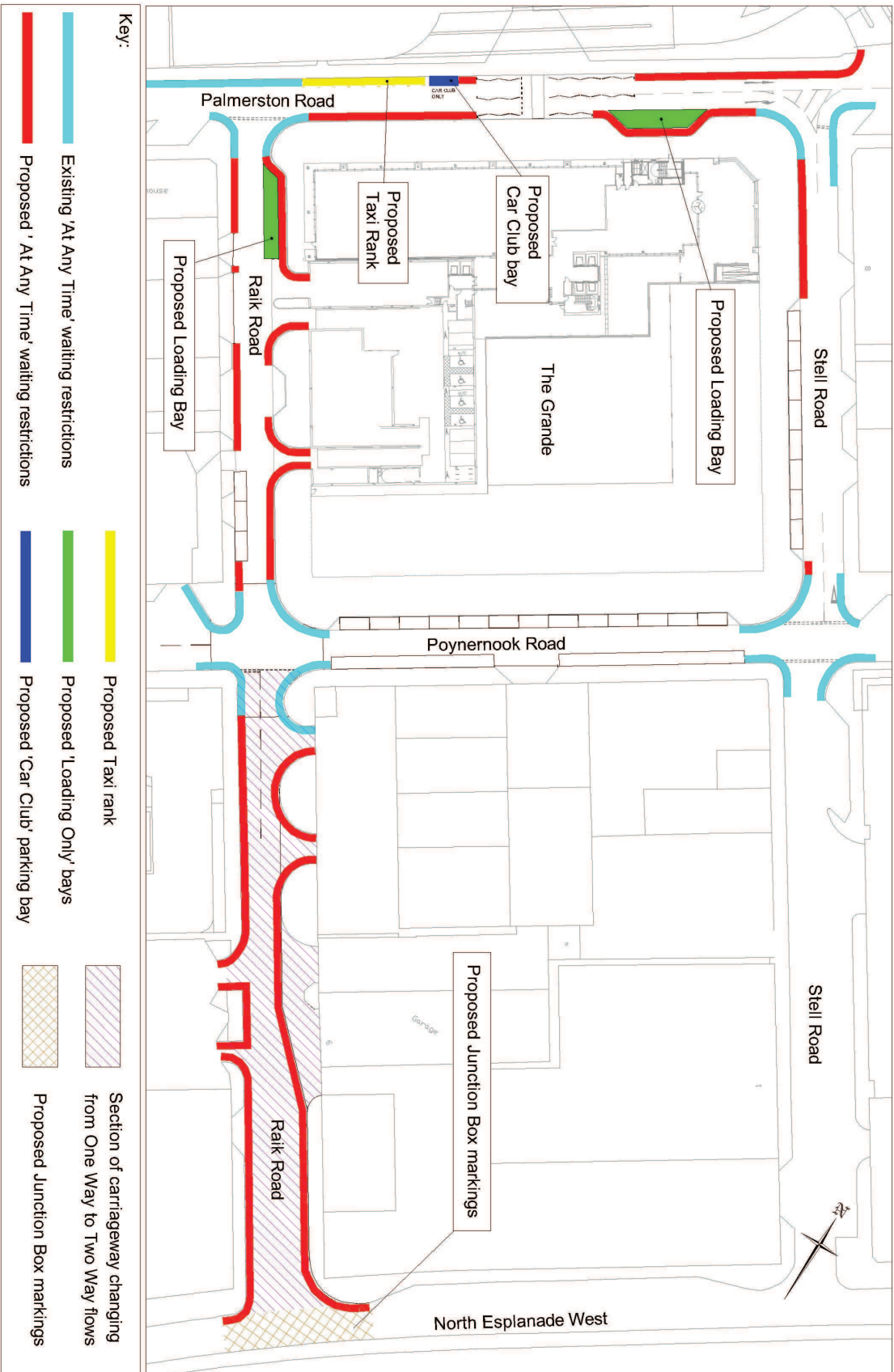
Elmbank Terrace - Proposed revocation of existing Mon-Sat 8am-6pm waiting restriction & proposed "At any time" waiting restriction



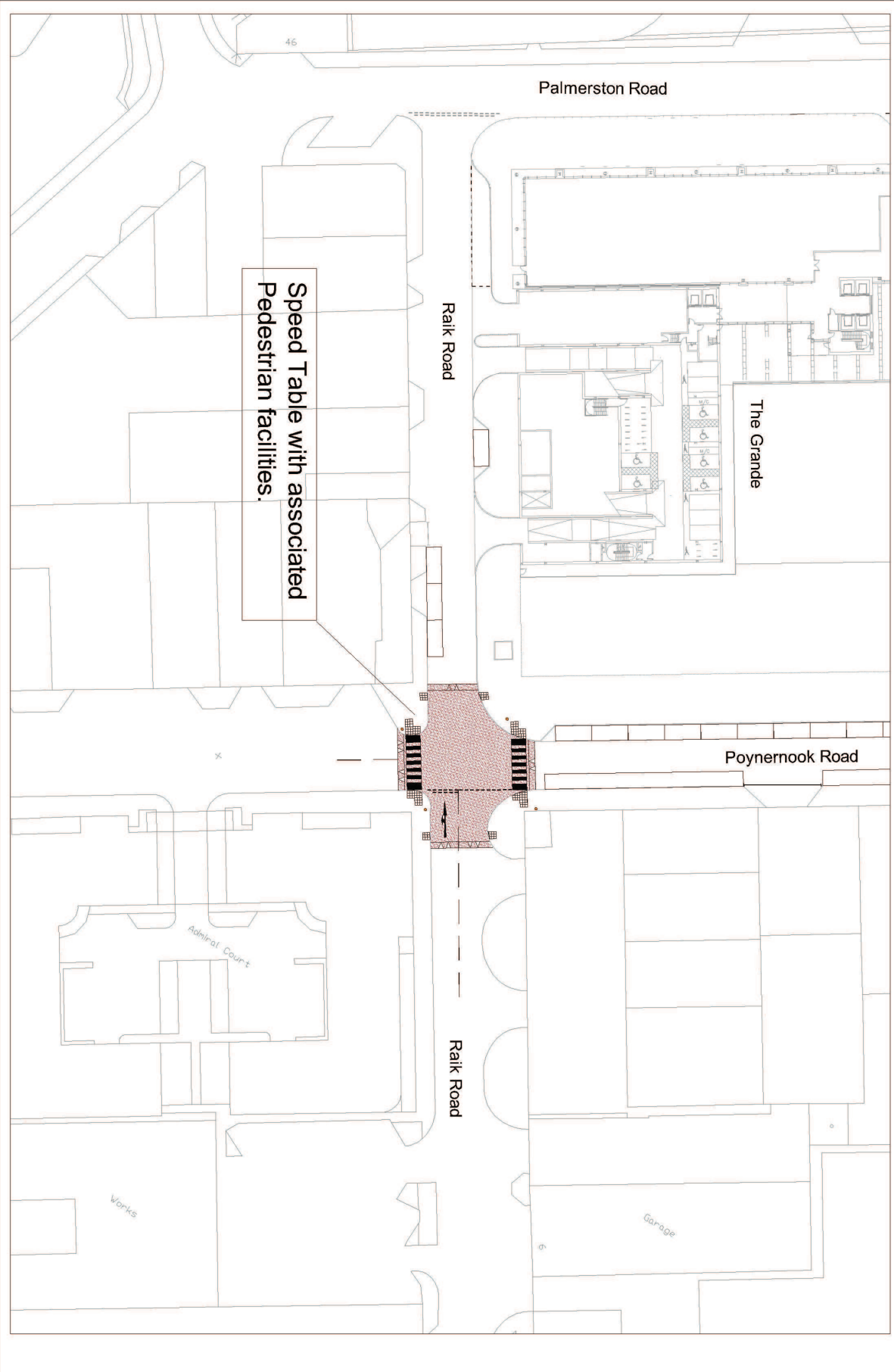
Farburn Terrace – Proposed “At any time” waiting restriction & 20mph speed limit.



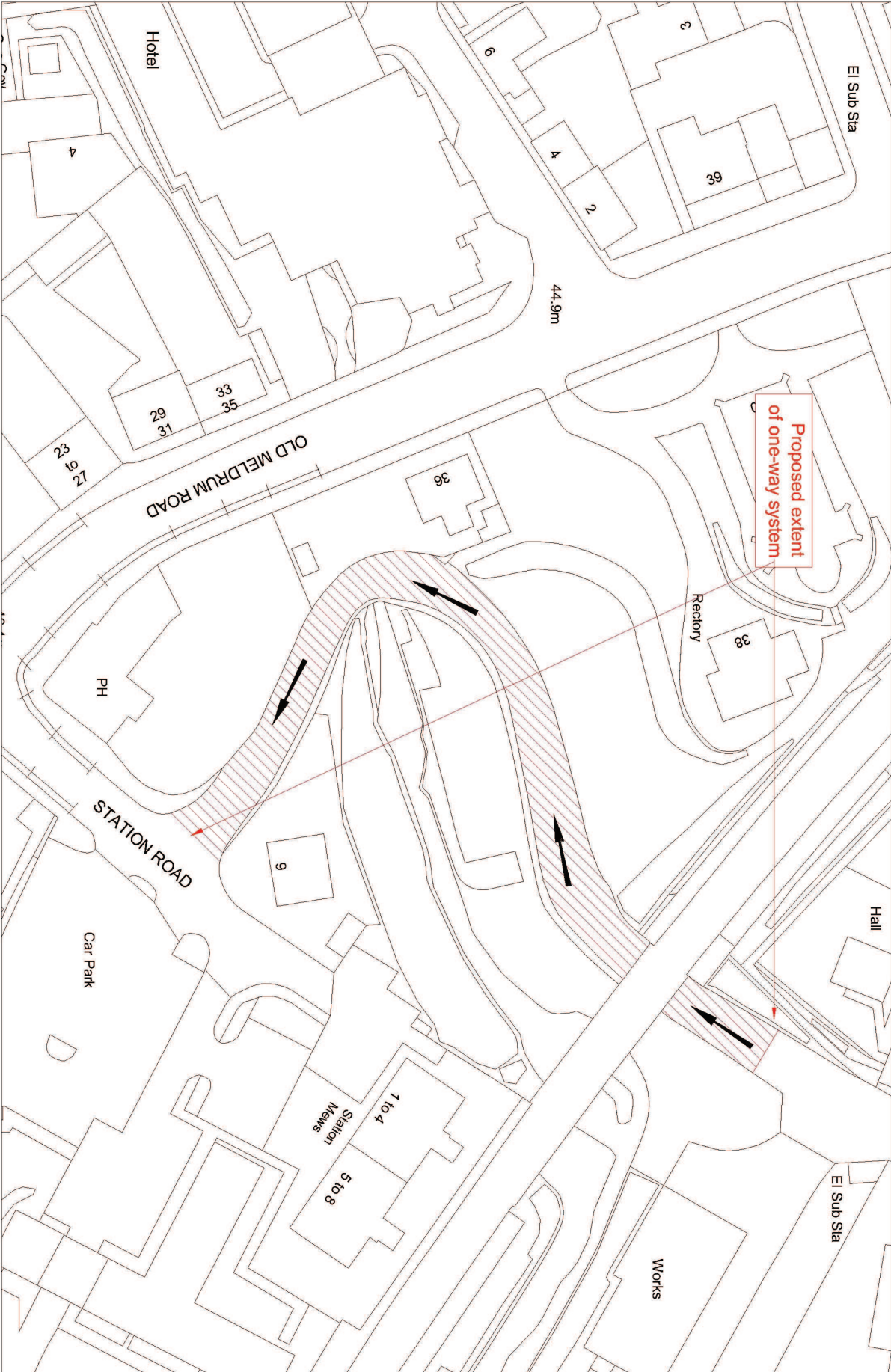
The Grande, Palmerston Road - Waiting Restrictions, Loading Bays, Taxi Rank and Car Club space



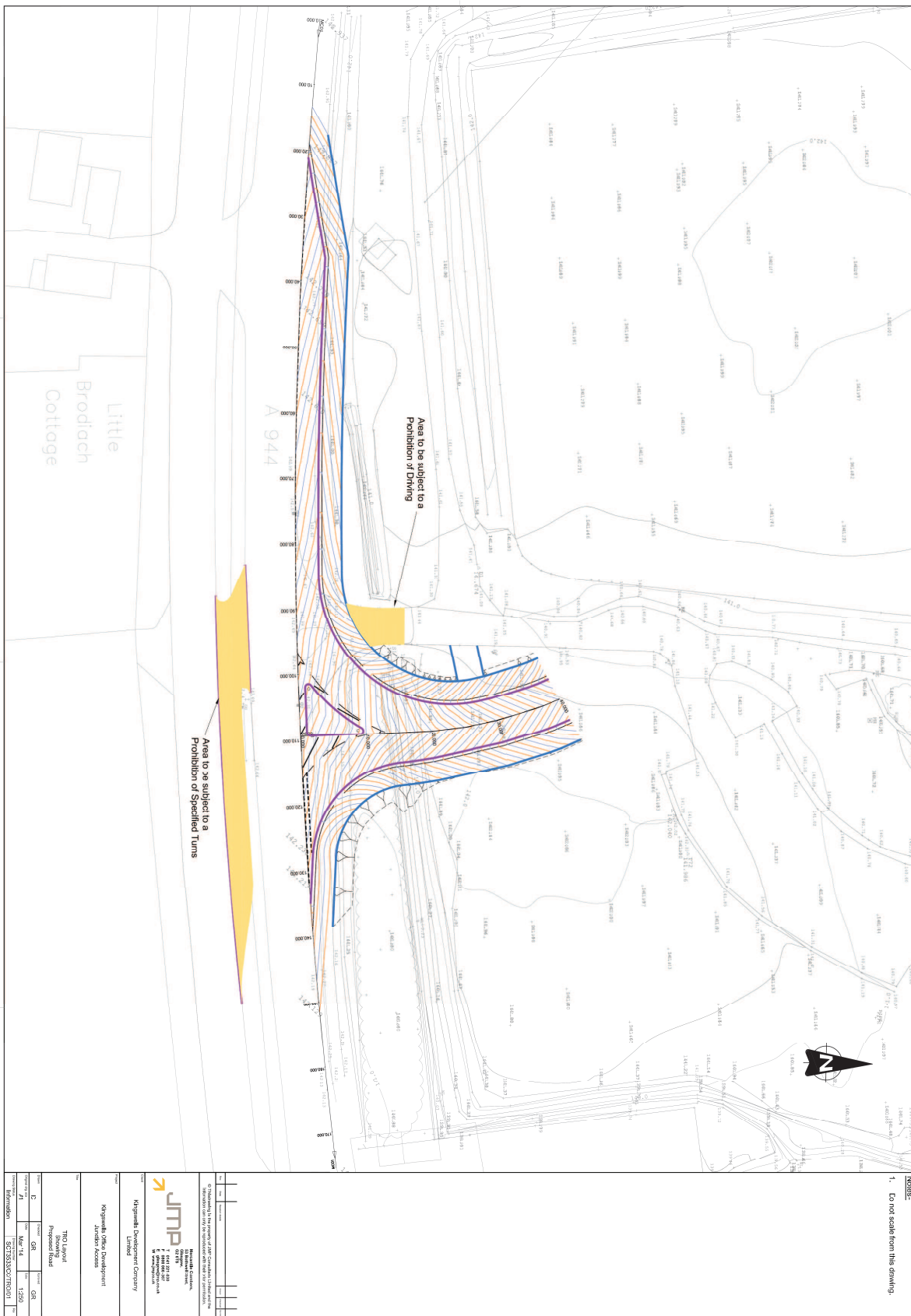
The Grande - Speed Table with Associated Pedestrian Crossing Facilities at Raik Road / Poynerook Road Junction



Station Road, Bucksburn - Proposed "one-way" system



Ardene Veterinary Surgery, Kingswells – proposed prohibition of driving and specified turns



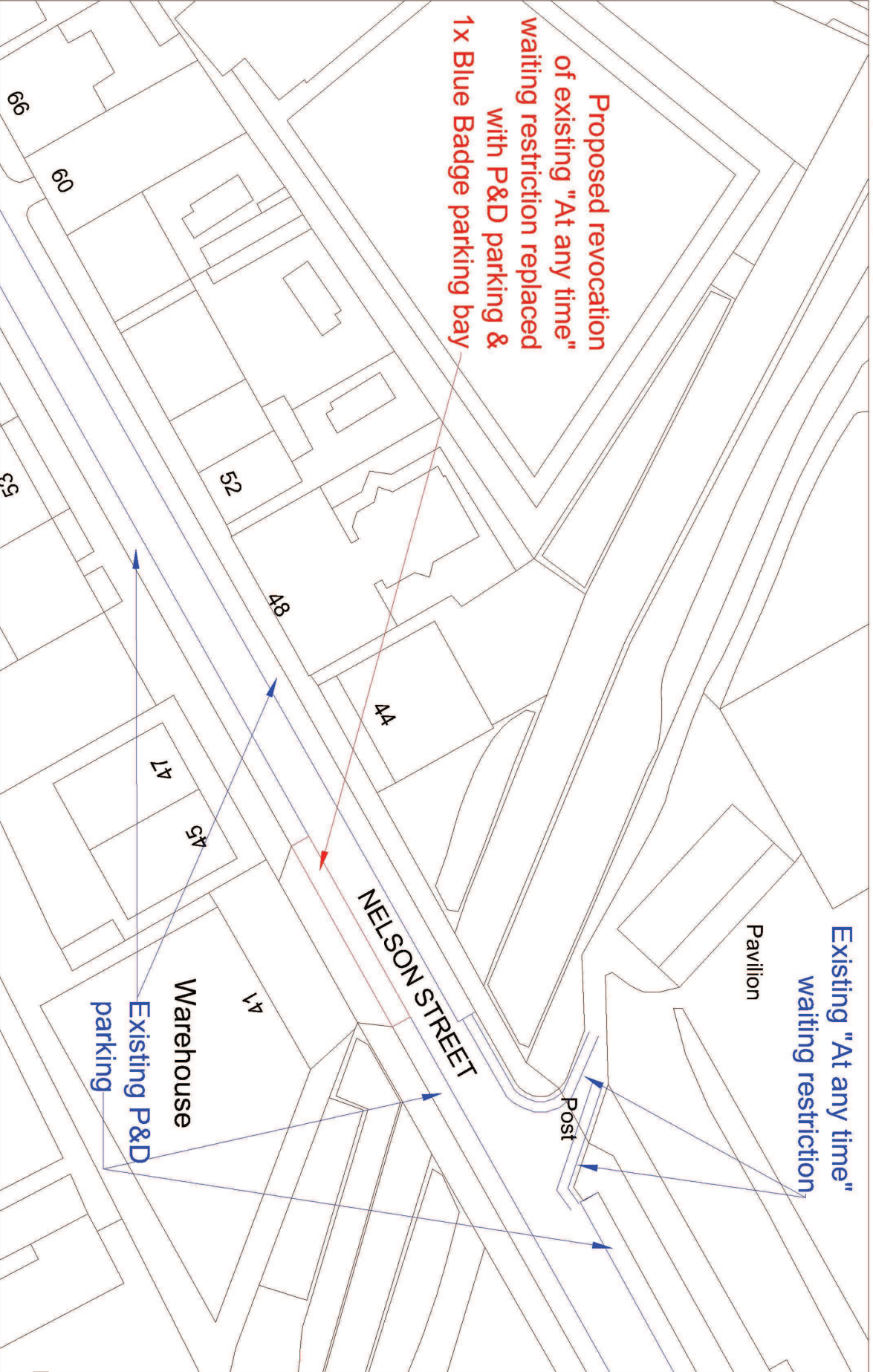
Notes:
1. Do not scale from this drawing.


JMP
 James Murray Partnership
 1000 Kingsway
 Edinburgh EH3 8JN
 Tel: 0131 221 2333
 Fax: 0131 221 2334
 Email: info@jimp.co.uk
 Website: www.jimp.co.uk

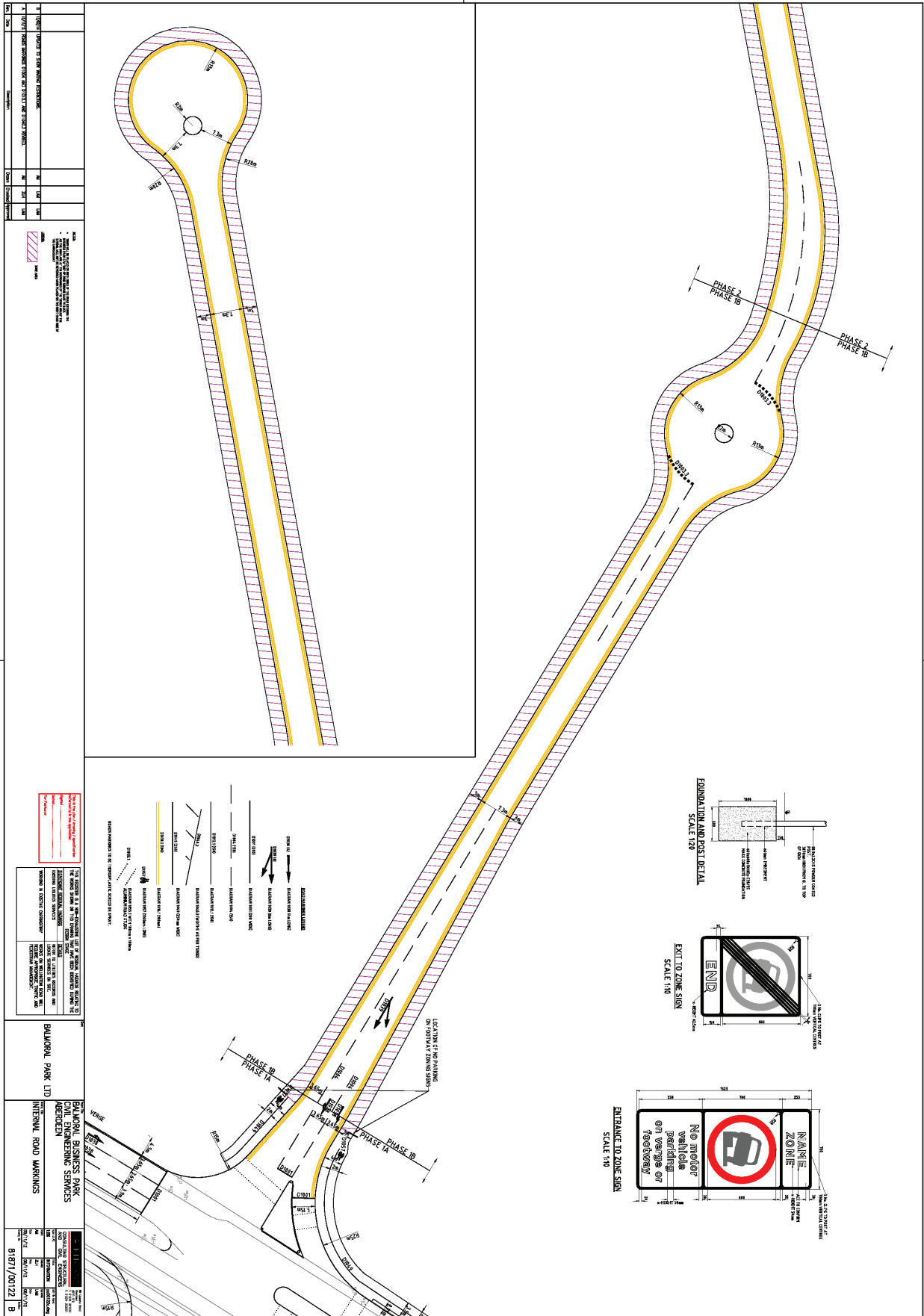
Kingswells Veterinary Practice
 Kingswells Office Development
 Junction Access
 Kingswells

TPO Layout Showing Proposed Road Access	I GR MF-14 SCS/SSO/STO/STO/STO	GR GR 1250 m
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Nelson Street - Proposed revocation of existing "At any time" waiting restriction, replaced with P&D parking & 1x Blue Badge parking bay



Balmoral Business Park, Wellington Road – Proposed “At any time” waiting restrictions and prohibition of parking on footways



➤ **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 – 67 spaces (new applications)

6 Caperstown Crescent	Seaton Crescent (Opposite Aulton Court)
82 Menzies Road	17 Loirston Road
12 Slains Terrace	12 Ruthrieston Road
17 Ruthrie Terrace	48 Whitestripes Drive
Linksfild Court	Promenade Court
19 Portree Avenue	46 Strathmore Drive
5 Allan Street	10 Gardner Drive
19 Slessor Drive	2 Todhead Gardens
10 Scurdie Ness	40 Farquhar Road
62 North Grampian Circle	17 Ruthrie Court
193 Morrison Drive	14 Talisman Road
16 New Park Road	26 Willowpark Place
3 Lilac Place	8 Burnbrae Crescent
Willowpark Crescent (Rear of 38 Lang Stracht)	67 Tay Road
123 Hetherwick Road	45 Corthan Crescent
14 Faulds Gate	92 Tollochill Crescent
35 Byron Avenue	36 East Main Avenue
51 Ronaldsay Square	13 Forestgait Lodge, Richmondhill Place
43 Raeden Crescent	16 Raeden Crescent
75 Long Walk Road	33-47 Cornhill Gardens
101 Hayton Road	132 Hilton Avenue
10 Manor Drive	19 Manor Drive
Dominies Court x 2 spaces	42 Hilton Terrace
602 Clifton Road	127 Clifton Road
158 Bonnyview Drive	80 Davidson Drive
82 Cummings Park Crescent	263 Heathryfold Circle
21 Provost Rust Drive	15 Danestone Circle
Bank Street (Side of 26 Gladstone Place)	38 Bonnyview Place
49 Marchburn Road	11 Stafford Street
1 Stafford Street	17 Laverock Way
15 Balgownie Place	Kinord Circle (Outside 4 Auchlossan Court)
65 Simpson Road	49 Bellfield Road
20 Annat Bank	78 Balnagask Road

Off-street parking – 0 spaces (new application)

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. MANAGEMENT OF RISK

Having assessed the risks identified with all the proposals and the potential to impact negatively or positively on the decision required of the Committee it has been assumed that the risk is low. The proposals either improve road safety or rationalise traffic movements which are to the benefit of pedestrians and road users throughout the city.

