

# Public Document Pack



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 27 August 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 **THURSDAY, 4 SEPTEMBER 2014 at 2.00 pm.**

JANE G. MACEACHRAN  
HEAD OF LEGAL AND DEMOCRATIC SERVICES

### **BUSINESS**

#### **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 03 June 2014 (Pages 1 - 20)

3.2 Referral from the Strategic Development Planning Authority (Pages 21 - 26)

#### **4 FINANCE**

4.1 2014-15 Revenue Budget Monitoring (Pages 27 - 36)

4.2 Capital Monitoring - Enterprise, Planning and Infrastructure (Pages 37 - 40)

## 5 **ENTERPRISE**

5.1 Aberdeen City Hydrogen Energy Storage Project (Pages 41 - 44)

5.2 HyTrEc - Hydrogen Transport Economy for the North Sea Region (Pages 45 - 48)

5.3 Local Climate Impacts Profile (Pages 49 - 84)

5.4 Twinning & International Partnerships (Pages 85 - 98)

5.5 Management of Events in Aberdeen Parks and Open Spaces (to follow)

5.6 Hydrogen Fuel Cells and Electro-Mobility in European Regions (HyER) (to follow)

5.7 H2 Aberdeen - Hydrogen Vehicle Fleet (to follow)

## 6 **PLANNING AND SUSTAINABLE DEVELOPMENT**

6.1 Planning Performance Framework 3 - 2013-14 (Pages 99 - 136)

6.2 Adoption of Supplementary Guidance in Support of the Local Development Plan - Newhills Development Framework (Pages 137 - 198)

6.3 Scottish Planning Policy and National Planning Framework 3 (Pages 199 - 210)

6.4 Strategic and Local Transportation Projects Update Report (Pages 211 - 268)

## 7 **INFRASTRUCTURE**

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

7.1 Various Small Scale Traffic Management and Development Associated Proposals (New Works) (Pages 269 - 300)

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

- 7.2 Traffic Orders at the Final Stage of the Statutory Process (Pages 301 - 334)

**OTHER INFRASTRUCTURE, ROADS AND PARKING ISSUES**

- 7.3 Third Don Crossing - Traffic Management Proposals (Pages 335 - 368)

- 7.4 Adoptions of Roads (Pages 369 - 372)

- 7.5 Flood Risk Management (Scotland) Act 2009 -Short List of Measures for Further Appraisal (Pages 373 - 384)

- 7.6 Allocation of Funding For Non Adopted Roads (Pages 385 - 388)

- 7.7 Roads Winter Service Plan 2014 - 15 (Pages 389 - 394)

**8 COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST**

- 8.1 Committee Business Statement (Pages 395 - 412)

- 8.2 Motions List (Pages 413 - 414)

**9 ITEMS WHICH THE COMMITTEE MAY WISH TO CONSIDER IN PRIVATE**

- 9.1 A96 Park and Choose - Dyce Drive Link Road Update (Pages 415 - 420)

Website Address: [www.aberdeency.gov.uk](http://www.aberdeency.gov.uk)

Should you require any further information about this agenda, please contact Mark Masson, tel. 522989 or email [mmasson@aberdeency.gov.uk](mailto:mmasson@aberdeency.gov.uk)

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## ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN, 3 JUNE 2014. Minute of Meeting of the ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Crockett, Convener; Councillor Taylor, Vice-Convener and Councillors Allan, Corall, Cormie (as substitute for Councillor MacGregor), Dickson (as substitute for Councillor McCaig), Dunbar (substitute for Councillor Milne), Finlayson, Jaffrey, Malik (as substitute for Councillor Boulton), Nathan Morrison (as substitute for Councillor Allan from article 5 to finish), Noble (as substitute for Councillor Blackman), Jean Morrison MBE, Thomson, Young and Yuill.

Also in attendance:- Councillor Delaney (for articles 5 and 18).

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

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2900&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.**

### REQUESTS FOR DEPUTATION

1. In terms of Standing Order 10, the Committee had before it three requests for deputation from (1) Mr Stan McEwan, on behalf of Kingswells Community Council relating to article 5 (Motion by Councillors Boulton and Delaney – Hazlehead to Westhill Road (A944) Pedestrian Crossings and Suitable Bus Lay-Bys); (2) Ms Caren McNeil relating to article 6 (Traffic Orders at the Final Stage of the Statutory Process – Abergeldie Road); and (3) Mr Bill Hay and Mr Ian Cukrowski also relating to article 6 (Traffic Orders at the Final Stage of the Statutory Process – City Centre).