8. BACKGROUND PAPERS

N/A

9. REPORT AUTHOR DETAILS

Katherine Duncan
Technical Officer
kathduncan@aberdeencity.gov.uk
(01224) 538029

10. CONSULTEES COMMENTS

Enterprise, Strategic Planning and Infrastructure Committee
Convener: Councillor Barney Crockett – emailed 2 May 2014
Vice Convener: Councillor Angela Taylor – emailed 2 May 2014

Councillors

Councillor Kirsty Blackman was consulted on 2 May 2014

Councillor Lesley Dunbar was consulted on 2 May 2014

Councillor Graeme Lawrence was consulted on 2 May 2014

Councillor Neil MacGregor was consulted on 2 May 2014

Councillor David Cameron was consulted on 2 May 2014

Councillor Steve Delaney was consulted on 2 May 2014

Councillor Len Ironside was consulted on 2 May 2014

Councillor Gordon Graham was consulted on 2 May 2014
Councillor Ian Yuill was consulted on 2 May 2014
Councillor Gordon Townson was consulted on 2 May 2014
Councillor Bill Cormie was consulted on 2 May 2014
Councillor Fraser Forsyth was consulted on 2 May 2014
Councillor Andrew May was consulted on 2 May 2014
Councillor Jean Morrison was consulted on 2 May 2014
Councillor Nathan Morrison was consulted on 2 May 2014
Councillor Marie Boulton was consulted on 2 May 2014
Councillor M Tauqeer Malik was consulted on 2 May 2014
Councillor Aileen Malone was consulted on 2 May 2014
Councillor Jennifer Laing was consulted on 2 May 2014
Councillor Yvonne Allan was consulted on 2 May 2014
Councillor Graham Dickson was consulted on 2 May 2014
Councillor Alan Donnelly was consulted on 2 May 2014
Councillor Callum McCaig was consulted on 2 May 2014
Councillor James Kiddie was consulted on 2 May 2014
Councillor Neil Cooney was consulted on 2 May 2014
Councillor Andrew Finlayson was consulted on 2 May 2014
Councillor Gill Samarai was consulted on 2 May 2014
Councillor Scott Carle was consulted on 2 May 2014
Councillor Jackie Dunbar was consulted on 2 May 2014
Lord Provost George Adam was consulted on 2 May 2014
Councillor Willie Young was consulted on 2 May 2014

Council Officers

Steven Whyte, Head of Finance was consulted on 2 May 2014. Brian Downie, Finance Manager responded on behalf of the service and commented “Is there a financial implication associated with the removal of the 3no. ‘pay and display’ bays on Hutcheon Street?” – This information has been added to the body of the report and to the Financial Implications table in section 3.

Jane MacEachran, Head of Legal and Democratic Services, Corporate Governance was consulted on 2 May 2014.

Ciaran Monaghan, Head of Service, Office of Chief Executive was consulted on 2 May 2014.

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure was consulted on 2 May 2014.

Hugh Murdoch, Head of Asset Management and Operations, Enterprise, Planning and Infrastructure was consulted on 2 May 2014.

Margaret Bochel, Head of Planning & Sustainable Development, Enterprise, Planning and Infrastructure was consulted on 2 May 2014. Minor queries were made in regard to an item in this report – these have all been clarified

Mike Cheyne, General Manager Operations, Enterprise, Planning and Infrastructure was consulted on 2 May 2014.

Neil Carnegie, Community Safety Manager, Housing and Environment was consulted on 2 May 2014.

David Young, Account Manager, Corporate Governance was consulted on 2 May 2014.

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Traffic Orders at the Final Stage of the Statutory Process
REPORT NUMBER:	EPI/14/054

1. PURPOSE OF REPORT

This report deals with 13 orders at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect of each of these orders and this report presents the objections (where relevant) in each case. The public notices are attached (Appendix 1), from which members will be able to see the exact content of the proposals. Also, where applicable, the letters of objection are also included (Appendix 2).

2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) approve the orders that did not attract objections;
- (ii) in relation to The Aberdeen City Council (On-Street Car Club Parking Spaces) (Amendment) Order 201(X) approve the 'car club' parking bays that were not subject to objections; overrule the objections received in relation to the proposed parking bay for Abergeldie Road; and to uphold the objections received in relation to the proposed parking bay for Leslie Road and instruct Officers to investigate the possibility of an alternative location.
- (iii) in relation to The Aberdeen City Council (City Centre East, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X), and The Aberdeen City Council (City Centre West, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X), overrule the objections received and approve these orders be made as originally envisaged.

3. FINANCIAL IMPLICATIONS

The proposals contained in the nine traffic orders detailed at 5.1 through to 5.8 will be funded through the Cycling, Walking & Safer Streets Budget.

The proposal contained in the traffic order detailed at 5.9 will be fully funded by developer concerned.

The proposals contained in the traffic order detailed at 5.10 will be funded through the Disabled Parking revenue budget.

The proposals contained in the traffic order detailed at 5.11 will be funded through Care North, car club budget.

There are no significant costs associated with the traffic orders detailed at 5.12 as it involves changes to the administrative boundaries associated with existing parking zones. Therefore new permits reflecting the amalgamated zones would be issued when purchased, and accordingly current permits would only be changed when they expire and residents choose to again purchase a three, six or twelve month permit.

4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here.

5. BACKGROUND/MAIN ISSUES

This section has been sub-divided into sub-sections corresponding to the thirteen orders under consideration.

5.1 THE ABERDEEN CITY COUNCIL (PALMERSTON ROAD/STELL ROAD, ABERDEEN) (PROHIBITION OF WAITING) (TAXI RANK) ORDER 201(X)

5.1.1 No statutory objections have been received.

5.2 THE ABERDEEN CITY COUNCIL (ACCESS ROAD SERVING PROPERTY NO. 38 POWIS TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.2.1 No statutory objections have been received.

5.3 THE ABERDEEN CITY COUNCIL (SEAFIELD COURT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.3.1 No statutory objections have been received.

5.4 THE ABERDEEN CITY COUNCIL (MARGARET STREET/ROSE STREET, ABERDEEN) (PAY & DISPLAY) ORDER 201(X)

5.4.1 No statutory objections have been received.

5.5 THE ABERDEEN CITY COUNCIL (SOUTERHEAD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.5.1 No statutory objections have been received.

5.6 THE ABERDEEN CITY COUNCIL (LEWIS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.6.1 No statutory objections have been received.

5.7 THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, BIELDSIDE, ABERDEEN) (EXTENSION OF 30MPH SPEED LIMIT) ORDER 201(X)

5.7.1 No statutory objections have been received.

5.8 THE ABERDEEN CITY COUNCIL (BRAEHEAD SCHOOL, ABERDEEN) (REGULATORY PART-TIME 20PMH SPEED LIMITS) ORDER 201(X)

5.8.1 No statutory objections have been received.

5.9 THE ABERDEEN CITY COUNCIL (AUCHMILL ROAD/UN-NAMED ACCESS ROAD SERVING 256 TO 264 AUCHMILL ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

5.9.1 No statutory objections have been received.

5.10 THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN CITY) (REGULATORY PARKING PLACES) (NO 2) ORDER 201(X)

5.10.1 No statutory objections have been received.

5.11 THE ABERDEEN CITY COUNCIL (ON-STREET CAR CLUB PARKING SPACES) (AMENDMENT) ORDER 201(X)

5.11.1 Proposal

Due to the ongoing success of the Aberdeen City Co-Wheels 'Car Club' funding for additional vehicles is available and would allow an additional 15 on-street 'car club' spaces to be provided within Aberdeen City. It is appropriate to extend this facility and service to

locations that are not only convenient for current members, but that will also attract new members.

Of the spaces being promoted under the Order two locations have attracted objections and are discussed below. (Full details of the objections received are contained within Appendix 2)

5.11.2 Objections to the introduction of a single 'Car Club' parking bay on Abergeldie Road

The proposed space is located at the end of existing waiting restrictions on the northeast side of Abergeldie Road and is subject to thirteen statutory objections that highlight similar themes: -

- existing difficulty parking at Abergeldie Road, particularly after 5.00pm;
- concern over the potential loss of parking as a result of the retail development to the west of Abergeldie Road on Broomhill Road;
- flats currently being constructed at Pitstruan Place may have an impact on parking;
- safety concerns at junction with Broomhill Road.

5.11.3 Response to objection

While parking on Abergeldie Road is in high demand, the proposed car club space is a single space located at the end of an existing prohibition of waiting at any time ('double yellow' line) restriction and has a very limited impact on the existing on-street parking provision.

The retail development on Broomfield Road to the west of Abergeldie Road has outline planning approval that will introduce five on-street car parking spaces to replace the existing three off-street spaces outside the unit. The proposed development will therefore increase the parking capacity on-street on Broomhill Road, that otherwise would not have been available for public use.

The development of flatted properties adjacent to Pitstruan Place, where access is taken from Great Western Road, is subject to a planning condition that has provided for internal car parking. As a result, this property development will not have a significant impact on parking within the surrounding area.

Research carried out by Transport Scotland has indicated that each 'car club' vehicle has the potential to remove up to seventeen cars from the road network. This in turn has significant benefits in terms of reducing road congestion and environmental pollution, while at the same time easing on-street parking pressures.

Given the aforementioned, it is recommended the objections to the establishment of a 'car club' space at Abergeldie Road be overruled.

5.11.4 Objection to introduction of a single 'Car Club' parking bay on Leslie Road

The proposed space is located outside number 24 Leslie Road and is subject to ten statutory objections that highlight similar themes: -

- existing limited resident parking at Leslie Road
- congested bus route
- damage occurs to parked vehicles
- high occupancy properties with 3-4 associated vehicles
- road safety concerns

5.11.5 Response to objections

The issues raised by the objectors with regard to parking demand and obstruction to traffic flow and movement on this busy distributor road is considered to be of some significance. As a result, it is recommended not to proceed with the Leslie Road 'car club' space at this time, but to investigate whether an alternative location within the area would be more suitable.

5.12 THE ABERDEEN CITY COUNCIL (CITY CENTRE EAST, ABERDEEN) (TRAFFIC MANAGEMENT AND CONTROLLED PARKING) ORDER 201(X)

THE ABERDEEN CITY COUNCIL (CITY CENTRE WEST, ABERDEEN) (TRAFFIC MANAGEMENT AND CONTROLLED PARKING) ORDER 201(X)

5.12.1 Proposal

To amalgamate the six current 'inner central' controlled parking zones in the city centre into two larger zones. The current Zones A, B, C & E would become a distinct administrative zone referred to as 'City Centre West', and similarly Zone F & G would amalgamate to become 'City Centre East'.

The aforementioned possibility came about through a review of on-street controlled parking throughout Aberdeen City. The review indicated city centre zones (A-G), with the exception of Zone B, are over subscribed. While this is not unexpected in the city centre, there was ongoing concern over the difficulties 'permit holders' have in finding parking spaces within the zone to which their permit applies. This in turn exacerbates issues with regard to the 'two street' cross boundary parking arrangement that has been used informally for a number of years to provide some flexibility when considering permit parking.

As indicated above, the 'two street' cross boundary parking arrangement is informal and not specified within the Traffic Regulation Orders that pertain to controlled parking areas within the City. This arrangement allows a holder of a permit to park their vehicle within the first two streets of neighbouring administrative parking zones to which their permit would usually apply. The arrangement was in recognition that demand for permit parking may on occasion exceed the available on-street parking capacity within a particular zone and the only practical option available to a permit holder would be to park within the neighbouring zone.

Whilst the introduction of this 'two street' arrangement has to a degree assisted in the management of the controlled parking areas, problems of enforcement and consistency are regularly encountered due to the varying and inconsistent street layouts adjacent to the boundaries. This consistency of application not only creates difficulties of interpretation for the wardens but also those dealing with penalty charge notices and subsequent appeals by residents who feel they have complied with the adopted guideline. Also, the relaxation, while introduced as a practical solution to alleviate occasional problems, is now seen by some residents as a right or a pre-determined extension that can be used with little or no restraint, regardless of the parking situation within the zone to which their permit applies.

Given the difficulties highlighted, and in acknowledgement that many of the City 'inner central' controlled parking zones are over subscribed, the review recommended the introduction of city centre zones where parking is permitted over a larger area. Albeit, it was also highlighted that such zones should not be so large, that as a result, permit holders would be encouraged to drive within the zone, as opposed to say walking or using public transport. Accordingly, it was proposed the zones in the east side of the 'inner central' city centre, Zones F & G, be merged, and likewise the zones in the west side, Zones A, B, C & E, be merged, to form two distinct larger zones. The boundary would also be modified so that Union Terrace will be within 'City Centre West'. (For plans indicating the current and proposed administrative boundaries, see Appendix 3).

If these proposals are approved the informal 'two street' cross boundary parking arrangement would cease as permit holders would have further parking opportunities. It thereby removes the ambiguities and consequent issues that have been associated with the informal arrangement.

5.12.2 Objections

This proposal is subject to four statutory objections; two objections are from business permit holders based in the Belmont area where they are disappointed at the boundary arrangement and therefore the area to which their business permit would apply. The other two objections are from residents on Crimon Place who express concern the proposal may exacerbate existing difficulties with regard to parking. (Full details of the objections received to this proposal are contained within Appendix 2)

When considering the objections from the business permit holders, Mr Cukrowski, Little Belmont Street, highlights he prefers to park on Union Terrace, however due to limited spaces often parks on Golden Square/South Silver Street by way of the informal 'two street' arrangement. Mr Cukrowski suggests the aforementioned streets offer the most convenient parking for his business vehicle which maybe used more than once a day in the process of collection/deliveries throughout the City. Mr Cukrowski thereafter expresses his opinion that the Belmont area of the city centre should be included in 'City Centre West'.

Similarly, Mr Hay, Belmont Street, expresses concern that currently there is no suitable parking in or immediately around this area other than Union Terrace, and the proposed 'City Centre East' zone has a high density of residential properties thereby making it difficult to find a parking place within reasonable walking distance of his business premises. Mr Hay therefore puts forward the proposal that traders in the Belmont area should have the opportunity to use the parking facilities at Golden Square or have a concession to park at the Denburn Car Park.

The two objections from residents on Crimon Place express concern that with the possibility of permit holders from the existing neighbouring zones B, C & E being allowed to use lengths of 'pay & display' parking on Crimon Place, the existing difficulties in obtaining a parking space will be exacerbated. The aforementioned being of particular relevance when considering the nearby restaurants, the Music Hall, His Majesty's Theatre, etc.

5.12.3 Response to objections

The location of boundaries defining controlled parking zones can prove to be contentious and in this case, when considering the objections from the two business permit holders in the Belmont area, disappointment is expressed that convenient parking will not be available in the vicinity of their business premises. However, it is the case there would be areas of controlled parking in the area of The

Green, and also the Charlotte St / John St / George St area that is in similar proximity and therefore offers similar convenience.

Mr Cukrowski highlights his preference would be to use the area of Golden Square to park and his opinion this area could easily accommodate the permits holders within the Belmont area. The number of parking permit holders in the Belmont Area is low, with 12 permits currently being released to properties in the area bounded by Schoolhill and Union Street. However, demand for parking places in the area of the proposed 'City Centre West' zone, north of Union Street, is significant and at this time it would be deemed appropriate to monitor the proposed changes and the effect on parking prior to considering whether any possible changes could be warranted in the future.

Mr Hay makes the further suggestion that a concession could be given to park in the Denburn Car Park. However, this off-street car park primarily serves visitors to the city centre. As a consequence, any concession to allow permit parking within off-street parks during peak operational hours could have a significant detrimental impact on businesses, shops etc. operating in the City Centre. Currently, where capacity allows, there is the possibility of an individual or business to purchase a monthly off-street car parking ticket for a specified car park, but the cost is significant at £210 per calendar month. The aforementioned cost reflects the premium associated with long stay parking in the city centre and ensures the majority of parking spaces are made available for short stay parking.

The two objectors from Crimon Place (within Zone A) express concern over the possibility permit holders from the existing neighbouring zones B, C & E will park on Crimon Place thereby exacerbating existing problems. When considering the informal 'two street' arrangement it is already the case residents in Zone C can park in most streets in Zone A, thereafter significant displacement from Zones B & E would not be expected as permit holders will seek to park at the most convenient position in the proximity of their premises. What the amalgamation brings to permit holders is greater flexibility when seeking to find a parking space and removes the ambiguities associated with the informal 'two street' rule.

The number of objections received in relation to these proposals are low in relation to the area they encompass, nonetheless these proposals, if approved, would be monitored following their coming into effect and if necessary future modifications considered.

Given the aforementioned, it is recommended the objections to these orders be overruled and the orders be implemented as originally envisaged.

6. IMPACT

Section 5 above – and also the public notices attached – will allow members to consider the possible impact on communities compared with the intended virtue of the original proposals.

7. MANAGEMENT OF RISK

Where recommendations are not accepted with regard to a number of these proposals there is the risk road safety levels and traffic management could be compromised thereby resulting in on-going public concern, negative media reporting, and reputational damage. Conversely, proposals with regard to traffic management measures can often prove contentious and it is therefore possible some of these proposals could be subject to negative feedback/comments. In this respect, concerned parties would be provided with a thorough rationale as to the necessity for the traffic management proposal concerned.

8. BACKGROUND PAPERS

Various, small scale traffic management and development associated proposals (New Works) - Enterprise, Planning & Infrastructure Committee 21 January 2014.

<http://committees.aberdeencity.gov.uk/documents/s34767/EPI.13.237%20-%20Various%20small%20scale%20traffic%20management%20and%20development%20associated%20proposals.pdf>

9. REPORT AUTHOR DETAILS

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Appendix 1

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (PALMERSTON ROAD/STELL ROAD, ABERDEEN) (PROHIBITION OF WAITING) (TAXI RANK) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Palmerston Road/Stell Road, Aberdeen) (Prohibition of Waiting) (Taxi Rank) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Palmerston Road and Stell Road, Aberdeen, as defined in the first schedule below. Also, a length of existing Saturday 9am – 6pm prohibition of waiting on Palmerston Road will be revoked and a prohibition of waiting at any time except for taxis (Taxi Rank) introduced in its place, as defined in the second schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 16 April, 2014, to 7 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April, 2014, to 7 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

First Schedule

(Prohibition of waiting at any time)

Palmerston Road

North side, from a point 93 metres west of its junction with Market Street, westwards for a distance of 55 metres.

Stell Road

East side, from its junction with Palmerston Road, southwards for a distance of 20 metres.

Second Schedule

(Prohibition of waiting at any time except for taxis)

Palmerston Road

North side, from a point 148 metres west of its junction with Market Street, westwards for a distance of 30 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (ACCESS ROAD SERVING PROPERTY NO. 38 POWIS TERRACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Access Road serving property No.38 Powis Terrace, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to introduce a certain length of prohibition of waiting at any time and revoke an existing length of Monday to Friday, 8am to 6pm, prohibition of waiting restriction on the access road serving property No.38 Powis Terrace, Aberdeen. The aforementioned proposals relate to the formation of a new bus stance / hydrogen fuel depot to service hydrogen fuelled buses.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 16 April, 2014, to 7 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April, 2014, to 7 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (SEAFIELD COURT, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Seafield Court, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Seafield Court, Aberdeen, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 25 April, 2014, to 15 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 25 April, 2014, to 15 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council,
Town House, Aberdeen, AB10 1AQ

Schedule

Seafield Court

West side, from its junction with Seafield Road, southwards for a distance of 35 metres.

East side, from its junction with Seafield Road, southwards for a distance of 12 metres.

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (MARGARET STREET/ROSE STREET, ABERDEEN)
(PAY & DISPLAY) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Margaret Street/Rose Street, Aberdeen) (Pay & Display) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revoke certain lengths of prohibition of waiting at any time on Margaret Street and Rose Street, Aberdeen, as defined in the schedule below, and in place introduce lengths of 'pay & display' parking places operating Monday to Saturday, 8am to 8pm; and on a Sunday, 1pm to 5pm.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 16 April, 2014, to 7 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April, 2014, to 7 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Margaret Street

North side, from a point 10 metres east of its junction with Thistle Lane, eastwards for a distance of 5 metres.

Rose Street

West side, from a point 10 metres south of its junction with Margaret Street, southwards for a distance of 5 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (SOUTERHEAD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Souterhead Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Souterhead Road, Aberdeen, as defined on the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 16 April, 2014, to 7 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April, 2014, to 7 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Souterhead Road

South side, from a point 34 metres west of its junction with Blackness Road, westwards for a distance of 38 metres.

South side, from a point 115 metres west of its junction with Blackness Road, westwards for a distance of 30 metres.

South side, from a point 195 metres west of its junction with Blackness Road, westwards for a distance of 33 metres.

South side, from a point 270 metres west of its junction with Blackness Road, westwards for a distance of 37 metres.

South side, from a point 345 metres west of its junction with Blackness Road, westwards for a distance of 33 metres.

Un-named Access Road (located off the south side of Souterhead Road at a point 58 metres west of the Souterhead Road / Blackness Road Junction)

Both sides, from its junction with Souterhead Road, southwards for a distance of 10 metres.

Un-named Access Road (located off the south side of Souterhead Road at a point 295 metres west of the Souterhead Road / Blackness Road Junction)

Both sides, from its junction with Souterhead Road, southwards for a distance of 10 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (LEWIS ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Lewis Road, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Lewis Road, Aberdeen, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 16 April, 2014, to 7 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April, 2014, to 7 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Lewis Road

West side, from 15 metres south of its junction with the access serving Lewis Court, southwards for a distance of 15 metres.

West side, from 11 metres north of its junction with Lewis Drive, northwards for a distance of 7 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, BIELDSIDE, ABERDEEN) (EXTENSION OF 30MPH SPEED LIMIT) ORDER 201(X)

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to extend the mandatory 30mph speed limit on the North Deeside Road, Bielside, Aberdeen, from its current boundary on the A93 near Old Ferry Road, westwards for a distance of 260 metres to a point 30 metres west of its junction with Dalmunzie Road.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 16 April 2014 and 7 May 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April 2014, and 7 May 2014, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council
Town House
Aberdeen
AB10 1AQ

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL
(BRAEHEAD SCHOOL, ABERDEEN) (REGULATORY PART-TIME
20PMH SPEED LIMITS) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Braehead School, Aberdeen) (Regulatory Part-Time 20mph Speed Limits) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a 20mph speed limit on each of the lengths of road specified in the schedule below, but only at the school-related times signified on any day by the relevant regulatory signing established on each of these roads.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 16 April and 7 May 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538050) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April to 7 May 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ.

Schedule

Balgownie Road

From a point 7 metres or thereby south of the extended southern kerblines of Harehill Road southwards to a point 6 metres or thereby west of the extended western kerblines of Kinord Circle.

Balgownie Drive

From the extended western kerblines of Balgownie Road westward for a distance of 15 metres or thereby.

Tarrbothill Road

From the extended northern kerblines of Balgownie Road northwards for a distance of 15 metres or thereby.

Thomas Glover Place

From the extended southern kerblines of Balgownie Road southwards for a distance of 10 metres or thereby.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (AUCHMILL ROAD/UN-NAMED ACCESS ROAD SERVING 256 TO 264 AUCHMILL ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Auchmill Road/Un-Named Access Road serving 256 to 264 Auchmill Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Auchmill Road, Aberdeen, and the un-named access road serving 256 to 264 Auchmill Road, Aberdeen, as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 25 April, 2014, to 15 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 25 April, 2014, to 15 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Schedule

Auchmill Road (Slip road leading to un-named access road serving property nos. 256 to 264 Auchmill Road)

South side, from its junction with the un-named access road serving property nos. 256 to 264 Auchmill Road, eastwards for a distance of 10 metres.

South side, from its junction with the un-named access road serving property nos. 256 to 264 Auchmill Road, westwards for a distance of 12 metres.

North side, from a point 13 metres east of its junction with the un-named access road serving property nos. 256 to 264 Auchmill Road, westwards, then southwards, for an overall distance of 51 metres.

Un-named access road serving property nos. 256 to 264 Auchmill Road

West side, from its junction with Auchmill Road (Slip Road), southwards for a distance of 37 metres.

East side, from its junction with Auchmill Road (Slip Road), southwards, then eastwards, for an overall distance of 54 metres.

**ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN
ABERDEEN CITY) (REGULATORY PARKING PLACES) (NO 2) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (No 2) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below.

In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

The schedule also includes a number of off-street car parks where disabled persons' spaces are being made regulatory.

The draft order, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 16 April 2014 to 7 May 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April 2014 to 7 May 2014, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

On-Street

Whitestripes Path, Bridge of Don; Craigievar Place.

Off-Street Car Park

Gerrard Street (6); Wingate Place, Tillydrone

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (ON-STREET CAR CLUB PARKING SPACES) (AMENDMENT) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (On-Street Car Club Parking Spaces) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to introduce “car club” parking bays on each of the roads listed in the schedule below. In each case, a single on-street parking place – reserved for the exclusive use of any ‘car club’ vehicle – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street. The schedule also includes a number of off-street car parks where ‘car club’ parking bays will also be established.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 16 April, 2014, to 7 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538054) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 16 April, 2014, to 7 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council,
Town House, Aberdeen, AB10 1AQ

Schedule

Abergeldie Road – east side near its junction with Broomhill Road; Bridge of Don Library Car Park; Constitution Street (2) – south side adjacent to property No.2; Deemount Road – south side near its junction with Polmuir Road; Dunmail Avenue Car Park, Leslie Road – south side adjacent to property no.24; Orchard Road - west side near its junction with Orchard Street; Orchard Place – east side near its junction with Orchard Street; Thomson Street (2) – East and west side near its junction with Rosemount Place; Westburn Road (2) – north side opposite its junction with Raeden Avenue.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CITY CENTRE EAST, ABERDEEN) (TRAFFIC MANAGEMENT AND CONTROLLED PARKING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (City Centre East, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to amalgamate the current ‘inner central’ administrative controlled parking zones referred to as Zones F & G. Albeit, Union Terrace which is currently within the current administrative controlled parking Zone G will be included within the new ‘City Centre West’ Zone which is the subject of a separate order. The effect of this proposal will be to provide valid permit holders with a wider range of streets in which they can legitimately park their vehicle when controlled on-street parking is in operation during Monday to Saturday, 8am to 8pm, and Sunday, 1pm to 5pm.

Full details of the proposal are to be found in the draft order, which, together with a map showing the intended measure and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 25 April, 2014, to 15 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 25 April, 2014, to 15 May, 2014, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (CITY CENTRE WEST, ABERDEEN) (TRAFFIC MANAGEMENT AND CONTROLLED PARKING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (City Centre West, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to amalgamate the current ‘inner central’ administrative controlled parking zones referred to as Zones A, B, C & E. Furthermore, Union Terrace which is currently within the current administrative controlled parking Zone G will be included within the new ‘City Centre West’ Zone. The effect of this proposal will be to provide valid permit holders with a wider range of streets in which they can legitimately park their vehicle when controlled on-street parking is in operation during Monday to Saturday, 8am to 8pm, and Sunday, 1pm to 5pm.

Full details of the proposal are to be found in the draft order, which, together with a map showing the intended measure and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 25 April, 2014, to 15 May, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 25 April, 2014, to 15 May, 2014, inclusively.

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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen, AB10 1AQ

Appendix 2

- **Objections to proposed 'car club' parking bay on Abergeldie Road**

From: Bryan McCann 02 May 2014 11:05
Sent: TrafficManagement Car Club Space
To:
Cc:
Subject: Objection
Importance: High

To Whom it May Concern,

I am emailing on behalf of my partner and I to object to the proposed Car Club parking space that is being considered for Abergeldie Road in Aberdeen. As residents and home owners, this dedicated parking space will add to the existing parking difficulties on this and neighbouring streets. Parking in the area is sure to become an even greater issue with new flats being built on Pitstruan Place and a proposed Tesco on Broomhill Road opposite the end of Abergeldie Road, making the proposed Car Club space an even greater burden on local residents.

I believe schemes like Car Club have their place, and whilst they may provide benefits for some individuals this should not be at the expense of other local residents for whom the current situation is already challenging.

I would appreciate an acknowledgement of this objection.

Regards,

Mr Bryan McCann and Miss Jennifer Oelman
73a Abergeldie Road
Aberdeen
AB10 6EL

From: Caren Glennie
Sent: 06 May 2014 14:40
To: TrafficManagement
Subject: Objection to Car Club Parking - Abergeldie Road
Importance: High

Dear Sirs

Proposed Car Club Parking Space at top of Abergeldie Road

I write to record my objection to the proposed Car Club parking space at the top of Abergeldie Road.

My reasons are:

1. There is already a problem with parking in this street
2. It is a safety problem because due to the issues at 1 above, people will start parking close to the corners and in dangerous positions to get close to their house or to nip into Tesco.
3. This is a residential area with good transport links and no businesses in close proximity.

I have a young baby and find it very difficult getting parked at our front door or even on either side of the street between Abergeldie Road and Braemar Place. Most residents on this street have 2 cars to a household and you will often find residents from neighbouring Salisbury Place, Pitstruan Place, Broomhill Road and Braemar Place parking on this section of road due to lack of parking spaces on their own street.

Only 1 household on this street has a driveway. Therefore there isn't even alternative parking arrangements for these residents.

The situation is only going to get worse with (1) the Tesco store going across the almost directly across the road at the old Café O Clay building and (2) the new flats being built on Pitstruan Place.

Residents should not be pushed away from parking in their own street due to the car club spaces. I understand the Council are advertising the spaces for both the public and businesses. I do not agree that businesses or other members of the public should get allocated parking in a residential area when all other

residents in the street pay their road tax. For example the Car Club website advises that this provides businesses with a great alternative to company cars but why should a person with a company car get an allocated space when we are also paying our road tax?

There are other streets further along Broomhill Road that are quieter streets with more available on street parking that would be better suited for this space such as Hammersmith Road, Gray Street (bottom half), Newlands Crescent.

There is also a frequent bus service running along Broomhill Road, Holburn Street and Great Western Road. Therefore public transport links are not an issue.

Regards

Caren McNeil, BA, LLB, NP (74 Abergeldie Road, Aberdeen, AB10 6EJ)

From: amdalGLISH
Sent: 04 May 2014 11:14
To: TrafficManagement
Subject: Proposed Car Club Parking Space Abergeldie Road

I am writing to record my objection to the proposed Car Club space opposite my house at 81 Abergeldie Road.

The section of Abergeldie Road between Braemar Place and Broomhill Road is already very busy for parking due to the demands of residents on Broomhill Road as well as Abergeldie Road.

This situation is likely to worsen due to the impending Tesco proposed development on Broomhill Road.

I would propose a more suitable location would be the other side of Braemar Place still on Abergeldie Road which is far less busy.

Regards
Alan DalGLISH

Sent from Samsung Mobile

From: Jonathan Cook 04 May 2014 10:42
Sent: TrafficManagement
To: Proposed Car club parking space
Subject:

To Whom it may concern,

My name is Jonathan Cook and i am a resident at 78 Broomhill road, AB10 6HU. I wish to object the proposed allocated car club parking space at the top of Abergeldie road. My reason for this is due to the fact that parking is already a major problem on this street for residents and i don't see how creating a space for only certain people will be beneficial for all of the residents in this area, that will only benefit a few.

Kind regards,

Jonathan

From: Jordan MacKay 05 May 2014 08:12
Sent: TrafficManagement
To: Proposed car club - Abergeldie Road
Subject:

Good morning, I wish to object to the above proposal. My main reason for this is already a huge lack of available parking, added to this that planning has been given to Tesco to open a shop right opposite this junction which will in itself remove a space (currently 4 spaces at shop to be reduced to three) when parking will be in even greater demand.

Jordan Mackay
108 Broomhill Road
Aberdeen

From: lesley-ann Blain 05 May 2014 12:46
Sent: TrafficManagement
To:

Lesley-Ann Gill

126 Broomhill Road,
Aberdeen,
AB10 6HX.

I will like to object to the proposal of an introduced "car club" to 74/76 Abergeldie Road, Aberdeen.

The parking in this area is in is short enough supply without restricting spaces further. With the introduction of a Tesco's to the area and new flats the parking problem will only be getting worse.

Yours Lesley-Ann Gill.

From: Paul McNeil 06 May 2014 15:37
Sent: TrafficManagement
To: Car Club Parking Space Abergeldie Road
Subject:

Dear Sirs

Proposed Car Club Parking Space at top of Abergeldie Road

I write to record my objection to the proposed Car Club parking space at the top of Abergeldie Road. My reasons are:

1. There is already a major problem with parking in this area. I find it very difficult to get parked at my front door on Abergeldie Road. Most residents on this street have 2 cars to a household and you will often find residents from neighbouring Salisbury Place, Pitstruan Place, Broomhill Road and Braemar Place parking on this section of road due to lack of parking spaces on their own street. Creating a Car Club space will just add to the existing problem.
2. The situation is only going to get worse with (1) the Tesco store going across the almost directly across the road at the old Café O Clay building and (2) the new flats being built on Pitstruan Place.
3. There are "Car Club spaces" already in the area - Holybank Place & Albyn Place (both within a 10 minute walk of Abergeldie Road). & more spaces are available in the city centre (which is a short bus ride away)
4. Europcar (a major car hire company) is already situated on Broomhill road.

Residents should not be pushed away from parking in their own street due to the car club spaces.

Regards
Paul McNeil - 74 Abergeldie Road

From: Tracy Mair
Sent: 06 May 2014 13:31
To: TrafficManagement
Subject: Proposed Car Club Space - Abergeldie Road, Aberdeen

I am writing with regard to the proposed allocation of a Car Club space on Abergeldie Road in Aberdeen.

I strongly object to this proposal as the area is already extremely congested for parking both day and night. We have owned our property on adjoining Broomhill Road for over 20 years. Whilst we appreciate that parking in the city centre is not easy, it has become more and more difficult to park over recent years (especially at night). I have 2 young children and can seldom get parked outside my own property.

There is no permit parking in our area, therefore coming home and trying to find a parking space is extremely difficult. People park in the area all day and either work at nearby Talisman on Holburn Street or leave the car and catch the bus into town. If you are lucky, you may manage to obtain a parking space at around 5pm, however these are usually taken as quick as a car drives out.

There is currently a development of flats (2nd phase) on Pitstruan Place where there is definitely not enough parking provided for the number of flats they are building. Additionally, there was the recent approval of the former Café o Clay building on Broomhill road to be turned into a supermarket (directly opposite Abergeldie Road where you are proposing the Car Club space).

Abergeldie Road, Broomhill Road, Pitstruan Place, Allan Street, Braemar Place etc are all extremely congested as it is and the aforementioned are only exacerbating the situation. Already, people leave cars parked extremely close to junctions etc in the Abergeldie Road area as they obviously feel it is the only option for parking. This is extremely dangerous as people trying to drive out struggle to see past the parked cars (Abergeldie Road/Braemar Place junction is one of the problem areas).

Although I understand the concept and your intentions of Car Club spaces, I strongly object to the space proposed and would urge serious reconsideration be given to this proposal. I have seen a few Car Club spaces in the city and have to be honest, I have never actually seen a car parked in one. It would be extremely disappointing for a space to be allocated for this purpose and lie empty in an area where the residents are already struggling to park.

Perhaps a representative from the Traffic Management department would like to visit the area to see the problems we encounter, especially in the evening when the majority of residents are home from work and very little of the properties have off street parking.

I look forward to hearing from you in due course.

Tracy Mair, 88 Broomhill Road, Aberdeen, AB10 6HU

76 Abergeldie Road
Aberdeen
AB10 6EJ

06 May 2014

To: trafficmanagement@aberdeencity.gov.uk

Proposed Car Club Parking Space, 74/76 Abergeldie Road

As residents of 76 Abergeldie Road, we are extremely concerned about the proposal to create a Car Club parking space outside our property. Why is such a space required, when there are frequent buses from bus-stops only 2-3 minutes' walk from the location?

Parking is already often impossible after 5pm, when cars and commercial vans from surrounding streets choose to park outside our property. Parking difficulties will be exacerbated when the Tesco store opens on the former Café o' Clay site.

We question the need for a Car Club parking space here because in daytime there are plenty places to park as existing parking is sporadic. Conversely, when residents of our street have most need to park, after working hours and at weekends, there is rarely an available space. A restricted, empty parking space would only make the existing parking problem worse.

For the above reasons we wish to object to the proposal.

Dr Una Urquhart & Mr Alistair Urquhart

Una Urquhart
by e-mail

From: Nadine Small
Sent: 12 May 2014 11:36
To: TrafficManagement
Subject: Proposed Car Club parking space, Abergeldie Road

Having returned home yesterday evening after 2 weeks' holiday, I was horrified to learn about the proposed Car Club parking space for the top of Abergeldie Road.

I understand that the deadline for raising objections has passed; nevertheless, as this my earliest opportunity to do so, I wish to record my objection to this proposal.

Parking for residents at the top of Abergeldie Road is at an absolute premium and will most certainly be exacerbated by the recent approval (despite objections) of a supermarket close by on Broomhill Road (when the former Cafe O' Clay business was active on that site, parking here was frequently impossible).

I wish to object in the strongest possible terms to this proposal and cannot understand the alleged 'demand' for the creation of such a parking space.

Dr Nadine V Small
75 Abergeldie Road
Aberdeen AB10 6EL

From: Robin Mair 07 May 2014 21:28
Sent: TrafficManagement
To: Car club space - Abergeldie Road
Subject:

Dear Sir/Madam,

I am writing to object to the plans to create a dedicated car club space in Abergeldie Road for the following reasons,

- Over the last 10 years we have lost parking space in the area with changes to the pavements and additional double yellow lines. In particular, the addition of double yellow lines on the north east end of Pitstruan Terrace resulted in the loss of over 10 parking spaces regularly used by the residents in the flats around that area.
- The ongoing development of flats at the north side of Pitstruan place will bring incredible parking pressure on the general area
- The proposed parking space in on a main high frequency bus route. I assume it would be used by people during the day working in the Holburn street area rather than taking the bus?
- This is encouraging more traffic along a route which the residents want closed to the HGVs that regularly speed along Broomhill Road past a primary school where the vast majority of children walk to school.
- While is is not down to the council, the old cafe of Clay building if going to turn into another local supermarket - again without suitable parking access / spaces

If you want to dedicate a space for car club parking then review the yellow lines in Pitstruan Terrace and create more parking for local residents at the same time. That way there will not be any objections - and it will be required for the new flats anyway.

Robin Mair
88 Broomhill Road
Aberdeen
AB10 6HU

- **Objection to proposed 'car club' parking bay on Leslie Road**

**The Aberdeen City Council (On-Street Car Club Parking Spaces)
(Amendment) Order 201(X)**

Aberdeen City
Enterprise, Strategic Planning & Infrastructure Committee Report
EPI/14/027
Various small scale traffic management and development associated
proposals – Initial Statutory Consultation (From January 2014 Committee)
13/3/2014

Car Club Parking Space, adjacent to 24 Leslie Road

Formal objection raised

Gary Glasgow
8 Leslie Road
Aberdeen
AB24 4EP

I wish to raise a formal objection to the proposed allocation of a marked bay, to accommodate an Aberdeen City car club vehicle. The proposed allocated space adjacent to 24 Leslie Road, is deemed to be unsuitable. I have gauged some initial thoughts from fellow residents and there is a general agreement that this proposal, is not supported. I will provide a signed petition from Leslie Road residents, if requested.

The following is applicable;

The current number of vehicles parking on Leslie Road has increased significantly over the last decade. The pressure on road side parking has increased due to a number of factors

- The number of HMOs on Leslie Road has increased year on year. HMO properties may account for around 3-4 cars per household
- The parking restrictions on Clifton Road has increased the need for Clifton Road residents to park on Leslie Road
- There is a B&B at the Clifton Road and Leslie Road junction
- General increase in car ownership

Future Increases are likely

- Increased HMO accommodation
- Increased rental accommodation
- Police Scotland unit at Kittybrewster will increase local parking pressures, due to restricted staff parking space allocation.
- Currently two properties in close proximity of the marked bay are empty and for sale. One of the properties was previously an HMO property.

- The 3rd Don Crossing will further increase the flow of traffic onto Leslie Road. Increasing car damage, pollution and congestion

Leslie Road is not a suitable location for the following reasons

- The bus stop on Leslie Road has not previously been marked as a no parking bay and the loss of the bus stop has neither increased nor decreased parking spaces
- The space adjacent to number 24 currently has the potential to accommodate 2 resident vehicles, this will be reduced to one marked vehicle bay, for a non resident vehicle.
- The vehicles on the south side of Leslie Road now park on the kerb, due to the number of vehicles being damaged. My own vehicle has been hit by a bus on two occasions.
- A car club vehicle will not be parked on the kerb and this will increase the likelihood of damage. The vehicle will be left exposed, as other vehicles park on the kerb.
- Leslie Road is already one of the most polluted streets in Aberdeen and inviting another vehicle onto the road, runs counter to the traffic strategy for pollution reduction

Alternative location-Hilton Street

- The majority of vehicles accessing Leslie Road will also travel onto Hilton Street
- The exposure of the vehicle's presence and the car club will be better served in a less congested parking area
- Hilton Street is significantly wider than Leslie Road
- Hilton Street is a safe environment for a parked vehicle
- There is no parking pressure on Hilton Street
- A marked bay on Hilton Street will have limited impact on local residents ability to park.

I am fully supportive of the car club strategy but I feel that the project would be better served by finding the best locations for the vehicles. I appreciate that within the city centre zone, the provision of space is limited. However, outside of the central zone the options are significantly increased. I believe that you would struggle to find a busier, less suitable and more polluted street than Leslie Road outside of the city centre.

Regards

Gary Glasgow

From: a f robb
Sent: 11 May 2014 20:47
To: TrafficManagement
Subject: The Aberdeen City Council (On-Street Car Club Parking Spaces) (Amendment) Order 201(X)

**The Aberdeen City Council (On-Street Car Club Parking Spaces)
(Amendment) Order 201(X)**

Aberdeen City

Enterprise, Strategic Planning & Infrastructure Committee Report

EPI/14/027

Various small scale traffic management and development associated proposals

– Initial Statutory Consultation (From January 2014 Committee)

13/3/2014

Car club Parking Space, adjacent to 24 Leslie Road

I wish to raise a formal objection to the Car Club parking space proposed for Leslie Road as it will further exacerbate the already difficult parking situation experienced by residents.

Yours faithfully

Alison Robb

9 Leslie Road

AB24 4HU

From: Carol Littlejohn 12 May 2014 12:10
Sent: TrafficManagement
To: Car Club parking spaces, Leslie Road
Subject:

I wish to state my objection to the planned car club bay on Leslie Road. This is an extremely busy road and parking for residents is difficult enough as it is.

Mrs Carol Littlejohn
36 Leslie Road.

From: sandra sutherland 09 May 2014 17:46
Sent: TrafficManagement
To: Leslie Road Car Club parking space
Subject:

Dear Sir,

I object to the recent notice of providing an allocated Car Club parking space adjacent to number 24 Leslie Road under Traffic Order 201(x). Leslie Road has a number of multiple occupancy properties that have contributed to an increase in cars parked on both sides of the road over recent years. There is already a shortage of parking available in the street and the loss of a two spaces will only add to the congestion. I agree with the concept of Car Club useage but feel that a more suitable location could be found in the local area.

Thank you,

David Sutherland
34 Leslie Road

From: mabel simpson 09 May 2014
Sent: 18:35 TrafficManagement
To: Traffic order 201x
Subject:

I object as there are too many cars and residents already have difficulty getting near their own homes. Mrs M Simpson, 22, Leslie road Aberdeen AB 24 4EP.

From: Michael Cowie
Sent: 09 May 2014 17:37
To: TrafficManagement
Subject: On street Car club parking spaces (amendment) order 201 (X)

To whom it may concern,

I object strongly to any car club parking on Leslie Road Aberdeen and the reason I object so strongly is because of the volume of traffic using Leslie Road at present, the pollution caused by all vehicles, especially heavy goods vehicles, and the damage that has been caused to parked cars in the past.

Surely there are better less congested and polluted areas the could be used for this scheme?

The fact that a further two (2) parking spaces will be removed from an already over crowded area for the residents does not make sense to anyone who witnesses the constant volume of daily/evening traffic in this area.

I am the owner occupier of 24 Leslie Road and do not wish parking spaces to be directly outside my house, this is not a selfish request but a safety issue as if I park in my drive I cannot, with any safety, drive onto Leslie Road as my view will be obstructed by the parked cars.

Please review and use an alternative area for this scheme.

Regards,

Michael Cowie, owner occupier of 24 Leslie Road, Aberdeen

From: graymichael
Sent: 10 May 2014 15:01
To: TrafficManagement
Subject: Car Club Parking Space *Traffic Order 201(x)

Dear sirs, I wish to raise a formal objection to the proposed siting of a marked bay to accommodate an Aberdeen City Car Club Vehicle adjacent to 24 Leslie Road, Aberdeen.

Leslie Road already is a very congested and is a bus route. Cars are frequently damaged due to the amount of vehicles which use Leslie Road at peak times and parking spaces are already at an absolute minimum.

It is incomprehensible to me how Aberdeen city Planners can come up with the ludicrous plan to site a parking bay here and reduce the already limited parking by what two maybe three spaces to accommodate this vehicle.

Whilst I support the use of these bays would it not have been more reasonable to site it on perhaps Hilton street Which for the most part has housing on only one side of the street and at least is not a bus route.

Michael Gray
32 Leslie Road
Aberdeen
AB244EP

From: Sarah Ricaurte 12 May 2014 08:22
Sent: TrafficManagement
To: OBJECTION - Traffic Order 201
Subject:

Importance: High

To whom it may concern

My husband and I would like to put in an objection regarding Traffic Order 201 (x) because it will mean less resident parking and there are better places within the area.

Parking on Leslie Road has got progressively worse and to allocate this bay is madness.

Alternative location would be Hilton street for the following reasons:

- The majority of vehicles accessing Leslie Road will also travel onto Hilton street
- The exposure of the vehicles presence and the car club will be better served in a less congested parking area
- Hilton street is significantly wider than Leslie Road
- Hilton Street is a safe environment for a parked vehicle
- There is less parking pressure on Hilton street
- A marked bay on Hilton street will have limited impact on local residents ability to park

Thanks

Sarah and Rafael Ricaurte

From: Seamus Byrne 10 May 2014 17:57
Sent: TrafficManagement
To: Traffic order 201(x) - objection
Subject:

Hello to Traffic Management Aberdeen.

It has been brought to my attention that a number of notices have appeared on lamp-posts on my road, which relate to a proposal (listed as Traffic order 201(x)) to impose a parking restriction almost directly outside my house, in order to accommodate something called a car club. I would have expected to receive a letter regarding this and feel that the matter has been handled in a sneaky, un-professional manner to date. It is quite possible that my neighbours don't even know about this proposal.

Notwithstanding my concerns above, I object to the proposal for the following reasons:

1. The traffic is already at nuisance levels on my road, to the point where the Council don't appear to be able to make repairs and our road has now degraded to a state consistent with a Third World shanty-town. Given the number of houses which have parents with small children, I would rather reduce the volume of traffic and indeed introduce traffic-calming measures, than actively increase the volume and aggressiveness of the traffic any further.
2. The road is getting harder to get parked on, to the point where, even though I have a small driveway, people are parking so close to it that I fear for my life every time I try to squeeze through them onto the road, because of the reduced visibility from the encroaching cars and the speeding traffic. I fear that placing a parking restriction where you propose will further impact on my situation.
3. My neighbours in number 24 need the location outside their house for their own car; the lady works in the healthcare profession and needs to be able to attend to people as and when required.
4. My other neighbours are elderly and even though they should really be given a 'reserved for disabled' space on account of the lady's impaired mobility, they have given up on trying to park their car on our road; any excursion which they wish to make therefore involves significant logistical effort for them. I fear that making parking even harder will similarly affect the other elderly people further up our road.
5. There are better sites for your proposal which you should consider, e.g. Hilton Street, which appears to be easier to find parking spaces on and, if the kerbs were narrowed, would easily provide a less obstructive, safer location for a proposed shared car.

I am shocked that the Council would even propose such a regressive step on my road, under the auspices of 'strategic planning', and dismayed at the methods employed to try to sneak it into execution without proper consultation with the residents. In future, please come proposing things which will attempt to improve our local conditions and not make them worse.

Sincerely,
Seamus Byrne
26 Leslie Road.

- **Objections to proposed amalgamation of existing city centre controlled parking zones to create new 'City Centre West' and 'City Centre East' zones**

18/01/2014 09:51 01224635050

PAGE 01/01



1st May 2014

Jane MacEachran
 Head Of Legal & Democratic Services
 Aberdeen City Council
 Town House
 Aberdeen
 AB10 1AQ

Dear Ms MacEachran

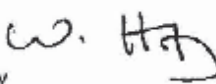
I write in regard to the proposed re-organising of parking zones within the City Centre and wish to object to the structure of the proposal.

My property is situated in the "Belmont Zone" and there is no suitable parking – apart from disabled facilities – in or immediately around this area other than Union Terrace.

Parking spaces in other streets included within current parking zone G are usually taken up by Resident Parking when I arrive around 7.00 am. The proposed Centre East Area contains a high density of residential properties which means I would need to spend time driving along these streets with no guarantee of finding a space within a reasonable walking distance. I may be forced in to an area that requires me to take a bus to get back to Belmont Street: "Park & Ride".

The number of business permits allocated to the "Belmont Zone" is to the best of my knowledge relatively small. Therefore I propose that the "Belmont Zone" traders should be offered the opportunity of using the facility at Golden Square or having a concession to park at the Denburn Car Park.

Yours sincerely


 W Hay

23 Belmont Street, Aberdeen AB10 1JS
 Tel: 01224 643557 & 01224 646718
 Fax: 01224 635050 Email: jandlopt@btconnect.com

An Eye for Value
 www.jandlopticians.co.uk

From: Ian Cukrowski 03 May 2014 17:45
Sent: TrafficManagement
To: Re: Proposal to change City Centre Parking Zones
Subject:

Dear Sir / Madam

I wish to formally object to the proposals to change the current city centre parking zones for the following reason.

I currently have a Zone G business permit which costs around £600.00 per year.

My shop is situated on Little Belmont Street (in The Belmont Zone) where there is no 'on street' parking available. The nearest street in Zone G that suits my parking needs in is Union Terrace, (which is to be removed from the zone), has very limited spaces and can often be closed for Continental markets.

So therefore at the moment under the 'two street' arrangement I mostly park in Golden Square & South Silver Street which is not that far away and generally has spaces available.

My request to you is to consider putting the area of the Belmont Zone into the new 'City Centre West' zone. I would imagine that this would suit the majority of both private & business permit users for the following reasons.

- 1) The majority of streets in the proposed 'Centre East' zone are some distance from the Belmont area thus they are quite impractical to be included as a sensible option for permit holders.
- 2) The inner parking zone in Golden Square is set to become an 'On Street' Parking area. This would free up a considerable amount of spaces that could easily accommodate the permits issued to those in the Belmont Zone whilst at the same time taking the pressure off parking in the 'Centre East' Zone

Due to the nature of my business, I may require to use my vehicle to pick up coffee from my premises for delivery to restaurants, coffee shops & offices throughout the city more than once a day. Therefore, it is very important to have my van parked as close to the shop as possible, time after all is money !

Perhaps you could try yourself seeing what the likely effect would be on my business by driving from my shop in Little Belmont Street and then trying to find a nearby parking space in the streets on offer and then compare that to finding one in Union Terrace or Golden Square/South Silver Street which are currently in the 'Two Street Rule' in the G Zone.

I can see no practical reason for you not to consider putting the Belmont Area into the Centre West area.

My suggestion would be to include the 'Belmont Area' streets of Belmont St, Little Belmont St, Gaelic Lane & Back Wynd, where there is no Parking at all, in the Centre West area.
Alternatively, as the cost of a business parking permit is so high and if the council actually wishes to help businesses in the area, then why not offer them a choice of Zone

I would be interested to know just how many business permits are actually issued for the 'Belmont Zone' ?

I doubt that they would have much of an effect on the numbers parking in the 'Centre West' zone. However, this would have a HUGE effect on the practicalities of running a business that requires a vehicle to make pickups from Little Belmont Street.

If the council is not amenable to my objection and the suggestions I have made, then I will no longer feel that the cost of business parking permit is justified for the streets on offer and then can only conclude that Aberdeen City Council does not represent the best interests of businesses in the city centre.

I forward meeting with you during the consultation period.

Best regards

Ian Cukrowski
MacBeans (Aberdeen) Ltd.
2 Little Belmont Street
Aberdeen

From: Diane Strachan 12 May 2014 17:14
Sent: TrafficManagement
To: Amalgamation of Parking Zones in Aberdeen City
Subject:

Dear Sir/Madam

I understand that Aberdeen City Council is proposing to amalgamate parking zones A, B, C and E within Aberdeen city and as a resident of Crimon Place I would like to let you know that I find this unacceptable.

Residents of the street already find it hard to find parking spaces near our homes on weekday evenings but this would make matters much worse. In particular, whenever there is an event at the Music Hall parking spaces are taken up before my husband returns from work and he often has to circle the surrounding streets for a considerable period of time until a space comes free. Allowing zone B, C and E residents to use these spaces would only make matters worse.