The Convener proposed that all three deputations be heard and that they be considered earlier on the agenda.

**The Committee resolved:-**

to hear all three deputations and to concur with the proposal.

### DETERMINATION OF EXEMPT ITEMS OF BUSINESS

2. 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 article 28 so as to avoid disclosure of exempt information of the class described in paragraphs 8 and 10 of Schedule 7(A) to the Act.

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**MINUTE OF PREVIOUS MEETING OF 13 MARCH 2014**

3. The Committee had before it the minute of its previous meeting of 13 March, 2014.

**The Committee resolved:-**

to approve the minute.

**REFERRAL FROM PLANNING DEVELOPMENT MANAGEMENT COMMITTEE – MAXIMUM PARKING STANDARDS**

4. The Committee had before it by way of referral, a report from the Planning Development Management Committee of 28 May, 2014 relating to Maximum Parking Standards.

**The Planning Development Management Committee had resolved:-**

to recommend to the Enterprise, Strategic Planning and Infrastructure Committee that a letter be sent to the relevant Scottish Minister to (a) request that a dispensation be made for Aberdeen in relation to maximum parking standards, and (b) ask for consideration of how targets set within Green Travel Plans could be legally enforced.

**The Committee resolved:-**

to request a report back to the next meeting of the Committee outlining the potential implications of the above proposal.

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

5. In terms of Standing Order 10(1), and as agreed at the beginning of the meeting (article 1 refers), the Committee received a deputation from Mr Stan McEwan and Mr John Gerrie on behalf of Kingswells Community Council.

Mr Gerrie (a) advised that the residents of Fairley Road and Old Skene Road areas of Kingswells had requested the reinstatement of the bus stops around the Church area on the A944 Dual Carriageway between Aberdeen and Westhill; (b) indicated that the residents have continued concerns as a result of the increasing road use in the area; (c) made reference to the original bus route that partially serviced some 79 households and 3 businesses at the lower Kingswells area and the relocation of the west bound bus stop due to the Prime Four development which was to the detriment of the residents; (d) explained that First Group had withdrawn the service due to a drop in passenger numbers and the operation of the Park and Ride service resulting in travellers relying on a Stagecoach bus service at the existing layby at the church eastward and the Prime Four layby westward; (e) intimated that as a result westbound travellers, including mothers and children, pensioners and people with disabilities were finding the 800

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metres walk along the exposed A944 pavement into Kingswells a step too far particularly when the weather was extreme; (f) made reference to safety issues in car movements in the area and the resiting of the crossing to the eastside of the roundabout; (g) made reference to the Five Mile proposal in terms of access which was 0.7 miles to the west of the Kingswells roundabout; (h) supported the introduction of an on demand pedestrian light crossing initially, which could be upgraded to full traffic lights when the developments were complete at that point with little cost to the Council; and (i) supported the request by Kingswells residents to reinstate the withdrawn bus stops that would allow a safe and reasonable service between the community and both city and communities to the west at Westhill and beyond.

With reference to article 4 of the previous meeting of 13 March, 2014 the Committee had before it a background report by the Director of Enterprise, Planning and Infrastructure relating to 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.”

Councillor Delaney indicated that the original bus stops had been well used prior to the withdrawal of the service, and that it was extremely dangerous for residents living in the area to cross the road. He advised that the pedestrian crossing was too far away, especially for elderly and disabled people and was not being used by anyone. He concluded by explaining that there was no public transport for a quarter of the residents in Kingswells.

Councillor Delaney, seconded by Councillor Yuill moved:-

that officers be instructed to carry out further investigations on implementing a layout for bus stops/laybys in both directions in the immediate vicinity of the Five Mile garage on the A944 Hazlehead to Westhill Road and a footpath from Smiddy Brae to the bus stop at the five mile location heading towards Westhill and to bring a report back to the next Committee meeting including financial implications.

That officers investigate how a low cost effective solution to delivering a bus lay by and pedestrian crossing can be progressed opposite Kingswells Church, including the possibility of relocating the pedestrian facilities currently located at Prime Four.

The Convener, seconded by the Vice Convener moved as an amendment:-

that officers be instructed to carry out further investigations on implementing a layout for bus stops/laybys in both directions in the immediate vicinity of the Five Mile garage on the A944 Hazlehead to Westhill Road and a footpath from Smiddy Brae to the bus stop at the five mile location heading towards Westhill and to bring a report back to the next Committee meeting including the final implications.