Please reconsider this proposal and leave the zones as they are.

Kind regards
Diane Strachan

From: Sheila McCreath 11 May 2014 20:56
Sent: TrafficManagement
To: proposed changes to zoned parking
Subject:

Sheila Milne
Flat a
6 Crimon place
Aberdeen
Ab10 1Ry

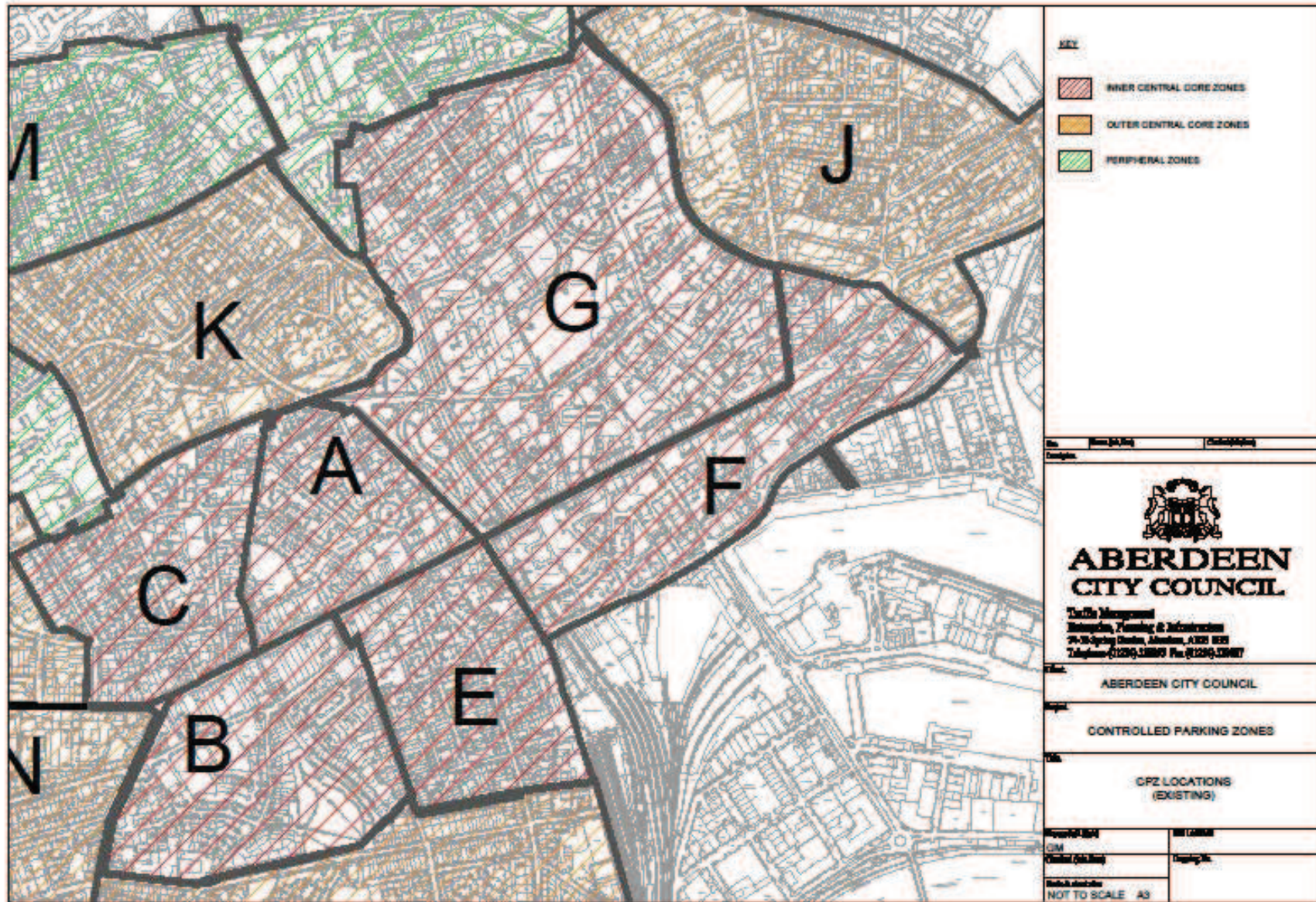
I am very concerned about the proposal to amalgamate zones A B C and E

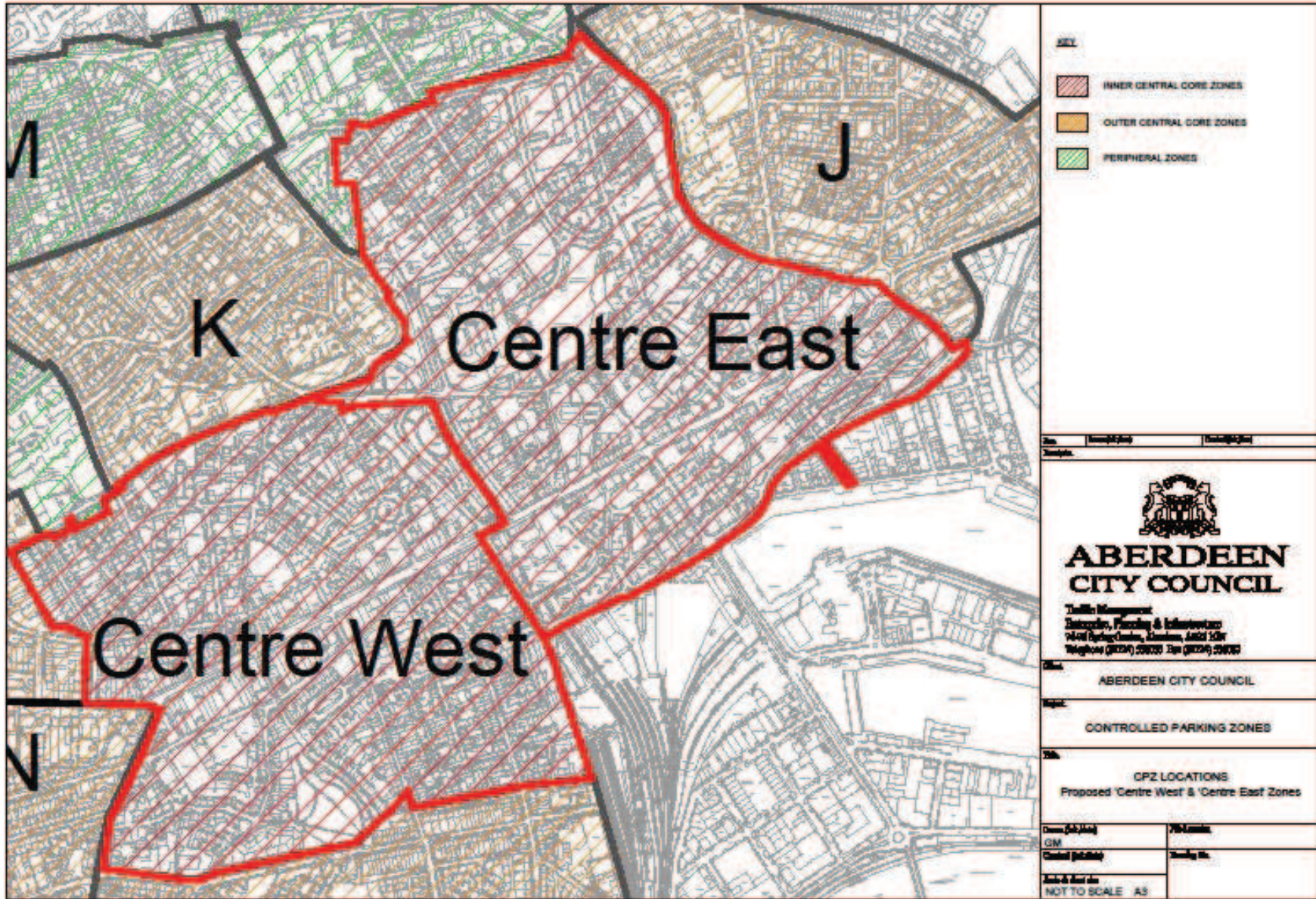
as I fear the stress on parking spaces near my flat is going to become even worse .

This street is too well located for people going to The Music Hall, Theatre and restaurants In Golden Square area...it would mean the residents Will have an even bigger struggle to park near home. I am a pensioner and look after grandchildren at times and I Have often had to sit outside in the car at night waiting for a concert to finish in order to get a parking space nearby.

One could argue that there could be more spaces if other zones included but I don't want a long walk with children and shopping etc especially on winter nights.

Hopefully there can be a good resolution to this issue.





ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Strategic Planning and Infrastructure**

DATE **3 June 2014**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Proposed Control Parking Zone and Traffic Management Proposals (Palmerston Area)**

REPORT NUMBER: **EPI/14/055**

CHECKLIST RECEIVED: Yes/No

1. PURPOSE OF REPORT

This report is to update members on the proposed road layout amendments and traffic management proposals within the Palmerston area including the proposed introduction of a Controlled Parking Zone (CPZ). The report discusses accessibility, internal and external connections, traffic management and traffic controls

This report follows on from the previous report EPI/12/178 dated 11 September 2012 which reported back on the informal consultation for a proposed CPZ within the North Dee area and the initial design work carried out.

2. RECOMMENDATION(S)

It is recommended by Officers that:

1. The Committee note the proposed road layout amendments and traffic management proposals.
2. To incorporate the recommendations for future developments to implement the proposed alterations through the planning process
3. To instruct officers to complete the detailed design, establish detailed cost estimates for the traffic management proposals, changes to the parking layouts and introduction of a phased CPZ. Develop a business case for the CPZ and report the results to a future committee before seeking funding from the Finance & Resources committee.

4. Instruct officers to progress the staged approach to amend the existing road layout. Traffic Management proposals and introduction of the CPZ
5. Instruct officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in this report for “The Grande” development (Stage 1) If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.

3. FINANCIAL IMPLICATIONS

A detailed business case establishing that the proposed Controlled Parking Zone would be self financing will require to be made. Additionally the installation costs of both the Controlled Parking Zone and the traffic management measures proposed (phases 2 & 3) will require to be identified from future budgets.

Funding for this proposed scheme has not been identified and this would require to be resolved. It is likely that a proportion of this could be derived from developer contributions associated with the regeneration of the North Dee area.

Phase 1 of these Traffic Management works will be funded by the developers of “The Grande, Palmerston Road.

Funding will also be required to complete the detailed design work commenced by the Councils Term Consultants.

A full breakdown of the costs are detailed in section 5.13

4. OTHER IMPLICATIONS

Substantial parts of the road network within Palmerston will require to be rebuilt in order to accommodate the proposals.

There is a risk that if all the streets within the boundary are not included, they will be subject to the “decanting effect” from the remainder of the zone once the proposals are implemented. Legal procedures could affect the timescale for implementation.

The proposals contribute to the Council’s wider transportation strategy to encourage greater use of more sustainable forms of transport and therefore improvements in air quality by a reduction in traffic congestion. An improved pedestrian environment will encourage more journeys on foot.

Improved local on-street parking and amenity will enhance the quality of life and contribute to community confidence in a safer, healthier living environment.

5. BACKGROUND / MAIN ISSUES

5.1 Background

5.1.1 The Enterprise, Planning and Infrastructure Committee agreed at its meeting of 13 September 2011 to instruct Officers to carry out a parking survey and informal consultation in North Dee in respect of the implementation of a Controlled Parking Zone and traffic management alterations, along with the initial design for such schemes.

5.1.2 The North Dee area is subject to continual redevelopment and regeneration from its previous use as an industrial/ fish processing area to a location of high quality offices. This re-development intensifies the density of the developed area, increases the number of people accessing the area on a daily basis and the demand for car parking. North Dee experiences a high level of demand for parking at present and parking provision is considered to operate beyond capacity for the majority of the working day. Traffic management measures have been introduced in North Dee previously in order to alleviate vehicle conflict particularly at crossroad junctions. Significant queuing is regularly observed by vehicles leaving North Dee on Palmerston Road at its junction with Market Street and on Palmerston Place at its junction with South College Street, particularly in the evening rush hour.

5.1.3 The Enterprise Planning and Infrastructure Committee agreed at its meeting of 11 September 2012 to progress the preliminary design of the traffic management proposals and CPZ, establish cost estimates for the above, develop a business case for the CPZ and report back to a further committee.

5.2 Previous Parking Surveys

5.2.1 The surveys revealed the current parking behaviour within the North Dee area. The volume of parking as a whole during a weekday was observed as high as 122% of capacity. The corresponding figure for the surveyed area of Torry is 80%. These peaks occur at different parts of the day. At the weekend, the peak level of occupancy in Palmerston is 95% occurring in the mid afternoon period. Not all the streets within North Dee operate above capacity with those towards the south-west below their limit

5.2.2 In total there are 398 on street parking spaces within Palmerston, including available space on South College Street to the south of Palmerston Place. A further 600 on street parking spaces are available in the surveyed area of Torry

which can accommodate some displacement of parking from any implementation of a CPZ.

5.3 Informal Consultation with Residents and Businesses

5.3.1 The informal consultation was carried out by means of a letter drop to all residents and businesses affected by the proposals. Unfortunately there was a disappointingly low response rate of approximately 10.5%. However from those that responded approximately 71.05% supported the introduction of a controlled parking zone in the North Dee area. Of residents, 84.62% supported the controlled parking zone while 64.00% of businesses were in support.

5.4 Current Accessibility for both Vehicles and Pedestrians

5.4.1 Primarily vehicular access is currently taken from South College Street, North Esplanade West or Market Street. The one way system operational within North Dee largely dictates the entry and exit points into the area. Entry can be gained from Market Street via Poynerook Road, North Esplanade West via Stell Road and Russell Road, and from South College Street via Palmerston Place. Egress occurs via Palmerston Place to South College Street, Russell Road and Raik Road to North Esplanade West and Palmerston Road to Market Street.

5.4.2 Vehicles accessing the area, particularly during peak periods, experience congestion and queuing on all three external access roads. This is however general congestion and is not specifically attributed to the North Dee area. It was found that drivers find that the one way system necessitates intricate routes to either access or leave individual properties.

5.4.3 Vehicles exiting the area regularly experience queuing while attempting to enter the external road network from North Dee from all exit points, and there is a lack of accessibility turning right onto North Esplanade West. Vehicles have been observed exiting the area onto the external road network against the one way system.

5.4.4 Pedestrians are able to access the North Dee area from all the vehicular access points. In addition pedestrians can enter and leave via Union Square immediately to the north. The presence of pedestrian phases in the traffic signals on the streets bounding North Dee allow pedestrians access from outwith the area. However the area requires improved access to support the future aspirations of this business area.

5.4.5 A significant pedestrian demand exists through the area, particularly during the weekday lunch period, with employees at the various offices and businesses in North Dee accessing the retail facilities to the north, and subsequently returning to their employment premises. Currently the existing narrow footpaths are

blocked through the operations of local businesses and vehicles parked inappropriately. The location of on street parking obstructs the desire line for pedestrians which observations have shown results in pedestrians walking along the carriageway.

- 5.4.6 Further obstacles to pedestrian movement occur in the physical condition of the infrastructure throughout much of the area. Old footways which have received minimal maintenance in addition to granite cassies bordering pavements create environments that do not encourage pedestrian movement. With the introduction of a CPZ it has been noted that drivers may amend their parking behaviour with more drivers parking in North Dee and therefore the establishment of high quality pedestrian routes to the area and Union Square are essential.

5.5 Current Traffic Management

- 5.5.1 At present the majority of the North Dee area operates with a one way system, the exception to this being on Palmerston Place to the west of Palmerston Road and Russell Road. Exit and entry points are made using the one way system to North Esplanade West and Market Street. The operation of the one way system has been previously reported as confusing, and regularly ignored by drivers.

- 5.5.2 The one way system was introduced in North Dee as a road safety measure, and in response to the number of collisions accruing at both the Poynerook Road/ Stell Road and Poynerook Road/ Raik Road crossroad junctions. Operating a one way system reduced the number of vehicle movements possible at these junctions, reducing the number of conflict points and consequently the potential for collisions.

- 5.5.3 Vehicles regularly approach the end of queuing traffic, observe the queues and turn against the one way system to find an alternative egress point. This deliberate behaviour is partly in response to the extended journey times through the one way system that some premises are required to take if adhering to the restrictions.

- 5.5.4 It has become apparent that there are numerous issues in respect to accessibility, traffic management and parking in North Dee. The current availability and operation of parking and traffic management no longer meet the needs of the area, the businesses and employees working in North Dee. As the regeneration of the area continues the current problems will be exacerbated and the current state of infrastructure in some parts of the area could potentially be restricting the desire of developers to further regenerate the area.

- 5.5.5 In theory it would be possible to introduce a Controlled Parking Zone with the current infrastructure and traffic management arrangements. However this alone would not be sufficient to address traffic management issues or pedestrian

accessibility issues and with the physical extent of much of the road network may not be sufficient to address indiscriminate parking.

5.6 Traffic Management (Proposals and changes to parking layout)

- 5.6.1 The proposals in terms of improvements to the traffic management in North Dee centre around facilitating and ameliorating access and egress to the area, enhancing the environment and infrastructure for both vehicles and pedestrians, alleviating the tendency for illegal movements of vehicles to travel against the one way system and augmenting safety when compared to the current arrangement. It is recognised that revisions to the traffic management issues in the North Dee area cannot be carried out in isolation from the requirement to revise parking arrangements. The two will both require to be introduced in a coordinated manner in order to improve all the issues prevalent in North Dee, and derive the maximum benefit for all users of the transport infrastructure in the area.
- 5.6.2 The proposals will promote an improvement to the environment and opportunities for pedestrians in particular. It is proposed to reverse the current eastbound one way section of Palmerston Road between the exit to Union Square and Market Street. Due to the sequencing of the traffic lights and need to prioritise traffic on Market Street limited practical time is afforded to traffic exiting North Dee at this junction. Practical alteration to the light sequence to improve the situation is not achievable and therefore it is proposed that these vehicles will better be able to leave North Dee by another exit, removing the traffic queue that builds up along Palmerston Road and the subsequent temptation for drivers to travel against the one way system to avoid it. However this could only be implemented following the installation of traffic signals at the North Esplanade West/ Raik Road junction.
- 5.6.3 Raik Road and Stell Road between Poynerook Road and North Esplanade West will operate on a two way basis. The arrangement for Raik Road is proposed in cognisance of the signalisation of the North Esplanade West/ Raik Road junction in association with “The Grande” development.
- 5.6.4 Poynerook Road would retain a one way westbound operation and Palmerston Road would retain a one way eastbound operation from Palmerston Place to Stell Road, Stell Road will continue to operate southbound and Raik Road northbound between Poynerook Road and Palmerston Road.
- 5.6.5 It is proposed to introduce raised junctions at the Poynerook Road/ Stell Road and Poynerook Road/ Raik Road crossroad junctions. These traffic calming features would emphasise the junction, reduce speed at the principal vehicular conflict points and will provide for pedestrian movements. The raised junction at Poynerook Road / Raik Road will be provided through phase 1 of “The Grande” development.

As “The Grande works will introduce an increase in vehicular movements to and from the development and as the surrounding roads are predominately one-way it is proposed to amend the southern section of Stell Road to two way operation. A similar raised junction feature with zebra crossings at the Poynerook Road / Stell Road junction will be conditioned as part of phase 2 of the development. This will improve the connectivity of the pedestrian route and provide a safer means of crossing the junction. It will also add a further exit onto North Esplanade West, albeit a left only manoeuvre.

5.6.6 Carriageways will be narrowed where appropriate to allow for parking and to dissuade vehicles from travelling against one way restrictions. This will also provide space to enhance pedestrian facilities.

5.6.7 A revised speed limit of 20mph is proposed to be implemented in the area.

5.7 Committed Infrastructure Development and that under the Control of Others – Traffic Management Proposals and changes to parking layout - (Stage 1)

5.7.1 There are a number of current planning applications submitted and approved within the Palmerston area with the central area progressing at present. The site, which is commonly known as “The Grande” (see appendix 1) will see the introduction of a multi-storey building along with on-site parking in the form of underground parking within the building footprint. This plot will also introduce a number of on-street parking bays along the eastern edge of the site on Stell Road and bays on the northern edge of the site on Palmerston Road; a drop-off area and a loading bay on the western edge on Raik Road and a taxi rank and pedestrian crossing on Palmerston Road to provide a link to Union Square to the north. The proposed development will also introduce increased width footways on all four sides of the development to improve pedestrian linkage and also create a safer and more appealing environment for users. Along with the local works to the Grande area a new signalised junction will be formed at the junction of Raik Road and North Esplanade West. This will be in the form of a signalised junction with controlled pedestrian crossing facilities allowing traffic to exit east and west from Raik Road and the surrounding area. The introduction of an exit to the west will assist easing the flow of traffic onto Market Street and surrounding roads as vehicles will be able to exit to the west.

5.7.2 A raised table junction at the junction of Raik Road and Poynerook Road is also proposed. This will act as a traffic calming feature to reduce traffic speeds and will incorporate zebra crossings in the north-south approaches to the junction to aid the safe movement of pedestrians along the desire line from North Esplanade West to Union Square. Stage 1 will also see the introduction of formalised

parking bays along the western side of Palmerston Road between Palmerston Place and the northwest corner of Palmerston Road.

- 5.7.3 The above proposals, to be fully funded by the developer, will form the basis of stage 1 of the area traffic management implementation. These proposals have already been included within our Small scale Traffic Management report to this committee EPI/14/052 to request permission to commence the legal process for the required Traffic Regulation orders.

5.8 Stage 2 – Short Term -Traffic Management Proposals

- 5.8.1 To address the parking provision on both Raik Road, Stell Road and the eastern sections of Palmerston Road and Poynerook Road it is proposed to introduce a series of parallel parking bays along the roads while maintaining the current access points to buildings and car parking areas. (see Appendix 2)
- 5.8.2 It's also proposed to amend both northern sections of Raik Road and Stell Road to provide a minimum of 6m wide running carriageway with the introduction of footway build-outs.
- 5.8.3 As noted above, the existing junction of Palmerston Road and Market Street has capacity issues and it's proposed to amend the direction of travel at this junction to only allow vehicles to enter Palmerston Road from Market Street (North bound only). Changing Palmerston Road to an entry only arm will serve to reduce the number of phases and conflicting movements at the junction, as traffic will only be entering the junction from the northbound and southbound lanes of Market Street. This proposed amendment should ease the congestion and capacity issues that the junction currently experiences
- 5.8.4 As indicated previously a similar raised junction feature with zebra crossings at the Poynerook Road / Stell Road junction will be conditioned through phase 2 of "The Grande" development. This will improve the connectivity of the pedestrian route and provide a safer means of crossing the junction. This element requires to be completed in conjunction with the stage 2 traffic management proposals.

5.9 Stage 3 - Long Term – Traffic Management Proposals

- 5.9.1 The aspiration for the Stage 3 works are based on the future development plots adopting a similar design approach to that of "The Grande" development. The introduction of wider footways and provision of parallel parking bays are one of the key elements of Stage 3 to develop an aesthetically pleasing environment for all users. (Appendix 3 & 4) details the proposed indicative layout which will be developed through each separate planning application amending access points

and parking spaces to suit each individual plot. The principal of widened footpaths and provision of parking bays should be adopted for all development plots

- 5.9.2 At present Russell Road is a wide two-way road with parking on either side of the road. It is proposed to amend the width of the road to 7.3m with the provision of a widened footway on the eastern side of the road. Parking bays will be formed along the eastern side of the road in the form of parallel bays.
- 5.9.3 Following a visual inspection of the existing footway and carriageway a number of areas requiring upgrading and remedial works were noted. While there is an on-going planned maintenance regime for the roads and footways, works will be required during the re-development works to improve the carriageway to provide the desired quality for the overall local area to attract new potential investments in the area. (see Appendix 5) details the results of the visual inspection and it would be the recommendation of this report to upgrade the roads as shown as the individual plots are developed by incorporating the works into the planning application/ road construction consent approvals. It is anticipated that these new developments will contribute towards the carriageway and footway improvement works.

5.10 **Implementation of a Proposed Controlled Parking Zone**

- 5.10.1 The aspiration for the area is to introduce a Controlled Parking Zone (CPZ) in a similar manner to the existing city centre zones with the inclusion of “Pay & Display” parking bays to the benefit of businesses, visitors and employees. Given the level of residential occupation of the area it’s not proposed to secure areas for the exclusive use of residents. This will regulate parking by providing designated bays and reduce indiscriminate parking. The scheme will include the provision of modern payment machines and the use of mobile phone payment technology.
- 5.10.2 On street pay and display parking regime would be implemented throughout the North Dee area to allow visitors to park. In addition to this it is proposed to integrate the public road within the Devanah Mews development on South College Street into the existing Ferryhill CPZ. The small car park outside the Arches business units accessed from Riverside Drive would be incorporated into the proposed new North Dee CPZ. A charging regime in this location will assist in achieving vehicular turnover which is important in bringing customers into the businesses located here. South College Street between the South College Street/ Palmerston Place junction and the South College Street/ North Esplanade West/ Riverside Drive/ Queen Elizabeth II Bridge is proposed to be incorporated into the North Dee CPZ.

- 5.10.3 The CPZ will be operational in line with current city centre zones, between the hours of 08:00 – 20:00 Monday to Saturday and 13:00 – 17:00 on Sunday. Each household within the zone will be entitled to one parking permit allocated to a particular vehicle. Businesses within the CPZ will be entitled to one permit. The operators of garages within the area will be entitled to four parking permits.
- 5.10.4 The Pay & Display will be 3 hours Max stay. Consideration will also be given to create areas of limited loading / unloading in front of local shops and businesses with “No Waiting” restrictions being implemented where vehicles are not permitted to park.
- 5.10.5 Although officers consider that the introduction of a controlled parking zone should be carried out in 1 phase, this is not practical given the changing nature of the area and the uncertainty of when these other developments will come forward in the future through the planning process.
- 5.10.6 The introduction of controlled parking is considered appropriate on the completion of stage 2 of the Traffic Management proposals and would include Raik Road and all roads to the east, up to and including Market Street. Phase 2 of the CPZ would be all roads to the west of Raik Road which would be installed to coincide with the overall completion of the Traffic management proposals.

5.11 Displacement of Parking

- 5.11.1 The potential does exist for the displacement of parking from North Dee following the implementation of the CPZ as drivers look elsewhere to find a location for all day free parking. Torry is considered to be the closest and most attractive however numbers are difficult to predict and a number of factors will influence the decision of drivers should they choose to seek an alternative parking space.
- 5.11.2 Some of these factors include the additional distance that would be required to walk to the city centre from Torry and the environment within which they would be parking. The River Dee also acts as a barrier, partly psychological, with drivers being less willing to park on the opposite side to their place of work.
- 5.11.3 The previous parking surveys have revealed that there is already extensive parking on street in Torry during weekdays with different parking patterns observed on different streets. Although at no point was the area at capacity and a number of streets had the availability for additional parking to be accommodated.

5.12 Phased Introduction of Proposals

- 5.12.1 The introduction of revised traffic management and a CPZ within North Dee have both been identified as being required in order to manage the prevalent issues. Ideally both the implementation of the full CPZ and all traffic management proposals would be implemented concurrently. However it is recognised that financial implications mean that this would be unlikely to happen and that therefore a phased introduction will be required.
- 5.12.2 The revisions to the one way system will require to be implemented simultaneously throughout the area and have been detailed above. It is considered that in order to allow for the necessary traffic movements in the area the traffic signalisation of the North Esplanade West/ Raik Road junction must be completed prior to the reversal of the one way on Palmerston Road between Market Street and the Union Square access. The implementation of the revised traffic management operations in North Dee would naturally concur with the completion of the signalisation of this junction, likely to be completed in Autumn 2014.
- 5.12.3 Given the funding issues of a revised traffic management regime it may be necessary to implement the changes to waiting and loading restrictions throughout the area without introducing the wider traffic management changes. However alterations would be required throughout North Dee as the traffic management proposals were introduced and the regeneration of the area continues.
- 5.12.4 Obviously, timescales for completion of the overall traffic management proposals and CPZ are currently difficult to predict due to the ongoing developments that are outwith our control; however I have added our current estimates for each of the stages within the various cost elements below.

5.13 Costs

- 5.13.1 The various stages of the proposed works and implementation of the Controlled Parking Zone have been subject to review with indicative costs provided at each stage as detailed below. Given the proposed final environment within this area and the increase in footfall these costs have been based on a higher spec slab material being used throughout the area. A bitmac alternative has been considered and would reduce the footpath costs by 15%

5.13.2 **Traffic Management**

Stage 1 – These works will be virtually fully funded by the developer from “The Grande” development to formalise the parking layout, pavements etc. immediately around their development. Civils works costing £7.8K will be required to be funded by Aberdeen City Council from the CWSS budget for 2014 /15 to provide two build outs and lining and signing along Palmerston Road. (at its West end). Both these work elements are currently on schedule for completion in March 2015.

Stage 2 - £279K – This allows for the civils works required to modify the existing footway and carriageway to formalise the parking and create a series of parallel parking bays, to amend the north sections of Raik Road and Stell Road, and allow for the formation of the junction improvement works at Stell Road / Poynerook Road. The costs also include an allowance for the alterations to the Palmerston Road / Market Street junction and amend the direction of travel over the short section of Palmerson Road.

Ideally this stage should run in parallel with “The Grande development phase 2” which although has yet to receive planning permission, if approved is provisionally due for completion around December 2016. However it could be introduced earlier should the appropriate funding be made available. Funding for the majority of this stage will be required from future Council Non-Housing Capital budgets.

Stage 3 - £274K – This allows for the civils works required to modify the remainder of the existing footways and formalise the parking to the west of Raik Road. It is hoped that the majority of this phase would be fully funded through the development process as developer contributions as the regeneration of the area continues.

Through the review it has been noted that a number of existing roads within Phase 3 of the works will require to be re-build due to their current condition. Should this work not be delivered through the planning process for future developments then an additional £56K will have to be found from future ACC budgets.

5.13.3 **Controlled Parking Zone**

The aspiration for the area is to introduce a Controlled parking Zone (CPZ) in a similar phasing as the traffic management proposals with the implementation being carried out in two phases. The following costs are based on all costs

associated with the provision and implementation of the Pay & Display machines, required signage, lining and Traffic Regulation orders (TRO's)

Phase 1 to be implemented in conjunction with the stage 2 traffic management proposals above – £73K – The area bounded by and including Raik Road, Palmerston Road, Market St and North Esplanade West. Phase 1 will require to be funded from future Council Non-Housing capital budgets

Phase 2 to be implemented in conjunction with the stage 3 traffic management proposals above - £59K – The area to the west of Raik Road, including the small car park outside the Arches Business units and the public road within the Devanah Mews development on South College Street. It's anticipated that phase 2 will be funded from future developer contributions.

5.13.4 **Estimated CPZ Income (Phase 1 & 2) per Year**

On-Street Pay & Display + Pay by phone - £363K
Business Permits - £39K
Residents permits - £5K

6. IMPACT

The Aberdeen City Centre Development Framework and the Harbour Development Framework documents recognise the continuing development of this area from its previous predominant use of fish processing towards new office developments. Both development frameworks recognise that the development of this area offers the opportunity to develop enhanced pedestrian links to the harbour and the River Dee from the city centre and Union Square.

7. MANAGEMENT OF RISK

Having assessed the risks identified with the proposals and the potential to impact negatively or positively on the decision required of the Committee it has been assumed that the risk is low. Although the proposals may have a limited effect on the businesses within the area, they should in fact improve parking for residents through their use of residential parking permits. The risks to businesses in the areas immediately adjacent to the proposed restrictions from parking may be increased but these shall be monitored and any additional further restrictions will be implemented, if and when required.

8. BACKGROUND PAPERS

Minutes of Enterprise Planning and Infrastructure Committee meeting 13 September 2011.

Minutes of Enterprise Planning and Infrastructure Committee meeting 11 September 2012

9. REPORT AUTHOR DETAILS

Doug Ritchie
Team Leader, Road Safety & Traffic Management
dritchie@aberdeencity.gov.uk
(01224) 53805

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett – *has been consulted 02/05/14*

Vice Convenor: Councillor Angela Taylor – *has been consulted 02/05/14*

Councillor Yvonne Allan – *has been consulted 02/05/14*

Councillor Graham Dickson – *has been consulted 02/05/14*

Councillor James Kiddie – *has been consulted 02/05/14*

Councillor Alan Donnelly – *has been consulted 02/05/14*

Councillor Willie Young - *has been consulted 02/05/14*

Council Officers

Steven Whyte, Head of Finance, Corporate Governance – *has been consulted and the comments received related to clarification of the costs. These have now been updated within the final report.*

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*

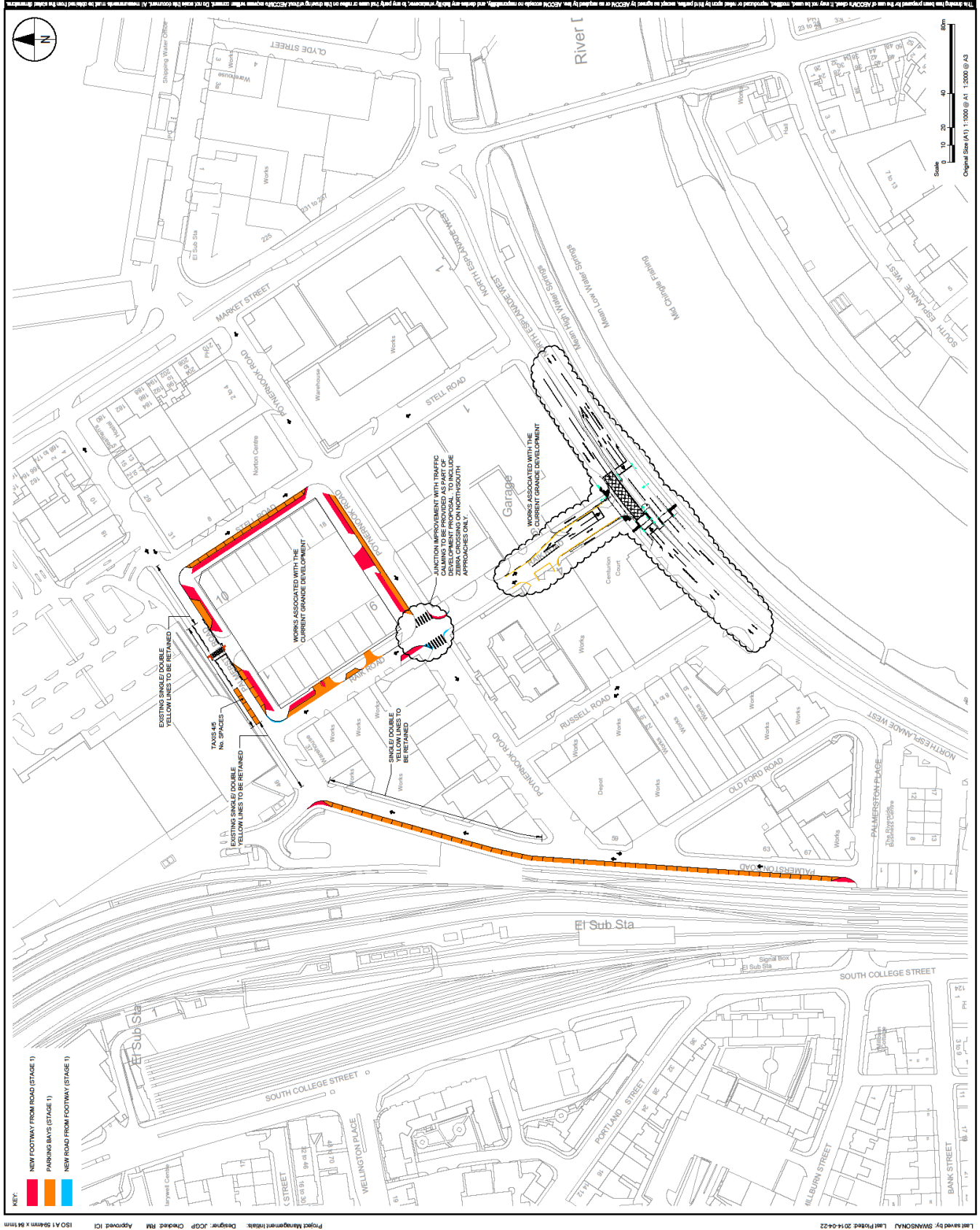
Mike Cheyne, General Manager, Operations – *has been consulted*

Dave Young, Account Manager, Corporate Governance – *has been consulted*

Laura Watson, Service Co-ordinator E P & I

Mark Masson, Committee Services Officer

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PROJECT
PALMERSTON NORTH DEE IMPROVEMENT WORKS

CLIENT



ABERDEEN CITY COUNCIL
CONSULTANT

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 www.aecom.com

NOTES

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS, THE MANUAL OF WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL AUTHORITY PRACTICE NOTES.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE. ALL LEVELS DRAIN, METRES AND RELATE TO ORDNANCE DATUM.
3. DO NOT SCALE FROM ANY DRAWING. WORK TO FOUR DECIMALS ONLY. ANY DIMENSIONS REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE PRIOR TO COMMENCING WORK. DRAWINGS OR COMMENCING ON SITE.
5. ALL WORKS BY THE CONTRACTOR MUST BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
6. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE PRIOR TO COMMENCING WORK. DRAWINGS OR COMMENCING ON SITE.
7. DRAWING BASE RECEIVED FROM OTHERS, SURVEY CARRIED OUT BY OTHERS, AECOM HAS NOT CHECKED AND THEREFORE THE INFORMATION CONTAINED THEREIN.

ISSUE/REVISION

NO.	DATE	DESCRIPTION
B	20/10/2011	REVISED AS PER COMMENTS
A	20/10/2010	REVISED AS PER COMMENTS
-	20/10/2009	FIRST ISSUE

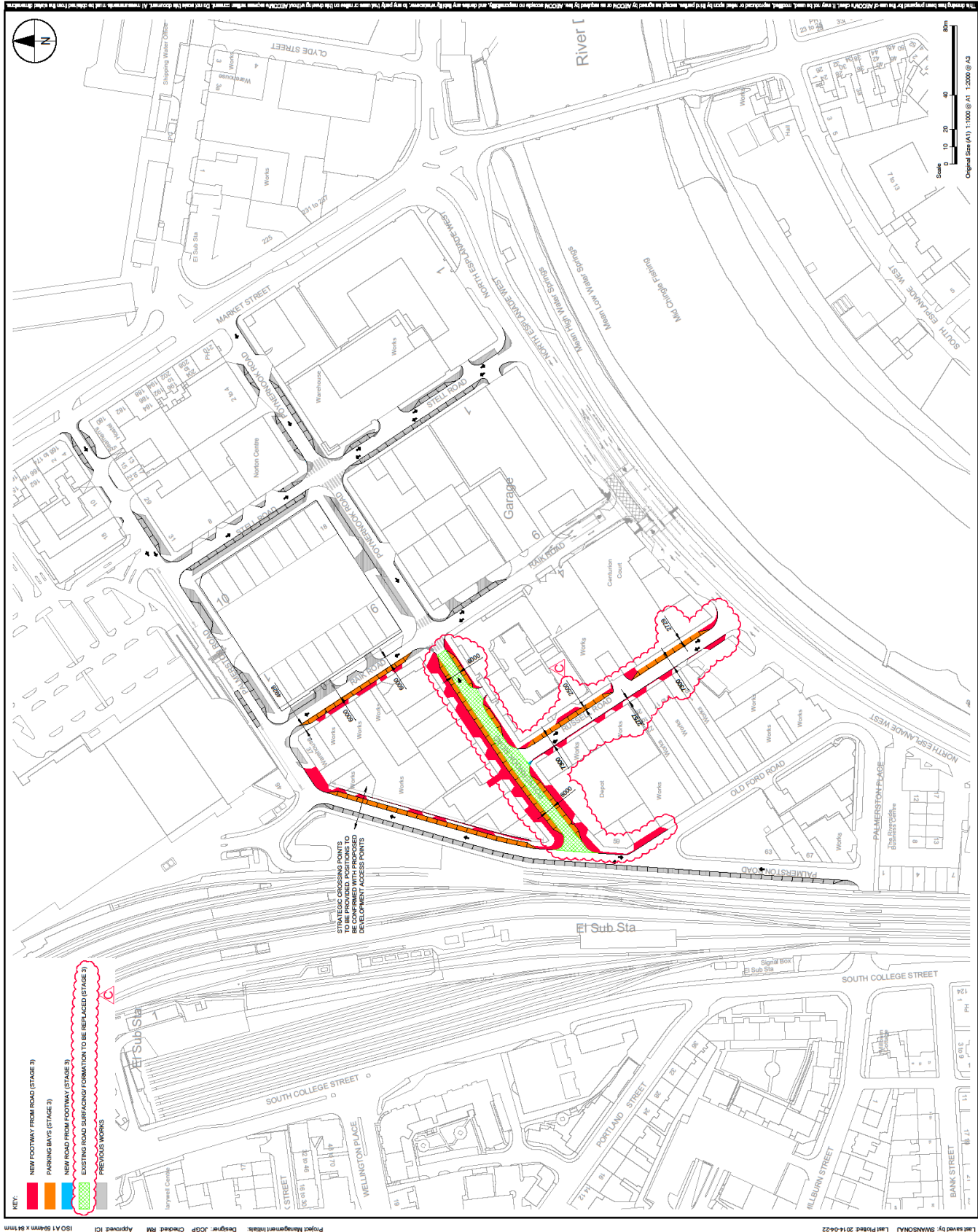
KEY PLAN



PROJECT NUMBER
60307424

SHEET TITLE
STAGE 1 STRATEGY FOR PALMERSTON AREA ONSGOING DEVELOPMENT WORKS

SHEET NUMBER
60307424-SKE-C-0011



PROJECT
PALMERSTON NORTH DEE IMPROVEMENT WORKS

CLIENT



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NOTES

1. WORKS TO BE SHOWN IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS - THE MANUAL OF HIGHWAY WORKS - THE MANUAL OF HIGHWAY WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL, AND LOCAL AUTHORITY DESIGN MANUAL.
2. UNLESS STATED OTHERWISE ALL LEVELS IN METRES AND RELATE TO ORDNANCE DATUM.
3. DO NOT SCALE FROM ANY DRAWING. WORK TO FIGURED DIMENSIONS ONLY. ANY DIMENSIONS NOT SHOWN ON DRAWINGS MUST BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
4. ALL DIMENSIONS AND LEVELS ARE TO BE TO FACE UNLESS OTHERWISE STATED. ALL DIMENSIONS AND LEVELS ARE TO BE TO FACE UNLESS OTHERWISE STATED.
5. ALL WORKS BY THE CONTRACTOR MUST BE IN ACCORDANCE WITH THE HEALTH AND SAFETY REGULATIONS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
6. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE HEALTH AND SAFETY REGULATIONS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
7. DRAWING BASE RECEIVED FROM OTHERS. SURVEY CARRIED OUT BY OTHERS. AECOM HAS CONDUCTED VISUAL CHECKS. ALL INFORMATION CONTAINED THEREIN.

ISSUE/REVISION

NO.	DATE	DESCRIPTION
C	2014/02/22	REVISED AS PER COMMENTS
B	2014/04/11	REVISED AS PER COMMENTS
A	2014/04/02	REVISED AS PER COMMENTS
-	2014/02/28	FIRST ISSUE
TR	DATE	DESCRIPTION

KEY PLAN

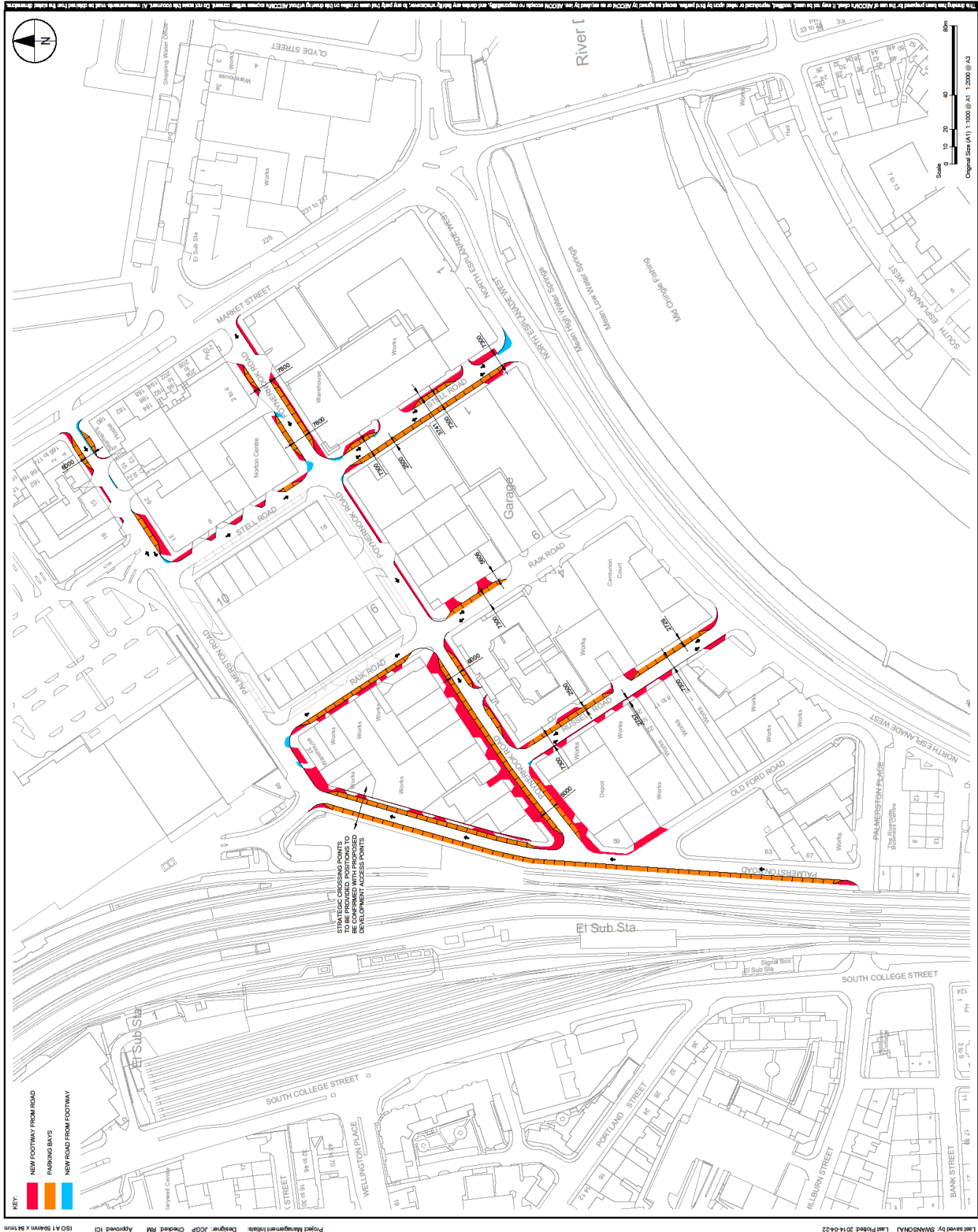


PROJECT NUMBER
63007424

SHEET TITLE
STAGE 3 STRATEGY FOR PALMERSTON AREA

LONG TERM DEVELOPMENT WORKS

SHEET NUMBER
63007424-SKE-C-0013



- KEY:
- NEW FOOTWAY FROM ROAD
 - PARKING BAYS
 - NEW ROAD FROM FOOTWAY

STRATEGIC CROSSING POINTS
 AND DEVELOPMENT ACCESS POINTS
 TO BE CONFIRMED WITH PROPOSED
 DEVELOPMENT ACCESS POINTS



AECOM
 PROJECT
**PALMERSTON
 NORTH DEE
 IMPROVEMENT
 WORKS**

CLIENT

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- NOTES**
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 2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE ALL LEVELS DATA IN METRES AND RELATE TO ORDNANCE DATUM.
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 4. ALL DIMENSIONS AND LEVELS ARE TO BE DIMENSIONED AND LEVELLED TO THE PROOF TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
 5. ALL WORKS BY THE CONTRACTOR MUST BE IN ACCORDANCE WITH THE HEALTH AND SAFETY REGULATIONS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
 6. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE STATUTORY AUTHORITIES AND REGULATIONS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
 7. DRAWING BASE RECEIVED FROM OTHERS, SURVEY CARRIED OUT BY OTHERS, AECOM HAS REVIEWED THE INFORMATION CONTAINED THEREIN.

ISSUE/REVISION

NO.	DATE	DESCRIPTION
A.	20/10/2011	REVISED AS PER COMMENTS
B.	20/10/2012	REVISED AS PER COMMENTS
TR		
TR		

KEY PLAN

DRAFT

PROJECT NUMBER
 60307424
 SHEET TITLE
 PALMERSTON AREA
 ABERDEEN CITY COUNCIL WORKS
 SHEET NUMBER
 60307424-SKE-C-0014

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COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	03 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Winter Maintenance Operations 2013 - 2014
REPORT NUMBER:	EPI/14/067

1 PURPOSE OF THE REPORT

This report is intended to provide Members with an overview of the strategy that the roads operations operated throughout the City during the winter of 2013/14. Members will be aware that the Council budget for 2013/14 for winter maintenance was £1.977M, The final cost was £1.565M.

2 RECOMMENDATIONS

The Committee are asked to

- a) note the contents of this report
- b) instruct officers to continue with the benchmarking of other similar urban authorities winter services both in terms of operation and cost
- c) instruct officers to incorporate where appropriate, within the Winter Services Plan for 2014-2015, those recommendations in Section 13 of the Well Maintained Highways and any other relevant documents produced not already in the Winter Service Plan 2013-2014
- d) instruct officers to report back to Committee in September 2014 with the updated Winter Services Plan

3. FINANCIAL IMPLICATIONS

Expenditure was £1.565M, within the Council's Revenue Budget of £1.977 M, an underspend of £412K. This underspend is largely attributed to the reduced tonnage of salt used due to the relatively mild winter. The quantity of salt used was approximately 11,000 T less than the 10 year average figure, presenting a material saving of £343,000. The remainder of the saving can be attributed to a saving on labour costs due to a reduction in resources required for snow days.

4. SERVICE & COMMUNITY IMPACT

Aberdeen-the Smarter City

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.

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.

Single Outcome Agreement - National Outcomes: 1, 5, 10, 12, 13, 14.

Public – Public interest is high in relation to Festive Lighting. Switch on Parade provides a high level of involvement with the public and local press.

Equality and Human Rights Impact Assessment (EHRIA) – Not Applicable in this instance

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

5 MANAGEMENT OF RISK

Lack of a Winter Services Plan will put the City at risk of snow and ice related problems and also increase the council's liability to claims for injury

6 REPORT

Background:

Winter Weather Pattern and Service Delivered

Overnight operations commenced 9 November and early morning operations commenced 18 November. Although this was slightly later than usual staff were called in prior to this date to deal with any winter situation. 3x early season frosts meant that drivers were required to treat priority routes prior to the start of the early morning operations. While the general perception was of a milder winter it was still recorded that the road surface temperatures were at or below freezing on 69 nights.

Apr '13: 2x pre-salts, 4x early morning operations

Oct '13:

Nov '13: 7x pre-salts, 8x early morning operations, 1x snow/ice operations

Dec '13: 2x pre-salts, 9x early morning operations, 2x snow/ice operations

Jan '14: 3x pre-salts, 7x early morning operations

Feb '14: 2x pre-salts, 7x early morning operations

Mar '14: 1x pre-salts, 6x early morning operations,

Apr' 14:

In order to carry out an appropriate comparison with the other three city councils authorities in Scotland, an analysis of their salt usage for this winter was carried out. Each council is allocated a resilience stock level which equates to the minimum daily amount of salt required to treat their priority routes. This figure was used for each council to calculate the equivalent number of resilience level treatments their actual salt usage equated to. From this analysis, Aberdeen City Council was required to carry out more treatments than Edinburgh and Dundee and slightly less than Glasgow.

69 nights of the winter saw temperatures at or below freezing. The lowest temperatures recorded by the sensors around Aberdeen were -5 °C road surface temperature on 10/11/2013 and an air temperature of -3.6 °C on 24/11/2013. This compared to minimum figures of -8.6 °C and -9.5 °C respectively, experienced the previous winter.