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On a division, there voted:- for the motion (7) – Councillors Corall, Cormie, Dixon, Delaney, Jaffrey, Noble and Yuill; for the amendment (9) – the Convener, the Vice-Convener and Councillors Allan, Dunbar, Finlayson, Malik, Jean Morrison MBE, Thomson and Young.

**The Committee resolved:-**  
to adopt the amendment.

**TRAFFIC ORDERS AT THE FINAL STAGE OF THE STATUTORY PROCESS – EPI/14/054**

6. In terms of Standing Order 10(1), and as agreed at the beginning of the meeting (article 1 refers), the Committee received a deputation from Ms Caren McNeil relating to the proposed car club parking spaces on Abergeldie Road, Aberdeen.

Ms McNeil (a) referred to her previously submitted objection and circulated a number of photographs of Abergeldie Road/Broomhill Road on 2<sup>nd</sup> June 2014; (b) indicated that there were significant parking problems in the area resulting in her being unable to park outside her home; (c) advised that the Tesco Store development would increase the parking situation and road safety issues in the road; (d) explained that there had been a number of accidents in the area in the last 12-14 months; (e) intimated that the new development on Pitstruan Place had increased parking problems; (f) stated that officers had indicated that there was a high demand for car club spaces in the area, but had not explained where they are coming from; and (g) outlined that the area was residential in nature and that there were good transport links with no businesses in close proximity.

Members were invited to ask questions of Ms McNeil and then thanked her for her contribution.

The Committee also received a deputation from Mr Bill Hay and Mr Ian Cukrowski relating to the proposed re-zoning of parking within the city centre.

Mr Cukrowski advised (a) that he was a business permit holder located on Little Belmont Street for 25 years; (b) that he required to use his vehicle for deliveries approximately three times per day (Monday to Friday); (c) that the proposed re-zoning would mean that he would have to park near the Green which was some distance away from his business; (d) made reference to an unwritten rule which allowed him to park 2 streets away from his business in Golden Square; and (e) that consideration should be given to allow the Belmont zone to be retained within city centre west zone.

Mr Hay advised (a) that there were currently only twelve permits in the Belmont zone, six of which were residents and the others being businesses; and (b) that he parked in Golden Square because it was more practicable and there was very little parking in Union Terrace.



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Members were invited to ask questions of Mr Hay and Mr Cukrowski and then thanked them both for their contribution.

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 (Palmnerston Road/Stell Road, Aberdeen) (Prohibition of Waiting) (Taxi Rank) Order 201(X);
- (2) The Aberdeen City Council (Access Road Serving Property No. 38 Powis Terrace, Aberdeen) (Prohibition of Waiting) Order 201(X);
- (3) The Aberdeen City Council (Seafield Court, Aberdeen) (Prohibition of Waiting) Order 201(X);
- (4) The Aberdeen City Council (Margaret Street/Rose Street, Aberdeen) (Pay & Display) Order 201(X);
- (5) The Aberdeen City Council (Souterhead Road, Aberdeen) (Prohibition of Waiting) Order 201(X);
- (6) The Aberdeen City Council (Lewis Road, Aberdeen) (Prohibition of Waiting) Order 201(X);
- (7) The Aberdeen City Council (North Deeside Road, Bieldside, Aberdeen) (Extension of 30mph Speed Limit) Order 201(X);
- (8) The Aberdeen City Council (Braehead School, Aberdeen) Regulatory Part-time 20mph Speed Limits) Order 201(X);
- (9) The Aberdeen City Council (Auchmill Road/Un-named Access Road Serving 256 to 264 Auchmill Road, Aberdeen) (Prohibition of Waiting) Order 201(X);
- (10) The Aberdeen City Council (Disabled Persons Parking Places in Aberdeen City) (Regulatory Parking Places) (No 2) Order 201(X);
- (11) The Aberdeen City Council (On-Street Car Club Parking Spaces) (Amendment) Order 201(X);
- (12) The Aberdeen City (City Centre East, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X);
- (13) The Aberdeen City Council (City Centre West, Aberdeen) (Traffic Management and Controlled Parking) Order 201(X).

**The report recommended:-**

that the Committee –

- (a) approve the orders that did not attract objections;
- (b) 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.
- (c) 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

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Parking) Order 201(X), overrule the objections received and approve these orders be made as originally envisaged.