Staff

Basic Winter Rota Operations

	<u>Commenced</u>	<u>Finished</u>
Night Attendants	14/10/2013	18/04/2014
Nightshift driver	09/11/2013	18/04/2014
Early morning operations	18/11/2013	23/03/2014
Standby operations	18/11/2013	23/03/2014

This rota consists of the following resources:

- 1 Winter Maintenance Night Attendant
- 2 Night Shift Drivers
- 8 Early Morning Drivers
- 3 Plant Operators
- 3 Tractor Gritter Drivers
- 2 Kubota Drivers
- 1 Duty Officer

The Standby Rota consists of:

- 10 Drivers
- 3 Plant Operators
- 2 Kubota Drivers
- 1 Supervisor
- 1 Duty Officer

These operations were for Priority 1 & part of the Priority 2 routes, where conditions will allow, along with Priority 1 footpaths as described in the approved Winter Service Plan. Along with these early morning operations to the priority routes, salting was also carried out to the access roads and car parks at the two park and ride sites.

This basic operating system for staff was carried out throughout the winter but was added to when a forecast of snow or severe ice conditions was received. Additional treatment was required on 3 occasions for snow or icy conditions.

Footpath & Cycle Path Operations

The priority footpaths, as set out in the Winter Services Plan, were the only routes to be covered as part of the early morning operations. This change in operations was approved by the Policy and Strategy Committee in 2008.

Footpath operations were given additional support from Environmental Services when necessary. These men carried out hand spreading to some footpaths. With over

1200km of footways it was not feasible to have widespread coverage as anticipated by many members of the public. With a further 480 km of remote paths and areas within our Council housing estates requiring treatment the widespread expectation of “black” footpaths and car parks is not achievable in the worst winter conditions

Requests were received to carry out additional treatment to cycle paths. It was agreed that a trial would be carried out on cycle paths using a de-icing chemical which is claimed to remain effective much longer than rock salt. This winter did not present periods when road surface temperatures remained below zero with wet conditions for long periods of time to make a trial feasible as the possible advantage of using this material. It is therefore intended that the trial be carried out during the first period of severe winter weather during the coming winter.

Resources Used

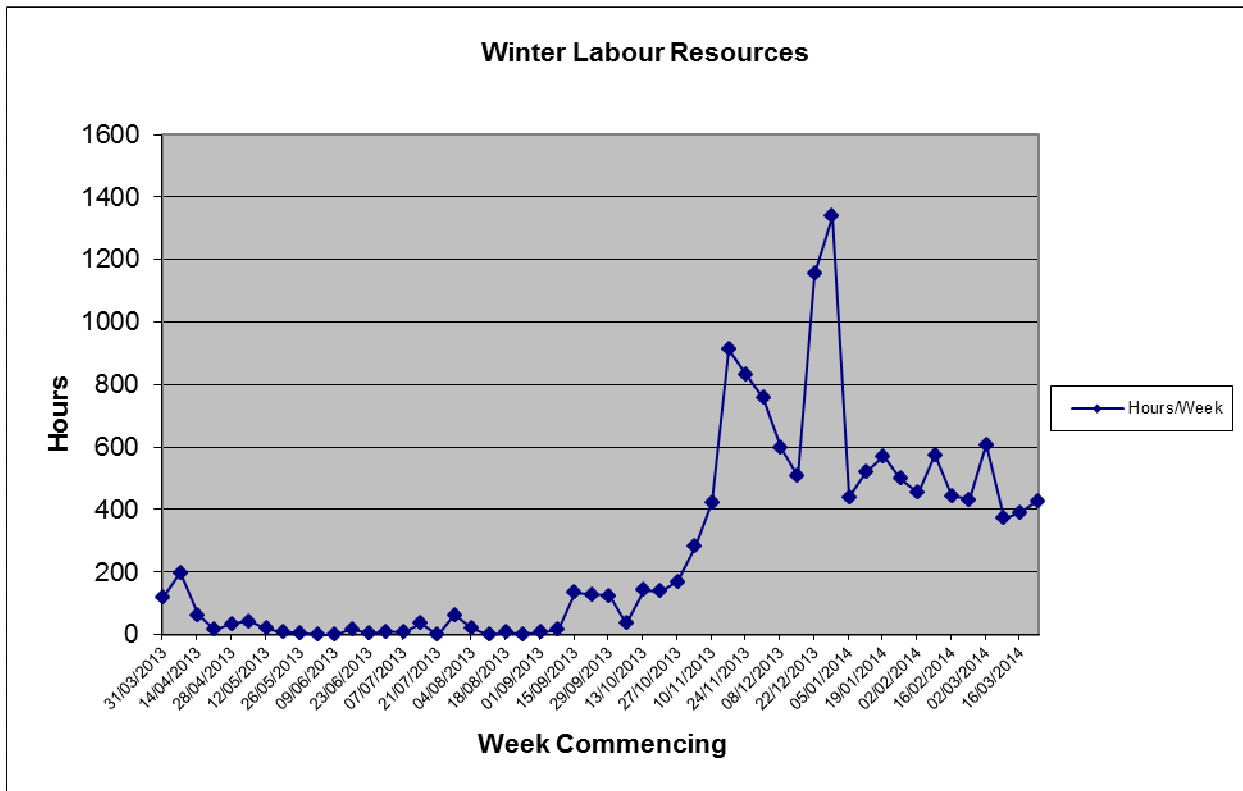
The clearing of snow from footpaths is a highly labour intensive operation. In times of severe winter weather winter operations on footpaths continue between 8 and 12 hours a day and gritting and ploughing of roads is a 24 hour operation.

The following details the labour resource used during the winter to carry out the operations

West Tullos	45
Culter	5
Bucksburn	30
Ground Services	42

Mechanics and staff from Fleet were on call and carried out works to the plant during the period

The graph below shows the labour utilised on winter operations throughout the year. The peak of 1,350 hours per week compares with a peak of 2,900 hours per week the previous winter.



Grit Bins

Grit bins were filled for the start of the winter season and due to minor usage were maintained throughout the period.

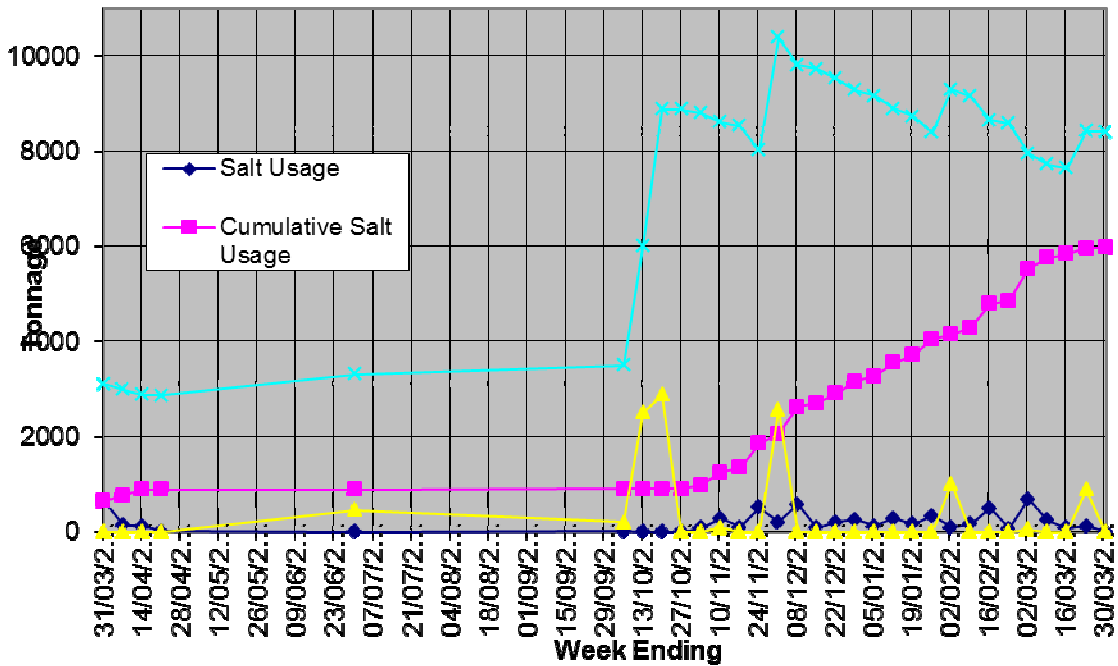
1 Tonne Salt Bags

The scheme which offers Community Groups who made requests, 1Tonne bags of salt for self help as an alternative to grit bins, was continued this winter. 89 tonnes of salt in 1 tonne bags were issued to Community groups throughout Aberdeen. The groups will be surveyed on their experience of the service and if they would use this service again. Those who used the service this year will be contacted to enquire whether they wish to continue with the service.

Salt:

At the beginning of April 2013 there were 3,743 tonnes of rock salt in stock. During the year there was 10,616 tonnes delivered and at the end of the winter period 8,399 tonnes remained in stock. Therefore, a total of 5,960 tonnes was used during the financial year.

Salt Stock Levels



Sand

Weather conditions and salt supplies this winter meant that it was not necessary to use any sand.

Ecothaw

Conditions were not severe enough to ascertain how effective eco-thaw will be in conditions of hard packed snow and ice.

Problem Operations

During the winter period there were very few problems with the majority of roads being kept clear of snow and ice throughout the period.

Gritting Fleet

Investment in this fleet over the last two years has led to a great improvement in the quality of the fleet although further investment will be required to replace the remaining older vehicles. Fleet Services provided a good service in keeping the machines on the road. Two replacement gritters were purchased for the Aberdeen City Council fleet and one replacement was purchased for the Trunk Road route which Aberdeen City operates on contract for BEAR. One gritter in the ACC fleet was replaced with a gritter hired for the winter period. In addition a gritter was hired for the winter period for the Trunk Road route which Aberdeen City operate on behalf of BEAR. Two new demountable gritters were also purchased for the ACC fleet. These gritters were a welcome boost to the winter operation, as they contributed to an improvement on the downtime for the winter fleet this year.

Media and Public Relations

Two events to help boost awareness of the winter service provision were held prior to the onset of winter. An invitation was issued to all Councilors to attend a presentation at Tullos Roads depot on the morning of Wednesday 13 November where details of the winter service were presented and the winter plant was available for inspection. A similar invite was issued for that afternoon to the local press, radio and television channels and this was well attended leading to some very positive coverage for Aberdeen City Council. This was followed up by a public presentation on Saturday 16 November where winter plant was on show and Roads staff were available to take questions all day outside Marks & Spencer, St Nicholas Street. Feedback on the day was generally positive with a lot of interest in the 1T Salt Bag Scheme. It is intended to continue this push to boost awareness of the winter service provided in future years.

The ACC website was, as in recent winters, updated daily with information advising the public of the expected road conditions and the proposed winter treatments.

Winter Maintenance Budgets

<u>Year</u>	<u>Budget</u>	<u>Spend</u>	<u>Emergencies</u>	<u>OverSpend</u>
2005-2006	£1641K	£2218K	£0	£328K
Contingencies	£1000K			
2006-2007	£1641K	£1615K	£300K	£245K
2007-2008	£1641K	£1741K	£300K	£327K
2008-2009	£1590K	£1878K	£0	£288K
2009-2010	£1499K+£500K	£2421K	£0	£422K
2010-2011	£1498K	£2195 K	£0	£697K
2011-2012	£1512K	£2116K	£0	£604K
2012-2013	£1512K	£1986K	£0	£474K
2013-2014	£1977K	£1565K	£0	£(412)K

(2011-2012 spend includes £65K of storm damage)

References

Web Link to Aberdeen City Council Winter Maintenance Plan

http://www.aberdeencity.gov.uk/Roads/roa/roa_winter_main.asp

In the ACC Website

Click on R

Click on Roads

Click on Snow Clearance

Winter Maintenance Plan is available as a download on the right of the page

Web Link to Aberdeen City Council Daily Gritting & Snow Clearing Operations

http://www.aberdeencity.gov.uk/Roads/roa/roa_winter_main.asp

In the ACC Website

Click on R

Click on Roads

Click on Snow Clearing

Click on the link Gritting & Snow Clearing Operations updates

This area of the website shows the priority gritting routes and is updated during gritting operations to advise the general public of the winter action taking place. Additional information updated daily includes the expected weather conditions and road conditions.

Web Link to Well Maintained Highways

http://www.ukroadsliaisongroup.org/roads/well_maintained.htm

7 REPORT AUTHOR DETAILS

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COMMITTEE:	Enterprise, Strategic Planning & Infrastructure
DATE	03 June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Structural Integrity of Non Galvanised Street Lighting Columns
REPORT NUMBER:	EPI/14/109

1 PURPOSE OF THE REPORT

This report is intended to provide Members with an overview of the implications arising from recent Structural Integrity Testing of Non Galvanised Street Lighting Columns.

2 RECOMMENDATIONS

That the Committee

- a) note the contents of this report
- b) instruct officers to continue with the testing of a further 4,469 columns identified as being at risk over the next 4 years and report back annually on the findings of the completed testing.
- c) notes that £2,000,000 of capital funding may be required, over the next 5 years, to renew the lighting columns which are expected to be identified for replacement by further testing.
- d) instruct Roads Officers to relocate funding from this years Roads Capital Budget, approved at ESP&I Committee March 2014, to manage replacement programme.
- e) to note the detrimental effect that recommendation d) will have on other areas of work presently carried out under the Roads Capital Budget.

3. FINANCIAL IMPLICATIONS

Structural Integrity Testing of the remaining “at risk” lighting columns will cost £54,000 at the current rate.

Replacement costs for those identified so far by testing are currently £2,500 per column:

94 lighting columns for immediate removal (Category 5) will cost £235,000.

110 lighting columns for scheduled removal (Category 4) will cost £275,000.

Extrapolating the existing test results to the remaining 4,881 columns identified as “at risk” indicates a requirement to renew 721 columns. These replacements are costed at £2,000 per column as the majority are 5m or 6m columns on secondary roads and consequently less expensive to replace.

332 lighting columns for immediate removal (Category 5) will cost £664,000.

389 lighting columns for scheduled removal (Category 4) will cost £778,000.

A further saving of approx 10% could be applied if all the Category 5 and Category 4 columns in a street were replaced at the same time as there would be economy of scale in carrying out the works.

A bid will be submitted for additional SALIX funding, to cover the cost of the lanterns by replacing them with more energy efficient lanterns. This would reduce the cost of each column by approximately £400 but the result of this bid will not be known until later this year.

4. SERVICE & COMMUNITY IMPACT

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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.

Single Outcome Agreement - National Outcomes: 1, 5, 10, 12, 13, 14.

Public – Public interest is high in relation to Festive Lighting. Switch on Parade provides a high level of involvement with the public and local press.

Equality and Human Rights Impact Assessment (EHRIA) – Not Applicable in this instance

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

5 MANAGEMENT OF RISK

Lack of adequate street lighting will lead to greater risk of crime and road traffic collisions. Council's reputation may be at risk along with a possible increase in the council's liability to claims for injury.

6 REPORT

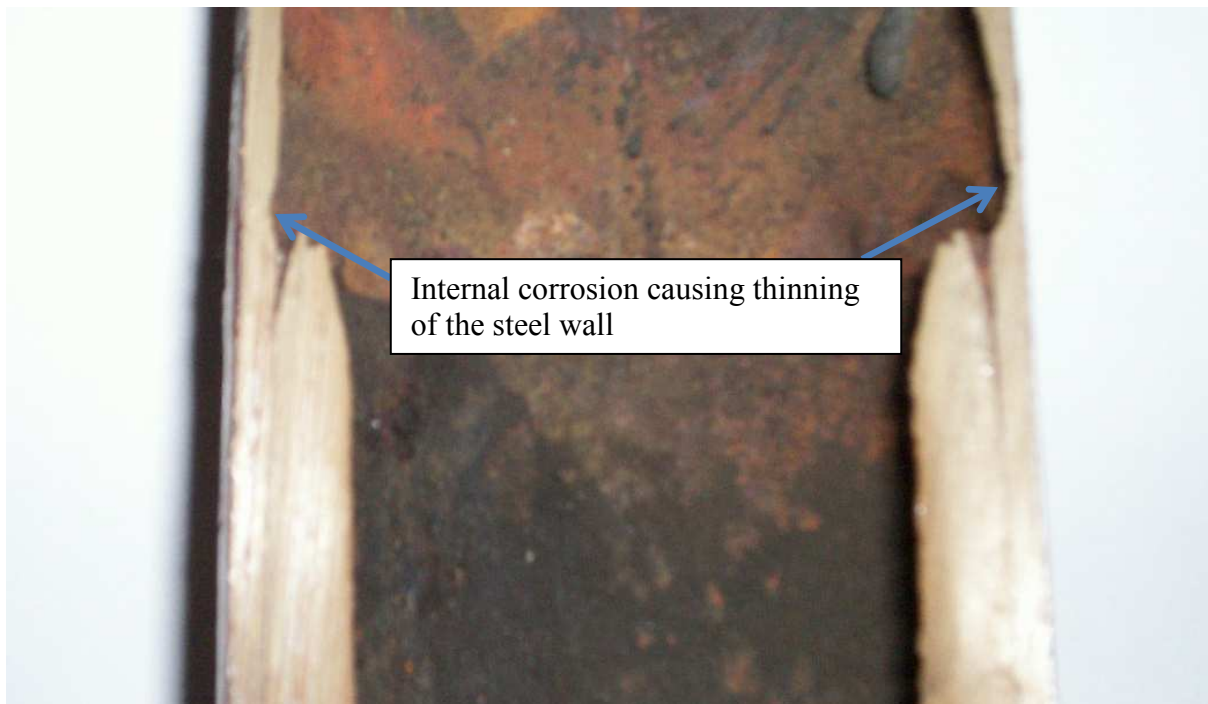
Background:

Testing of lighting columns, historically, was carried out by a combination of visual inspection and "sounding" with a hammer. This was deemed to no longer be acceptable following the failure of a column with no apparent visible corrosion on the outside of the column.

Test methods have advanced with developments in technology meaning that the testing is more accurate and consistent. A specialist company was employed to carry out magnetic induction testing which can accurately determine the reduction in thickness of the steel walls of the lighting columns.

Initially, 1,382 of the higher columns from 8m to 12m have been tested as these would have the greater consequences if one was to fall. A further 412 columns of this height will be tested in May.

The photograph below indicates a typical example of a cross-section taken from one of the failed lighting columns which showed no external signs of corrosion but has rusted from the interior and lost approximately 50% of the thickness of the column wall.



Test Results

The tested columns are categorized from 1 to 5 and the categories of immediate concern are categories 5 and 4 which are:

5) > 50% loss of cross sectional area – Recommended immediate removal

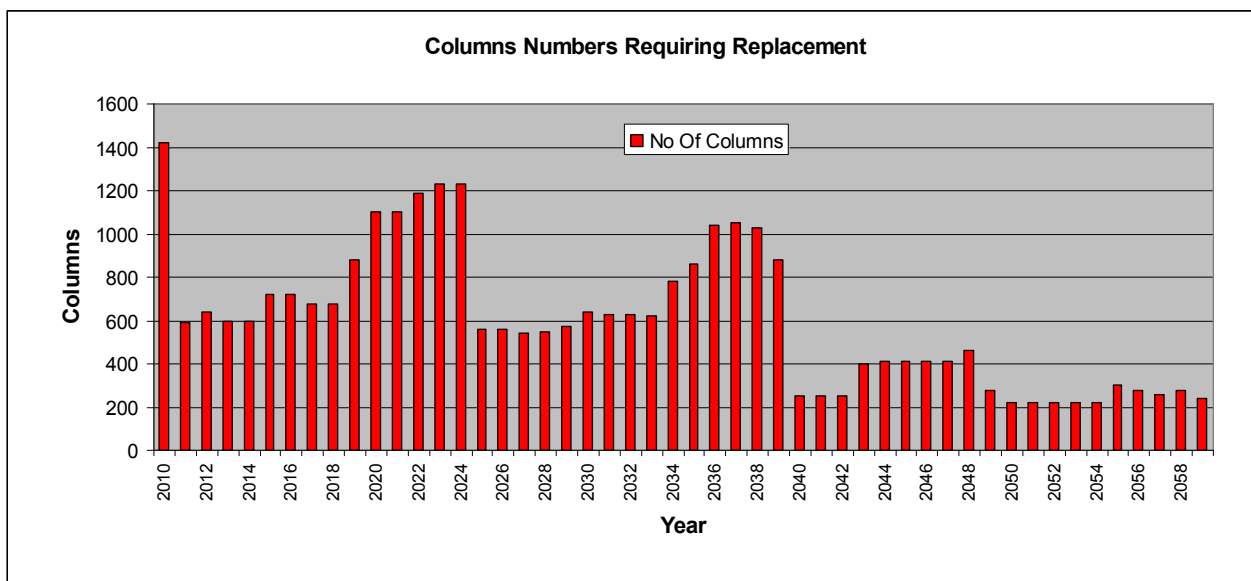
4) 25 – 50% loss of cross sectional area – Recommended schedule for removal as soon as practicable.

TR22 Category	CMT Class	Average LSU's	Recommendation	TR22 - Priority Score Impact
2U	5	>-50	Immediate removal or making safe the unit	No Change
1U	4	-25 to -50	Schedule for Removal/Replacement as soon as practicable or in accordance with Operating Authorities Action Matrix	No Change
2G	3	-17 to -24	Re-test within 2 years	Minus 2 from score
3G	2	-11 to -16	Re-test within 3 years	Minus 3 from score
6G	1	0 to -10	Re-test within 6 years	Minus 6 from score

1,382 lighting columns were tested. The test results revealed that, of the columns tested, 94 should be removed immediately (Category 5) and 110 should be scheduled for removal (Category 4). Extrapolating the results for all 6,263 columns at risk of failure would indicate a total of 426 lighting columns would be Category 5 and 499 lighting columns would be Category 4. While not exact, this is a good indicator of the expected results. A list of the Category 5 and Category 4 lighting columns identified by the recent testing is included as Appendix A.

Roads Asset Management Plan (RAMP)

The graph below is abstracted from the present RAMP and indicates the end of the design life of the existing lighting columns in Aberdeen City. It is apparent from this graph that there was a peak of columns reaching the end of their design life in 2010 and there will be a further peak from 2019 to 2024. No additional funding was available to address the peak in 2010 and the current column failures indicated by the testing is a good reflection of this. Further replacements are to be expected during the upcoming peak from 2019 to 2024.



Revenue Budget Column Replacements

Some individual column replacements are carried out from the Revenue budget annually but these are generally the result of Road Traffic Collisions for which the driver cannot be traced or columns which have been identified visibly as being severely corroded. The existing pressures on the Revenue budget mean that the number of these is limited to approximately 50 per year.

Options

- 1) Remove all columns identified for immediate removal and replace them during future years as the capital budget will allow. Many of the columns are in clusters so this would leave large areas unlit with the subsequent reduction in safety making this option undesirable.
- 2) Modify the current year's £300,000 Capital Lighting Programme approved at the EP&I committee on 13 March 2014 and reallocate the funding to replace the Category 5 columns identified for immediate replacement and as many Category 4 columns as this budget will allow. Some of the schemes identified in this year's Capital Lighting Programme were included in the programme because they were visually unsound, making the cancellation of the entire Capital Lighting Programme undesirable. This may mean that some individual Category 5 columns may have to wait until further funding is available before being replaced possibly leaving some gaps in the street lighting network.
- 3) Re-evaluate road resurfacing schemes to allocate additional funding into lighting column replacement schemes. This will have a detrimental effect on the good progress being made with Road Resurfacing, Footway Resurfacing, Tree Removals or Traffic Signal Upgrades as these would be the areas of work subject to cut back to cover the cost of the column replacements.
- 4) Additional funding to the value of £2,000,000 to be sourced to cover the cost of the column replacements over the next 5 years, to address the immediate problem.
- 5) Bid to be made to the Corporate Asset Group for funding for the period 2019 to 2024 to address the next peak in lighting columns reaching the end of their design life.

7 REPORT AUTHOR DETAILS

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Result of Lighting Column Structural Testing

Area	Street	Col No.	Category
ABERDEEN NORTH	A947 A96 INVERURIE ROAD, BUCKSBURN TO ST	60	5
ABERDEEN NORTH	A947 A96 INVERURIE ROAD, BUCKSBURN TO ST	61	5
ABERDEEN NORTH	ACCESS ROAD 35-41 BANKHEAD AVENUE TO SCL	8	4
ABERDEEN NORTH	ACCESS ROAD 35-41 BANKHEAD AVENUE TO SCL	9	4
ABERDEEN NORTH	ACCESS ROAD 35-41 BANKHEAD AVENUE TO SCL	10	5
ABERDEEN SOUTH	ALTENS FARM ROAD	1	4
ABERDEEN SOUTH	ALTENS FARM ROAD	3	4
ABERDEEN SOUTH	ARBROATH WAY	1	5
ABERDEEN SOUTH	ARBROATH WAY	5	4
ABERDEEN SOUTH	ARBROATH WAY	16	5
ABERDEEN NORTH	ASHGROVE ROAD	1	5
ABERDEEN NORTH	ASHGROVE ROAD	7	5
ABERDEEN NORTH	ASHGROVE ROAD	8	4
ABERDEEN NORTH	ASHGROVE ROAD	9	5
ABERDEEN NORTH	ASHGROVE ROAD	10	4
ABERDEEN NORTH	ASHGROVE ROAD	20	5
ABERDEEN NORTH	BALGOWNIE ROAD	30	5
ABERDEEN NORTH	BALGOWNIE ROAD	31	5
ABERDEEN NORTH	BALGOWNIE ROAD	32	5
ABERDEEN NORTH	BALLOCH WAY	5	4
ABERDEEN NORTH	BALLOCH WAY	12	4
ABERDEEN NORTH	BERRYDEN ROAD	34	5
ABERDEEN SOUTH	CAIRNGORM DRIVE	19	4
ABERDEEN SOUTH	CAIRNGORM ROAD	8	4
ABERDEEN SOUTH	CAIRNGORM ROAD	11	5
ABERDEEN SOUTH	CAIRNGORM ROAD	12	5
ABERDEEN SOUTH	CAIRNGORM ROAD	13	5
ABERDEEN NORTH	CHARLOTTE STREET	8	4
ABERDEEN NORTH	CLAYMORE DRIVE	2	4
ABERDEEN NORTH	CLAYMORE DRIVE	3	5
ABERDEEN NORTH	CLAYMORE DRIVE	4	5
ABERDEEN NORTH	CLAYMORE DRIVE	5	5
ABERDEEN NORTH	CLAYMORE DRIVE	6	5
ABERDEEN NORTH	CONSTITUTION STREET	10	5
ABERDEEN NORTH	CONSTITUTION STREET	14	4
ABERDEEN SOUTH	COUNTESSWELLS ROAD	21	5
ABERDEEN NORTH	CRAIGIE STREET	2	5
ABERDEEN SOUTH	CRAIGTON ROAD	17	4

ABERDEEN NORTH	DENMORE ROAD	8	5
ABERDEEN NORTH	DUBFORD ROAD	15	4
ABERDEEN NORTH	DUBFORD ROAD	19	4
ABERDEEN SOUTH	EARN'S HEUGH ROAD	3	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	4	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	6	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	7	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	8	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	9	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	12	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	14	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	18	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	20	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	28	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	32	5
ABERDEEN SOUTH	EARN'S HEUGH ROAD	10	4
ABERDEEN SOUTH	EARN'S HEUGH ROAD	19	4
ABERDEEN SOUTH	EARN'S HEUGH ROAD	27	4
ABERDEEN SOUTH	EARN'S HEUGH ROAD	31	4
ABERDEEN NORTH	ELLON ROAD	8	4
ABERDEEN NORTH	ELLON ROAD	63	4
ABERDEEN NORTH	ELLON ROAD	65	5
ABERDEEN NORTH	ESSLEMONT AVENUE	1	5
ABERDEEN NORTH	ESSLEMONT AVENUE	2	5
ABERDEEN NORTH	ESSLEMONT AVENUE	3	5
ABERDEEN NORTH	ESSLEMONT AVENUE	5	5
ABERDEEN NORTH	FINDHORN PLACE	1	5
ABERDEEN NORTH	GALLOWGATE	12A	4
ABERDEEN SOUTH	GARDNER DRIVE	2	5
ABERDEEN SOUTH	GARDNER DRIVE	3	5
ABERDEEN SOUTH	GARDNER DRIVE	4	5
ABERDEEN SOUTH	GARDNER DRIVE	6	5
ABERDEEN SOUTH	GARDNER DRIVE	8	5
ABERDEEN SOUTH	GARDNER DRIVE	9	4
ABERDEEN SOUTH	GARDNER DRIVE	11	4
ABERDEEN SOUTH	GARDNER DRIVE	12	4
ABERDEEN SOUTH	GARDNER DRIVE	17	5
ABERDEEN SOUTH	GARDNER DRIVE	18	5
ABERDEEN SOUTH	GARDNER DRIVE	20	5
ABERDEEN SOUTH	GARDNER DRIVE	22	5
ABERDEEN SOUTH	GARDNER DRIVE	25	4
ABERDEEN NORTH	GERRARD STREET	2	4
ABERDEEN NORTH	GERRARD STREET	4	4
ABERDEEN SOUTH	GIRDLENESS ROAD	14	4
ABERDEEN SOUTH	GIRDLENESS ROAD	16	4
ABERDEEN SOUTH	GIRDLENESS ROAD	19	4
ABERDEEN SOUTH	GIRDLENESS ROAD	21	5

ABERDEEN SOUTH	GIRDLENESS ROAD	25	5
ABERDEEN SOUTH	GIRDLENESS ROAD	29	4
ABERDEEN SOUTH	GIRDLENESS ROAD	30	5
ABERDEEN SOUTH	GIRDLENESS ROAD	34	4
ABERDEEN SOUTH	GIRDLENESS ROAD	35	5
ABERDEEN SOUTH	GIRDLENESS ROAD	36	5
ABERDEEN SOUTH	GIRDLENESS ROAD	40	4
ABERDEEN SOUTH	GIRDLENESS ROAD	42	4
ABERDEEN SOUTH	GIRDLENESS ROAD	48	4
ABERDEEN SOUTH	GIRDLENESS ROAD	49	5
ABERDEEN SOUTH	GIRDLENESS ROAD	50	5
ABERDEEN SOUTH	GIRDLENESS ROAD	54	4
ABERDEEN SOUTH	GREAT SOUTHERN ROAD	49A	5
ABERDEEN NORTH	GREENFERN ROAD	8	4
ABERDEEN NORTH	GREENFERN ROAD	16	5
ABERDEEN SOUTH	HARDGATE	10	4
ABERDEEN NORTH	HILTON DRIVE	1	4
ABERDEEN NORTH	HILTON DRIVE	2	4
ABERDEEN NORTH	JESMOND AVENUE	2	5
ABERDEEN NORTH	JESMOND AVENUE	4	4
ABERDEEN NORTH	JESMOND AVENUE	6	5
ABERDEEN NORTH	JESMOND AVENUE	7	4
ABERDEEN NORTH	JESMOND AVENUE	8	5
ABERDEEN NORTH	JESMOND AVENUE	10	4
ABERDEEN NORTH	JESMOND AVENUE	11	5
ABERDEEN NORTH	JESMOND AVENUE	18	4
ABERDEEN NORTH	JESMOND AVENUE	20	4
ABERDEEN NORTH	JESMOND AVENUE	40	5
ABERDEEN NORTH	JESMOND AVENUE	15C	4
ABERDEEN NORTH	JESMOND AVENUE	18A	4
ABERDEEN NORTH	JESMOND AVENUE	18B	5
ABERDEEN NORTH	JESMOND AVENUE	18C	4
ABERDEEN NORTH	JESMOND AVENUE	4A	4
ABERDEEN NORTH	JESMOND AVENUE	4B	4
ABERDEEN NORTH	JESMOND AVENUE	4C	5
ABERDEEN NORTH	JESMOND AVENUE	6A	5
ABERDEEN NORTH	JESMOND AVENUE	7A	4
ABERDEEN NORTH	JESMOND AVENUE	7B	5
ABERDEEN NORTH	JESMOND DRIVE	39	4
ABERDEEN NORTH	JESMOND DRIVE	45	4
ABERDEEN NORTH	KEPPLEHILLS ROAD	6	4
ABERDEEN NORTH	KEPPLEHILLS ROAD	11	4
ABERDEEN NORTH	KEPPLEHILLS ROAD	13	4
ABERDEEN NORTH	KEPPLEHILLS ROAD	15	5
ABERDEEN NORTH	KEPPLEHILLS ROAD	17	4
ABERDEEN NORTH	KIRKHILL PLACE	10	5
ABERDEEN SOUTH	LANGDYKES ROAD	5	4

ABERDEEN SOUTH	LANGDYKES ROAD	24	4
ABERDEEN SOUTH	LANGDYKES ROAD	31	5
ABERDEEN NORTH	LEADSIDE ROAD	5	4
ABERDEEN SOUTH	LOIRSTON ROAD	1	5
ABERDEEN SOUTH	LOIRSTON ROAD	2	5
ABERDEEN SOUTH	LOIRSTON ROAD	4	5
ABERDEEN SOUTH	LOIRSTON ROAD	30	5
ABERDEEN NORTH	MABERLY STREET	2	4
ABERDEEN NORTH	MABERLY STREET	3	5
ABERDEEN NORTH	MOUNTHOOLY ROUNDABOUT	8	4
ABERDEEN NORTH	MOUNTHOOLY ROUNDABOUT	17	4
ABERDEEN NORTH	MUGIEMOSS ROAD	24	4
ABERDEEN NORTH	MUGIEMOSS ROAD	28	4
ABERDEEN NORTH	MUGIEMOSS ROAD	30	5
ABERDEEN NORTH	MUGIEMOSS ROAD	31	4
ABERDEEN NORTH	MUGIEMOSS ROAD	33	5
ABERDEEN NORTH	MUGIEMOSS ROAD	35	5
ABERDEEN NORTH	MUGIEMOSS ROAD	36	4
ABERDEEN NORTH	NELSON STREET	2	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	42	5
ABERDEEN SOUTH	NORTH DEESIDE ROAD	43	5
ABERDEEN SOUTH	NORTH DEESIDE ROAD	60	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	63	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	66	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	72	5
ABERDEEN SOUTH	NORTH DEESIDE ROAD	89	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	90	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	91	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	131	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	132	5
ABERDEEN SOUTH	NORTH DEESIDE ROAD	136	5
ABERDEEN SOUTH	NORTH DEESIDE ROAD	138	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	140	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	142	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	145	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	151	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	154	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	155	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	156	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	208	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	211	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	215	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	247	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	250	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	251	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	252	4
ABERDEEN SOUTH	NORTH DEESIDE ROAD	253	4

ABERDEEN NORTH	PARK ROAD	3	4
ABERDEEN NORTH	PARK STREET	7	4
ABERDEEN NORTH	POWIS TERRACE	4	4
ABERDEEN NORTH	POWIS TERRACE	9	4
ABERDEEN NORTH	POWIS TERRACE	13	4
ABERDEEN NORTH	QUEEN'S DEN	2	4
ABERDEEN NORTH	QUEEN'S DEN	20	4
ABERDEEN NORTH	RICHMOND STREET	3	4
ABERDEEN NORTH	RICHMOND STREET	5	5
ABERDEEN SOUTH	RIVERSIDE DRIVE	25	5
ABERDEEN SOUTH	RIVERSIDE DRIVE	29	5
ABERDEEN SOUTH	RIVERSIDE DRIVE	30	4
ABERDEEN SOUTH	RIVERSIDE DRIVE	31	4
ABERDEEN SOUTH	RIVERSIDE DRIVE	33	4
ABERDEEN SOUTH	RIVERSIDE DRIVE	34	4
ABERDEEN SOUTH	RIVERSIDE DRIVE	42	4
ABERDEEN SOUTH	RIVERSIDE DRIVE	48	4
ABERDEEN SOUTH	RIVERSIDE DRIVE	52	4
ABERDEEN SOUTH	RIVERSIDE DRIVE	75	5
ABERDEEN SOUTH	RIVERSIDE DRIVE	76	5
ABERDEEN NORTH	ROSEMOUNT PLACE	7	4
ABERDEEN NORTH	ROSEMOUNT PLACE	23	4
ABERDEEN NORTH	ST MACHAR DRIVE	3	4
ABERDEEN NORTH	SUMMERHILL ROAD	20	5
ABERDEEN NORTH	SUMMERHILL ROAD	24	4
ABERDEEN NORTH	VICTORIA STREET	1	4
ABERDEEN SOUTH	WALKER ROAD	5	4
ABERDEEN SOUTH	WALKER ROAD	15	4
ABERDEEN SOUTH	WALKER ROAD	23	5
ABERDEEN SOUTH	WALKER ROAD	25	4
ABERDEEN SOUTH	WALKER ROAD	26	5
ABERDEEN NORTH	WELLHEADS CRESCENT	21	5
ABERDEEN NORTH	WEST NORTH STREET	20	4
ABERDEEN NORTH	WEST NORTH STREET	28	4
ABERDEEN NORTH	WEST NORTH STREET	32	4

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ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Strategic Planning and Infrastructure
DATE:	03 June 2014
DIRECTOR:	Gordon McIntosh
TITLE OF REPORT:	Review of Charges for Street Occupations
REPORT NUMBER:	EPI/14/120

1. PURPOSE OF REPORT

The purpose of this report is to consider a review of existing Charges for Street Occupations covered by the Roads (Scotland) Act 1984 and the New Roads and Street works Act 1991.

2. RECOMMENDATION(S)

That the committee

1. Note the charges detailed in the report and that these be applied from the 01 August 2014.

3. FINANCIAL IMPLICATIONS

These charges contribute towards the Council's expenditure on the Symology system, which is employed to notify Statutory Undertakers of work in accordance with NRSWA. Applicants will also be required to meet inspection charges in accordance with regulations issued under NRSWA.

4. OTHER IMPLICATIONS

None

5. BACKGROUND / MAIN ISSUES

In accordance with statutory obligations Aberdeen City Council, as the Local Roads Authority, has a responsibility to regulate and manage road occupations to ensure that essential or other works on the road have a minimal impact on the road network and that the infrastructure is protected in line with specification and guidelines. Considerable officer time is dedicated to the management of the road network and the

consideration of applications for various road work operations and occupations.

A scale of charges for this service was previously set by this Committee in March 2013 and is due for review in 2014.

Officers have reviewed the charging regime and have prepared a revised scale of charges which are detailed in Appendix A of this report.

In carrying out the review of charges the officers have concluded that, in general, the current charges remain relevant with only minor amendments considered appropriate. The principal changes take the form of minor modifications for which the permits are issued with no financial increases being applied across the full range of permits.

The main change will be the removal of the charge for works where permission has not been requested in advance of the road occupation and the contractor has taken possession of the road to carry out work without first obtaining written permission by permit. If an application for a permit is not made in good time, a greater amount of officer time may be needed to liaise with other road users and Services, and such administration work has to be done as a priority. Carrying out various works without a permit may be an Offence under the Roads (Scotland) Act 1984 and the New Roads and Street Works Act 1991. The revised change will therefore include for the introduction of a late permit, for an application made after the activity has occurred or is in place without prior written approval should this be deemed necessary.

The charges for these permits are highlighted in bold font in table appendix A.

Whilst no changes are proposed to the current charges under the Development/Construction rates for occupation of the carriageway to accommodate materials or site compounds an additional permit is proposed for the occupation of the road or footway where an area has to be closed off to the public for the execution of construction work in a safe manner and is wholly related to public safety.

Developers have been making representation for street occupations for long term use of roads or footpaths in order that the safety of both workforce and public during construction is not compromised. Time scales involved with these schemes can be considerable, and current permits do not fully cover this need or function. The scale of the costs under the current rates were excessive, considering that this was not for storage but required on the grounds of safety, therefore the scale of the charge has been modified to reflect this and will be charged on a weekly basis as opposed to the daily basis for material storage.

It is recommended that the charges detailed within Appendix A be adopted and come into operation on the 01/08/2014 if approved by the Finance, Policy and Resources Committee.

6. IMPACT

The subject of this report provides support to the economic and environmental well being of the city. It promotes safety and management of the local road infrastructure, with the intention of minimising disruption to the network, whilst maintaining delivery of essential transport services for the travelling public, and accommodating reasonably the need for essential repairs and the desire by contractors to undertake work for individual projects. The report supports service delivery and maintains positive operational outcomes to meet statutory obligations.

7. MANAGEMENT OF RISK

There are no risks at this time.

8. BACKGROUND PAPERS

None.

9. REPORT AUTHOR DETAILS

Raymond Moffat
Team Leader
Roadworks Co-ordination Unit
Tel. 01224 538066

Appendix A - Revision of charges from 01/08/ 2014

Temporary Traffic Restrictions

	Charge from 01/05/2013	Charge from 01/08/2014
For continuous period of up to 21 days:		
Application received 28 days or more prior to Order coming in to effect	£825	£825
Application received less than 28 days prior to Order coming in to effect	£1150	£1150
For continuous period over 21 days but not more than 6 months:		
Application received 28 days or more prior to Order coming in to effect	£1625	£1625
Application received less than 28 days prior to Order coming in to effect	£1925	£1925
For repeat posting of weekly or monthly notices per event	£165	£165

28 days is the minimum normally required to process an application for a temporary traffic order. While an application can be processed in less time, more expensive media will be required for the advertising. This additional cost is reflected in the new charges made to applicants.

Permanent Traffic Orders

	Charge from 01/05/2013	Charge from 01/08/2014
Charges for the promotion of permanent traffic orders	£2000	£2000

Temporary/Permanent Industrial Access

	Charge from 01/05/2013	Charge from 01/08/2014
Charge for visiting site, processing application and granting permission	£450	£450
Charge for a late permit	-	£1045

Consent for Excavating in the Road under Section 56 or 61 of the Roads (Scotland) Act 1984.

	Charge from 01/05/2013	Charge from 01/08/2014
Excavation not involving installation of private apparatus	£450	£450
Charge for a late permit	-	£1045

Consent for Excavating in a Road under Section 109 of the New Roads & Street Works Act 1991 (NRSWA)

	Charge from 01/05/2013	Charge from 01/08/2014
Charge for initial application and permission for works which are only one inspection unit	£450	£450
Charge for a late permit	-	£1050
Additional charge for works over one inspection unit	£99 per additional unit	£108** per additional unit
Charge for recording plant information in VAULT overlays.	£160	£160 per year *
For adopted plant further charges will be made over the maintenance period for year 2 and 3 where applicable at an appropriate rate	-	£50 per year.

These charges contribute towards the Council's expenditure on the Symology system, which is employed to notify Statutory Undertakers of work in accordance with NRSWA. Applicants will also be required to meet inspection charges in accordance with regulations issued under NRSWA.

*Charge issued on an annual basis for the life of the use of the apparatus to the owner / user for un-adopted apparatus (wholly private).

** Updated to come into line with the revised charges for works covered under the New Roads & Street works Act 1991 and Transport Scotland Act 2005.

Street Occupations

Scaffold/Hoarding permits (per street):	Charge from 01/05/2013	Charge from 01/08/2014
For a continuous period of up to 1 month (Under 25 metres in length):	£110	£110
(25 metres or over)	£170	£170
For each subsequent month of original application (Under 25 metres in length):	£75	£75
(25 metres or over)	£115	£115
For subsequent extension for up to 1 month (Under 25 metres in length):	£100	£100
(25 metres or over)	£145	£145
Charge for a late permit :		
For a continuous period of up to 1 month (Under 25 metres in length):	-	£460
(25 metres or over)	-	£520
For each subsequent month of original application (Under 25 metres in length):	-	£425
(25 metres or over)	-	£465
For subsequent extension for up to 1 month (Under 25 metres in length)	-	£450
(25 metres or over)	-	£495
Fixed penalty notice for non compliance with the conditions of a permit issued by Aberdeen City Council.	£120	£120
Mobile tower scaffolds (to be considered as a mobile scaffold it must be erected and dismantled daily otherwise see scaffold charges above)		
Charge per day per location:	£30	£30
Charge per week per location:	£60	£60

Mobile tower scaffolds continued		
Charge for a late permit :		
Charge per day per location:	-	£230
Charge per week per location:	-	£260
Fixed penalty notice for non compliance with the conditions of a permit issued by Aberdeen city Council.	£120	£120

Crane, Hydraulic Platform Permits:	Charge from 01/05/2013	Charge from 01/08/2014
Charge for granting permission (day permit, per site).	£75	£75
Charge for granting permission (week permit, per site)	£95	£95
Roaming permit (day permit up to 5 sites, max 90 minutes per site).	£110	£110
Charge for a late permit		
Charge for granting permission (day permit, per site).	-	£375
Charge for granting permission (week permit, per site)	-	£395
Roaming permit (day permit up to 5 sites, max 90 minutes per site).	-	£410
Defect inspection of traffic management for above work.	£35	£36**

Temporary Traffic Lights Permits:	Charge from 01/05/2013	Charge from 01/08/2014
For a continuous period of up to one week, charge for granting permission	£85	£85
Charge for a late permit	-	£585

Skip Permits:	Charge from 01/05/2013	Charge from 01/08/2014
For continuous period of 7 days	£35	£35
Fixed penalty notice for illegal occupation of the road. This can also be issued for non compliance with the conditions of a permit issued by Aberdeen city Council.	£120	£120
Additional daily charge for a skip sited within a Pay and Display area.	£30 for zones ABCEF & G £15 for all other zones	£30 for zones ABCEF & G £15 for all other zones

The Fixed Penalty Notice is payable where a skip is placed without a permit first being obtained or is non compliant with regards to permit conditions.

The daily charge for Pay and Display contributes to the loss of revenue from parking charges and the amount equates to standard charges, for which there has been no increase, made by the Council for daily occupation of a Pay and Display space for the purposes of loading etc.

Development / Construction – Occupation of Road Space:	Charge from 01/05/2013	Charge from 01/08/2014
<p>Occupation of Road Space The area enclosed by the outer edges of the following roads; Holburn Street, Willowbank Road, Springbank Terrace, Wellington Place, South College Street, Guild Street, Regent Quay Virginia Street, Commerce Street, East North Street, West North Street, Mounthooly Roundabout, Gallowgate, Spring Garden, Maberly Street, Rosemount Place, Esslemont Avenue, Rose Street, Union Street and all traffic sensitive roads listed on the Scottish Street Works Register (data retained on the Street Works Gazetteer contact the Roadworks Co-ordination Unit for more information).</p> <p>This is based on the area of a parking bay of 15sq.metres for parallel parking where an average charge would be £30 for all day parking.</p> <p>Screened areas created for safe construction(work areas)purpose in above area listed:</p> <p>All other roads not included above area list:</p> <p>This is based on the area of a parking bay of 15sq.metres for parallel parking where an average charge would be £15 for all day parking.</p> <p>Screened areas created for safe construction(work area) purpose not included in above area listed:</p> <p>Fixed Penalty Notice for failure to comply with the permit conditions above.</p>	<p>Footprint area of occupation charged at £2 per square metre per day for storage of materials.</p> <p>-</p> <p>Footprint area of occupation charged at £1 per square metre per day for storage of materials.</p> <p>-</p> <p>-</p>	<p>Footprint area of occupation charged at £2 per square metre per day for storage materials.</p> <p>As above £2 per square metre per week.</p> <p>Footprint area of occupation charged at £1 per square metre per day for storage of materials.</p> <p>As above £1 per square metre per week.</p> <p>£120</p>

Promotional events for commercial purposes:	Charge from 01/05/2013	Charge from 01/08/2014
<p>St. Nicholas Street, Castlegate, the Green, and other pedestrian priority areas are charged as follows;</p> <p>Minimum invoice charge will be £50 per day to cover Administration costs.</p>	<p>Footprint area of occupation charged at £10 per square metre per day or part day</p>	<p>Footprint area of occupation charged at £10 per square metre per day or part day</p>

Pavement Café Licence	Charge from 01/05/2013	Charge from 01/08/2014
<p>Application for permission to site temporarily, tables & chairs on the footway. Validity period from 1 May – 30 April</p>	<p>£100 Per year or part.</p>	<p>£100 Per year or part.</p>

Licensed hot / cold food units:	Charge from 01/05/2013	Charge from 01/08/2014
<p>Licensed hot / cold food unit across the City would be charged at a rate (Note, this exceeds the fees for pavement cafes which are currently £100 per annum).</p>	<p>£250 per annum for lease of the road space</p>	<p>£250 per annum for lease of the road space</p>

Day rates for the use of the road space for commercial purposes, for profit.	Charge from 01/05/2013	Charge from 01/08/2014
<p>These charges apply to semi-permanent units within the city Centre.</p>	<p>Footprint area of occupation charged at £0.67 per square metre per day. (minimum charge of £10 per day)</p>	<p>Footprint area of occupation charged at £0.67 per square metre per day. (minimum charge of £10 per day)</p>

COMMITTEE	Enterprise Planning and Infrastructure
DATE	3rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Union Terrace / Rosemount Viaduct – Proposed Removal of Pedestrian Crossing
REPORT NUMBER:	EPI/14/115

1. PURPOSE OF REPORT

This report advises members of the details involving the proposed removal of the Pelican crossing facility at the junction of Union Terrace / Rosemount Viaduct.

2. RECOMMENDATION(S)

It is recommended that the Committee agree to the removal of the traffic light crossing facility at the slip road from Rosemount Viaduct to Union Terrace.

3. FINANCIAL IMPLICATIONS

As the signalised crossing facility is linked to the junction it would be accommodated within the capital refurbishment programme work due to be carried out at this location. There would be annual revenue reductions in maintenance to the traffic signals and also a reduction in energy costs. The slip road crossing is currently using 306.17 Watts of energy at a cost of £335.26 per annum. With the removal of the signalised crossing there would be a reduction of £335.26 in energy costs for the junction each year.

4. SERVICE AND COMMUNITY IMPACT

From surveys and officer knowledge there are not expected to be any impacts from the removal of the crossing. The usage of the crossing was noted to be minimal and is not considered to have a detrimental affect on road safety. The removal of the crossing would result in a reduction of energy consumption at the site. This would help contribute towards the Councils aim of reducing the local and global environmental impact of our consumption as set out in the Single Outcome Agreement – National Outcome 14.

5. OTHER IMPLICATIONS

There are none at this time.

6. BACKGROUND

The traffic signal installation equipment at the junction of Union Terrace with Rosemount Viaduct has now reached an age where replacement parts are increasingly difficult to secure and breakdowns are more likely. It is therefore programmed for replacement and refurbishment in the current financial year.

The opportunity has been taken to review the operation of the junction and the associated crossing located on the short slip road to the east of the junction, opposite His Majesty's Theatre. The pedestrian crossing within the slip road is considered to be a remote signal due to its link with the main junction and only activates with the pedestrian phase of the junction when the push-button call is registered.

A review of the pedestrian crossing needs was carried out for the slip road crossing, with the crossing behaviours of pedestrians being monitored.

When assessing the need for a pedestrian crossing facility at a site, the Department for Transport formula of 'PV²' (no. of pedestrians x no. of vehicles squared) is used to help determine if a signalised crossing facility would be required. If the value of PV² is less than 0.2 x 10⁸, no formal crossing facilities are required. If the value of PV² is above 0.2 x 10⁸ then there should be a more in depth frame work assessment carried out.

Surveys were carried out over a period of three weekdays during morning and evening peak times. The results of the surveys and PV² calculations are shown on the table below.

Date	Time	Vehicles	Total Pedestrians	Crossed out with studs	Crossed within studs	PV ²
18/03/2014	8am – 9am	122	179	155	24	0.02 x 10 ⁸
18/03/2014	4pm – 5pm	213	254	206	48	0.11 x 10 ⁸
19/03/2014	8am – 9am	153	226	182	44	0.05 x 10 ⁸
19/03/2014	4pm – 5pm	204	220	194	26	0.09 X 10 ⁸
20/03/2014	8am – 9am	164	200	172	28	0.05 X 10 ⁸
20/03/2014	4pm – 5pm	207	229	191	38	0.09 X 10 ⁸

Observations would indicate that levels of both pedestrians and vehicles using the slip road was modest for a city centre location. For each period monitored, the crossing behaviour patterns were very similar with a large majority of pedestrians choosing their own path across the road rather than using the controlled crossing facility. Over the course of 6 visits, the average number of pedestrians crossing was 218. There was on average 84% of pedestrians who crossed out with the confinements of the designated crossing. Of the remaining 16% who followed the route of the crossing, observations indicate that a majority crossed without pressing the pushbutton, while only a few pressed the pushbutton but crossed during a gap in traffic before the green man appeared. From the PV² calculations, the figures would indicate there is no need for a formal crossing facility at this site.

Conclusion

Due to the modest usage of the signalised crossing facility currently in place at the slip road and the low figures from the PV² calculations, it is felt that it would be appropriate to remove the current signalised crossing.

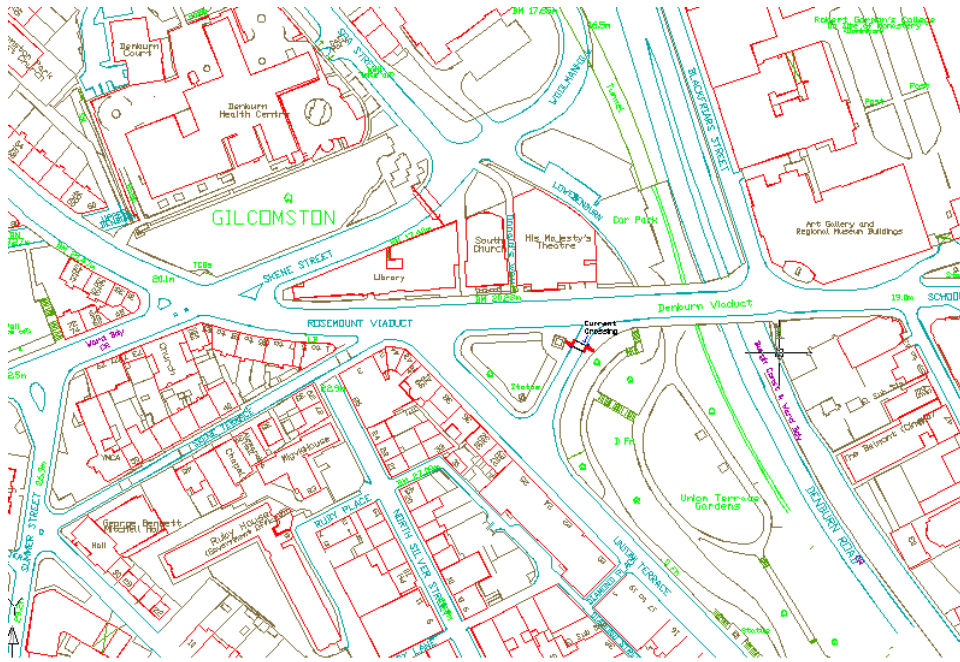
7. BACKGROUND PAPERS

Appendix Plan 1 and EHRIA form

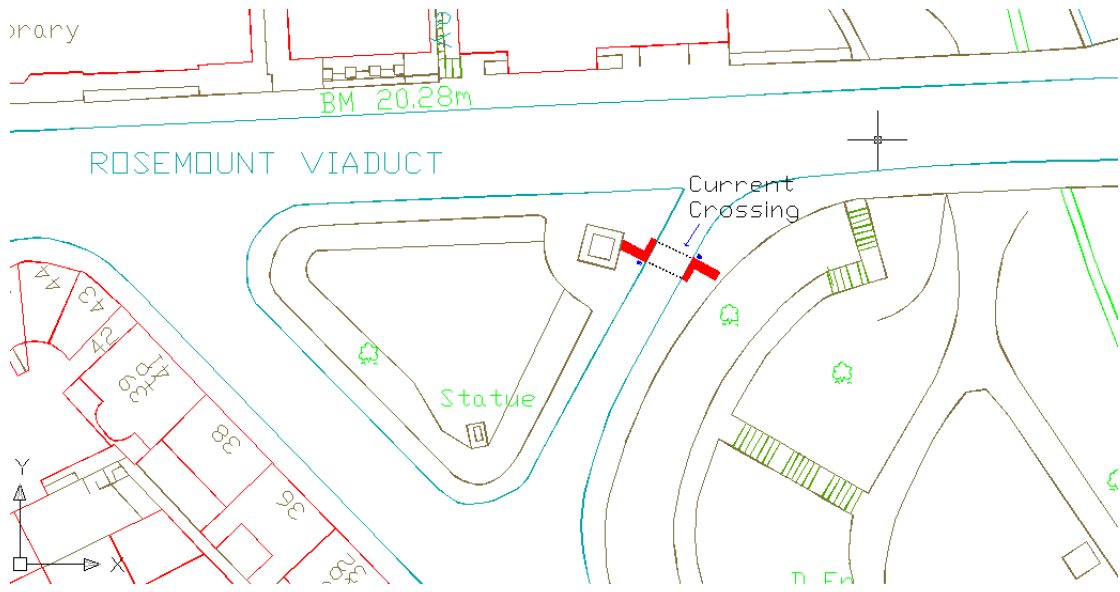
8. REPORT AUTHOR DETAILS

John Coyle
Assistant Technical Officer
JCoyle@aberdeencity.gov.uk
(01224) 538036

Appendix - PLAN 1:



PLAN 2:



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** should be understood broadly to include the full range of our activities and could refer to a decision, 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. Essentially everything we do!

STEP 1: Identify essential information

1. Committee Report No.

2. Name of proposal.

3. Officer(s) completing this form.

Name	Designation	Service	Directorate
John Coyle	Assistant Technical Officer	Traffic Operations	Enterprise, Planning & 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).

Enterprise, Planning and Infrastructure

9. Please summarise this Equality and Human Rights Impact Assessment (EHRIA). This must include any practical actions you intend to take or have taken to reduce, justify or remove any adverse negative impacts. This must also include a summary of how this proposal complies with the public sector equality duty for people with protected characteristics - see Step 2. **Please return to this question after completing the EHRIA.**

A review of the pedestrian crossing needs was carried out for the slip road crossing, with the crossing behaviours of pedestrians being monitored. Surveys were carried out over a period of three weekdays during morning and evening peak times. Over the course of 6 visits, the average number of pedestrians crossing was 218. There was on average 84% of pedestrians who crossed out with the confinements of the designated crossing. Of the remaining 16% who followed the route of the crossing, observations indicate that a majority crossed without pressing the pushbutton, while only a few pressed the pushbutton but crossed during a gap in traffic before the green man appeared. Due to the modest usage of the signalised crossing for a City Centre location there are not expected to be any adverse negative impacts caused by the removal of the facility.

10. Where will you publish the results of the Equality and Human Rights Impact Assessment? Tick which applies.

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?

To remove the current signalised crossing facility at the slip road of Rosemount Viaduct.

12. Who will benefit most from the proposal?

Aberdeen City Council

13. You should assess the impact of your proposal on equality groups and tell us how implementing this proposal will impact on the needs of the public sector equality duty to: eliminate discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations.

There will not be an impact on equality groups from implementing the proposal.

STEP 3: Gather and consider evidence

15. What **evidence** is there to identify any potential positive or negative impacts in terms of involvement, consultation, research, officer knowledge and experience, equality monitoring data, user feedback and other? You must consider relevant evidence, including evidence from equality groups.

From surveys and officer knowledge there are not expected to be any impacts from the removal of the crossing. The usage of the crossing was noted to be minimal and is not considered to have a detrimental affect on road safety.

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	0	Disability	0	Gender Reassignment*	0
Older					
Marriage or Civil Partnership	0	Pregnancy and Maternity	0	Race**	0
Religion or Belief	0	Sex (gender)***	0	Sexual orientation****	0
Others e.g. poverty	0				

Notes:

* Gender Reassignment includes Transsexual

** Race includes Gypsy/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.

In making the assessment you must consider relevant evidence, including evidence received from individuals and equality groups. Having considered all of these elements, you must take account of the results of such assessments. This requires you to consider taking action to address any issues identified, such as removing or mitigating any negative impacts, where possible, and exploiting any potential for positive impact. If any adverse impact amounts to **unlawful discrimination**, the policy must be amended to avert this. Detail the impacts and describe those affected.

Positive impacts (describe protected characteristics affected) N/A	Negative Impacts (describe protected characteristics affected) N/A
--	--

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.**

<p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> Article 3 – Right not to be subjected to torture, inhumane or degrading treatment or punishment</p> <p><input type="checkbox"/> Article 6 – Right to a fair and public hearing</p> <p><input type="checkbox"/> Article 8 – Right to respect for private and family life, home and correspondence</p> <p><input type="checkbox"/> Article 10 – freedom of expression</p> <p><input type="checkbox"/> Other article not listed above</p> <p>How?</p>

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)

There will be additional monitoring of the site on completion to ensure there are no negative impacts on any people with Protected Characteristics. A full review of the road safety characteristics will be undertaken with the proposed closure of Broad Street and impact from diverted traffic.

23. How will the results of this impact assessment and any further monitoring be used to develop the proposal?

It will be used to ensure the needs of people with Protected Characteristics are met. The road ducts for the crossing power supply will remain in place. In the event of increased traffic flow and difficulty crossing due to diverted traffic from the proposed closure of Broad Street, it would be possible to reinstate the crossing without closing Rosemount Viaduct slip road.

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

Quality check: document has been checked by

Name	Date	Signature

Head of Service (Sign-off)

Name	Date	Signature

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

Telephone 01224 523039 Email sandrab@aberdeencity.gov.uk

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ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE - COMMITTEE BUSINESS
 UPDATED FOLLOWING MEETING ON 13/03/14

Please note that this statement contains a note of every report which has been instructed for submission to this Committee. All other actions which have been instructed by the Committee are not included, as they are deemed to be operational matters after the point of committee decision. This statement does not include reports which are required by the Committee as part of the statutory process for traffic regulation orders as these are recorded separately by officers in Enterprise, Planning and Infrastructure.

<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 (bold item overdue)</u> if	<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>The Committee agreed on 6th November 2012 that this item</p>	<p>The recent budget decision included funding for Phases 1 to 3 of the Berryden Corridor instead of just the first phase. Therefore the key milestones and programme will require to be revisited and will be included within the Strategic and Local Transport Projects update report to this Committee in May 2014.</p> <p>Progress via key milestones will be contained within the Strategic and Local Transport Projects update report to this Committee in June 2014</p>	Maggie Bochel		

<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 (bold item overdue)</u> if	<u>Report Expected (if known)</u>
		was to remain on the Committee Business Statement.				
2.	Enterprise, Planning and Infrastructure Committee 26.11.10 (article 19) Enterprise, Planning and Infrastructure Committee 18.01.11 (article 25)	<p><u>(1) Access from the North – An Integrated Transport Solution - (2) Access from the North Proposals “Third Don Crossing”</u></p> <p>The Committee resolved, amongst other things to request a regular report back on progress in these matters, including the development of a Delivery Programme.</p> <p>the Committee resolved to-</p> <p>(a) agree, in principle, the provisional programme for delivery of the ‘Access from the North’ integrated transport proposals; instruct officers to continue discussions with BEAR and Transport Scotland</p> <p>(b)</p>	<p>Future updates will be provided as funding is identified for delivery of this programme. It is proposed to update Members on an annual basis on progress of the whole programme, with separate reporting should individual elements require further Committee decisions. Where key progress is made during the year, ad-hoc updates can be provided as part of the bulletin or included within the Strategic Transport projects update report.</p> <p>The Council at its meeting on 6th March 2013 agreed:-</p> <p>(i) to progress construction of the Access from the North proposals (Third Don Crossing) on a “works only” approach</p>	Maggie Bochel		

<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 (bold if item overdue)</u>	<u>Report Expected (if known)</u>
	Enterprise, Planning and Infrastructure Committee 06.11.12 (article 37)	<p>regarding options on the trunk road network;</p> <p>(c) instruct officers to progress schemes from the full delivery list as priority and funding would permit, subject to consultation and referral to future Committees as required; and</p> <p>(d) to instruct officers to keep the Committee up to date with progress of the delivery plan as timescales might be amended subject to agreement of future years spend profiles of the Non-Housing Capital budget and other relevant sources of funding.</p> <p>The Committee on 6</p>	<p>outwith the arrangements for the Aberdeen Western Peripheral Route/Balmedie to Tippetty (AWPR/B-T); to progress construction of the A96 Park and Choose/Dyce Drive Link Road on a "works only" approach outwith the arrangements for the AWPR/B-T;</p> <p>(ii) to take all necessary actions to progress the projects including budget provision with appropriate officers; to request the Council Leader to invite the Deputy First Minister and Cabinet Secretary for Infrastructure Investment and Cities to Aberdeen to meet him, elected members</p> <p>(iii)</p> <p>(iv)</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 (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		November 2012 agreed that this item was to remain on the Committee Business Statement.	<p>representing Tillydrone, Seaton and Old Aberdeen and residents of Tillydrone to discuss matters of mutual interest including the building of a Third Don Crossing; and</p> <p>(v) to instruct officers to report to each meeting of the Enterprise, Planning and Infrastructure Committee on progress in delivering the project.</p> <p>Progress via key milestones will be contained within the Strategic and Local Transport Projects update report to this Committee in June 2014.</p>			
3.	Enterprise, Planning and Infrastructure 13.09.11 (article 24)	<u>South Aberdeen Coastal Regeneration Project (SACRP) – Programme Developments</u>	The Aberdeen Coastal Regeneration Project can only be progressed as part of the mainstream development of climate change adaptation	Gordon McIntosh	21.05.12	

<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 (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		The Committee resolved, amongst other things, to receive a report in the April/May 2012 cycle, linking coastal regeneration initiatives into the mainstream development of climate change adaptation strategies and flood risk management.	strategies and flood risk management, if EP&I's Sustainable Development and Infrastructure teams are able to commit sufficient resources to address this issue. For the moment, these resources are not available. A report will be brought back to Committee as soon as these resources become available. Two of the projects are progressing those being a) the Altens burn and b) the coastal interpretation centre but otherwise the rest have been overtaken by the Harbour Boards proposal for Nigg Bay. It is a community group that is bringing forward the second project. A report to committee will follow in due course.			
4.	Enterprise, Planning and Infrastructure	<u>Aberdeen The Smarter City: A Strategy for 2020</u>	Project initiation documents including project brief have been developed.	Maggie Bochel	29.08.13	04.11.14

<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 (bold item overdue)</u> if	<u>Report Expected (if known)</u>
	11.09.12 (article 23)	The Committee agreed to instruct officers to report back to the Committee in August 2013 with the strategy and implementation plan for approval.	<p>Officers within EP&I are currently investigating funding and resource options for strategy development including scoping external delivery partners.</p> <p>Unlikely to be at a stage to report full strategy to Committee in August. Anticipated to be able to report in first quarter of 2014.</p> <p>A report will not be submitted to the March 2014 meeting. The reason for the delay is that a new approach is being agreed and will be proposed to Committee later in 2014.</p> <p>The new proposals will suggest the Strategy will form part of a collaborative north east Scotland approach to sustainable energy planning, as opposed to an Aberdeen alone approach. The purpose</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 (bold if item overdue)</u>	<u>Report Expected (if known)</u>
			for this change in approach is to increase the likelihood for accessing significant external capital funding (i.e. City Deals, EU Structural Funds, etc.) required to deliver the actions arising from the Strategy. Arrangements for the development of the Aberdeen Action Plan element of the regional Strategy are agreed and in place.			
5.	Enterprise, Planning and Infrastructure 11.09.12 (article 26)	<u>Shared Pathway - (A96/Old Meldrum Road/ Mugiemoss Road, Aberdeen) Dubford/ Greenbrae Area.</u> The Committee agreed that officers be instructed to report back in two years time on how these Traffic Orders have progressed.		Hugh Murdoch	04.09.14	
6.	Enterprise, Planning and Infrastructure	<u>Extension of Pay by Phone Parking</u>	A report will be submitted to the meeting in June 2014.	Hugh Murdoch	22.01.13	03.06.14

<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 (bold item overdue) if</u>	<u>Report Expected (if known)</u>
	11.09.12 (article 29)	<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> <p>The Committee at their meeting on 21 January 2014 requested that officers submit a report to the next meeting in March 2014.</p>				
7.	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</p>	<p>As noted previously, the Legal team is still dealing with this matter. It is likely that we will not be successful in reducing the contract length, however a clearer update will be provided on this in due course. Given that the contract end date is 2016, officers estimate the tender process will take approximately 2 years, which in itself results in difficulties in reducing contract length. Over Summer officers will commence preparatory work,</p>	Maggie Bochel	22.01.13	03.06.14

<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 (bold item overdue)</u> if	<u>Report Expected (if known)</u>
		negotiations and with a plan for retendering the Contract and Variation.	with the aim of commencing tender procedures early 2014 and a report to Committee will be prepared for November 2013 requesting permission to commence tender procedures. Due to a change in staffing this piece of work has been delayed and a report to committee will now be submitted in June 2014. A report is included on the agenda for the meeting (Request Removal from the Statement).			
8.	Enterprise, Planning and Infrastructure 22.01.13 (article 26)	<u>Garthdee Controlled Parking Zone Extension</u> The Committee agreed to 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	Officers are currently proposing to submit a report to the June committee, however discussions are still ongoing with RGU regarding a number of issues and it may still be postponed to the September committee.	Hugh Murdoch	21.05.13	03.06.14

<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 (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		with further recommendations pertaining to the implementation of the Controlled Parking Zone.				
9.	Enterprise, Planning and Infrastructure 21.05.13 (article 14)	<u>Electric Vehicle Charging</u> The Committee agreed to make electric vehicle charging free to the public, initially until the end of 2014, and to review this position in March 2014, when usage and costs to date will be reported back to the Committee.	An update on this project will be contained within the Strategic and Local Transport Projects update report to this Committee in June 2014	Maggie Bochel	13.03.14	03.06.14
10.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 23)	<u>Market Street/Guild Street Junction</u> (i) in relation to the Aberdeen City Council (Market Street/Guild Street, Aberdeen) (Rationalisation of Turning Movements) Order 201(X), uphold the objection received and refuse the making of this order, reverting to the status quo position from January 2014	The officers review will commence after the 12 month period (ie after January 2015) and the outcomes will be reported back to Committee after that time. A report should not therefore be expected prior to March 2015.	Maggie Bochel	04.09.14	

<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 (bold item overdue)</u> if	<u>Report Expected (if known)</u>
		<p>after the Christmas and New Year period; and (ii) that officers review this in twelve months' time and report back to the Committee.</p>				
11.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 27)	<p><u>Speed Survey A944 to B9119</u> It was agreed that officers carry out a detailed road speed survey on the A944 and B9119 and report back to the Committee in twelve months' time.</p>	<p>Officers have included within our "Various small scale traffic management and development associated proposals (New Works)" to the March 2014 meeting to reduce the speed limit to 40mph from the Ardene House Veterinary Hospital to the City boundary at Westhill. This process is ongoing and likely to return to committee in September.</p>	Hugh Murdoch	04.09.14	04.09.14

<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 (bold item overdue)</u> if	<u>Report Expected (if known)</u>
12.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 27)	<p><u>Extension of 30mph Speed limit on A93 to Old Ferry Road and 153 North Deeside Road</u></p> <p>It was agreed that officers make the necessary arrangements to extend the current 30 mile per hour speed limit on the A93 to the section between Old Ferry Road and 153 North Deeside Road at Bieldside and report back to the Committee.</p>	The extension of this 30mph speed limit is about to go out to Public Advert for the required Traffic Regulation order and the results will be presented to the June 2014 committee. The results of the Initial Statutory will be presented to the March committee, however if no objections are received then the report will be withdrawn and the public advert commenced immediately.	Hugh Murdoch	21.01.14	03.06.14
13.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 28)	<p><u>Area Around Hill of Rubislaw – Parking Review</u></p> <p>It was agreed to instruct officers to investigate further the potential to introduce a Priority Parking Scheme, detailing estimated income/expenditure following further surveys and to report back to a future Committee with these findings</p>	<p>Previously it was indicated that a report would be submitted to the June committee. However following a recent meeting this report will be postponed to September committee to allow residents and businesses to be consulted.</p>	Hugh Murdoch	21.01.14	04.09.14

<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 (bold item overdue) if</u>	<u>Report Expected (if known)</u>
14.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 9)	<u>C127 Blacktop Road – Flashing Speed Limit Signs</u> It was agreed that officers would report back to the Committee on the feasibility of installing flashing speed limit signs at C127 Blacktop Road (East to West bound).	Officers are currently looking at the installation of VMS signs on this route, however it is proving difficult due to the widths of verge on the approach to some of the corners. Further investigation work is planned and a Bulletin Report is due to the June 2014 committee.	Hugh Murdoch	21.01.14	
15.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 9)	<u>Rural Roads – Speed Limits</u> It was agreed that officers would report back to the Committee in twelve months time on the speed limits across rural roads.		Hugh Murdoch	04.09.14	
16.	Enterprise, Strategic Planning and Infrastructure 12.11.13 (article 4)	<u>Review of Parking Charges</u> The Committee agreed to instruct officers to monitor the benefits and outcomes of the emission related parking charges in other cities and to report back in 18 months in		Hugh Murdoch	May 2015	

<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 (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		the following terms (1) Establish the process and cost implications under which a residential permit scheme could be rolled out across the City as 'phase 1' of an Emissions Based Parking Control (EBPC). (2) Establish the process and cost implications for a pay & display scheme to roll out across the City as 'phase 2' of EBPC.				
17.	Enterprise, Strategic Planning and Infrastructure 12.11.13 (article 18)	<u>Park and Ride Sites</u> The Committee agreed that a report be submitted to a future meeting on the use of Park and Ride sites as a safe pick-up and drop-off point for private companies operating buses to transport their employees to their place of employment.	An update on this item will be included in the Strategic and Local Transport Projects update report to this Committee in June 2014.	Maggie Bochel	03.06.14	
18.	Enterprise, Strategic Planning and	<u>Galas and Festive Community Grants</u>	This information will be contained within the standard annual City Events	Maggie Bochel		04.09.14

<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 (bold item overdue)</u> if	<u>Report Expected (if known)</u>
	Infrastructure 12.11.13 (article 32)	The Committee agreed that officers identify an appropriate Council service to support the delivery of Galas and Festive Community Grants and report back to the Committee in this regard.	report for future financial year.			
19.	Council 18.12.13	<u>Sistema Scotland and Aberdeen - Report by Chief Executive</u> It was agreed that a subsequent report be brought to Council, which would include the business plan, financial costings, asset and other implications; and thereafter reports be submitted to the Education, Culture and Sport, Enterprise, Strategic Planning and Infrastructure, Housing and Environment and Social Care, Wellbeing and Safety Committees, to ensure that the introduction	Report will be submitted to Council on 14 May 2014. Thereafter a report will be submitted to the Committee.	Neil Bruce (ECS)		03.06.14

<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 (bold if item overdue)</u>	<u>Report Expected (if known)</u>
		of a "Big Noise" Centre in the city, its principles and experience could be integrated in other aspects of the Council's work.				
20.	Enterprise, Strategic Planning and Infrastructure 21.1.14 (article 4)	<u>Management of Parking</u> It was agreed to instruct the Director to report to the Committee on the proposal that the Enterprise, Planning and Infrastructure Service manage all parking across the city.	Officers are currently awaiting information to be provided from Housing and Environment and this report is currently proposed to go to the September committee.	Hugh Murdoch	03.06.14	04.09.14
21.	Enterprise, Strategic Planning and Infrastructure 21.1.14 (article 22)	<u>Community Facility Developer Contributions</u> The Committee agreed to note that a presentation would be delivered at a future meeting of the Committee in relation to community facility developer contributions.		Maggie Bochel	03.06.14	
22.	Enterprise, Strategic Planning and Infrastructure	<u>Quality Partnership for Public Transport</u> The Committee agreed to note the discussions that	Officers are in discussion with bus operators, NESTRANS and Aberdeenshire Council officers exploring the possible	Maggie Bochel	04.09.14	

<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 (bold if item overdue)</u>	<u>Report Expected (if known)</u>
	21.1.14 (article 24)	have taken place to date between the Quality Partnership for Public Transport partners on the possibility of entering into a Statutory Quality Partnership and instruct officers to work with partners to develop a draft agreement for approval by Members and to report back to this Committee in six months time on progress.	infrastructure and bus service improvements that might form the first SQP in Aberdeen. A full report on this item is anticipated after the summer. Progress on this item will be contained within the Strategic and Local Transport Projects update report to this Committee in June 2014.			
23.	Enterprise, Strategic Planning and Infrastructure 21.1.14 (article 12)	<u>KIMO Membership</u> The Committee agreed to continue membership of KIMO and to review the decision in twelve months time.		Maggie Bochel	January 2015	
24.	Enterprise, Strategic Planning and Infrastructure 13.03.14 (article 15)	<u>Sponsorship of Roundabouts</u> The Committee agreed report back after one year of operation to evidence the comparison between internal and external delivery and to		Maggie Bochel	March 2015	

<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 (bold item overdue)</u> if	<u>Report Expected (if known)</u>
25.	Enterprise, Strategic Planning and Infrastructure 13.03.14 (article 16)	<p>recommend how such sponsorship could be delivered in future.</p> <p>High Hedges Scotland Act 2013 – Application Fees</p> <p>It was agreed that officers monitor the level of applications submitted, including the reasons for non submission, and that a report be submitted in twelve months time in this regard, which would also consider whether the level of fee was appropriate, taking into account data on the number of applicants prevented from submitting an application due to the fee level.</p>		Maggie Bochel	March 2015	

ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE

MOTIONS LIST – Updated following meeting on 13 March 2014

<u>No.</u>	<u>Motion</u>	<u>Date of Council/Committee 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>Notice of Motion by Councillor Thomson</u></p> <p>“Where trees fall into either TPO or Conservation area category and an application for removal has been submitted by private individuals, enhanced neighbour notification and consultation should be put in place.</p> <p>Before any work is carried out neighbours should be notified either in person or in writing, local public notices should be displayed and ward councillors should be given advance notice.”</p>	06.03.13	<p><u>Enterprise, Planning and Infrastructure 19.03.13</u></p> <p>The Committee agreed that officers be instructed to submit a report on the terms of the motion to the next meeting of the Committee.</p>	<p>The Committee at its meeting on 21 May 2013 agreed to:-</p> <p>(i) instruct officers to undertake a six month trial period of notifying neighbours when an application is submitted by private individuals for tree removal which falls within either a TPO or Conversation area category by placing a notice on the nearest lamppost; and</p> <p>(ii) to monitor the workload impact of this initiative, as well as the number of representations received, and to report back to the Committee following the trial period.</p> <p>The Tree Officer left the Council before the end of the trial period and a replacement has just been appointed to finish the exercise and report on it. A report will be submitted to the meeting in June 2014.</p> <p>A report is included on the agenda for the meeting.</p>	Planning & Sustainable Development	03.06.14	No

<u>No.</u>	<u>Motion</u>	<u>Date of Council/ Committee Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
2.	<p><u>Notice of Joint Motion by Councillors Boulton and Delaney</u></p> <p>“Instruct officers to provide a report to the next Enterprise, Strategic Planning and Infrastructure meeting including the financial implications on the most efficient way to progress pedestrian crossings and suitable bus laybys on the Hazlehead to Westhill Road, the A944 in the vicinity of the residential area by Kingswells Church and the Five Mile Garage”.</p>	13.03.14	<p><u>Enterprise, Planning and Infrastructure 13.03.14</u></p> <p>The Committee agreed to adopt the motion and to receive a report back.</p>	<p>A report is included on the agenda for the meeting.</p>	Asset Management & Operations	03.06.14	No

Exempt information as described in paragraph(s) 8, 10 of Schedule 7A of the Local Government (Scotland) Act 1973.

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