### **The Committee resolved:-**

- (i) approve recommendation (a);
- (ii) in relation to The Aberdeen City Council (On-Street Car Club Parking Spaces) (Amendment) Order 201(X), to approve the 'car club' parking bays that were not subject to objections; to defer consideration of the proposed parking bay for Abergeldie Road and that officers investigate the car club issues in that area, including alternative viable locations, to identify the demand and how it was assessed and outline the membership of the car club showing the percentage of businesses and residents; 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), to retain Union Terrace (currently within Zone G) within the City Centre East Zone, Aberdeen and approve the remaining orders be made as originally envisaged.

### **MOTION BY COUNCILLOR THOMSON – CONSULTATION OVER APPLICATIONS TO REMOVE PROTECTED TREES – EPI/14/130**

7. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure, which provided details on the six month trial period of notifying neighbours of applications to remove protected trees and covered the number of notices issued, the number of responses received and the workload impact of the initiative.

#### **The report recommended:-**

that the Committee discontinue the notification procedure as staff time being expended was disproportionate to any benefits that may result.

#### **The Committee resolved:-**

to approve the recommendation.

### **2013-14 REVENUE BUDGET MONITORING – EPI/14/129**

8. 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.

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### **The report recommended:-**

that the Committee -

- (a) note this report on the performance for the 2013/14 financial year and the reasons for the main variances from budget;
- (b) instruct that officers continue to review budget performance and report on service strategies as required to ensure a balanced budget;
- (c) 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.

### **The Committee resolved:-**

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

## **CAPITAL MONITORING - ENTERPRISE, PLANNING AND INFRASTRUCTURE PROJECTS - EPI/13/134**

9. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure, which provided an update on the capital spend in 2103/14 for the Enterprise, Planning and Infrastructure projects included within the Non-Housing Capital Programme.

### **The report recommended:-**

that the Committee note the 2013/14 position.

### **The Committee resolved:-**

to approve the recommendation.

## **REVIEW OF SERVICE PERFORMANCE 2013-14 – EPI/14/133**

10. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure, which provided an update on progress made with Enterprise, Planning and Infrastructure towards achieving service aims and objectives during 2013/14.

### **The report recommended:-**

that the Committee -

- (a) note the content of the report; and
- (b) instruct further action as appropriate

### **The Committee resolved:-**

to approve the recommendations.

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### TWINNING AND INTERNATIONAL PARTNERSHIPS - EPI/14/112

11. 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 2014/15.

**The report recommended:-**

that the Committee approve the following grants:-

- (a) £4,910 contribution towards the participation of Simunye, Simunye from Bulawayo at the Aberdeen International Youth Festival, July 24<sup>th</sup> – 4<sup>th</sup> August 2014;
- (b) £2,200 contribution towards the participation of a group from Clermont-Ferrand performing at Celebrate Aberdeen Weekend, 29<sup>th</sup> August - 1<sup>st</sup> September 2014;
- (c) £1,600 contribution towards the costs of sending three representatives from Aberdeen to conduct an exploratory visit of Mini-Regensburg, 4<sup>th</sup> - 8<sup>th</sup> August 2014; and
- (d) £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.

**The Committee resolved:-**

to approve the recommendation.

### HYDROGEN FUEL CELLS AND ELECTRO-MOBILITY IN EUROPEAN REGIONS (HYER) AND CONFERENCE OF PERIPHERAL MARITIME REGIONS (CPMR) ANNUAL MEETINGS AND EU FUNDING UPDATE – EPI/14/117

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

**The report recommended:-**

that the Committee –

- (a) approves the travel for the Convenor of EP&I Committee and one Officer to attend the HyER AGM in Copenhagen, Denmark;
- (b) 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;
- (c) approves the travel for an Officer to attend the Fuel Cell Hydrogen Joint Undertaking (FCHJU) Communication Campaign workshop on the 23<sup>rd</sup> June, 2014 and to attend the FCHJU Info Day for New Call for Proposals on the 10<sup>th</sup> July, 2014, Brussels, Belgium;

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- (d) 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;
- (e) 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;
- (f) approves the participation of Aberdeen City Council in the Energy Technology Institute (ETI) and Heat Programme project;
- (g) nominates the Convener of Enterprise Planning and Infrastructure for the position of Vice President of North Sea Commission and approves associated travel costs for North Sea Commission work;
- (h) notes the success of the Aberdeen City Hydrogen Energy Storage (ACHES) project in drawing down £757,630.78 in external grant funding;
- (i) 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.

**The committee resolved:-**

to approve the recommendations.

### **INTERNATIONAL CENTRE OF RENEWABLE ENERGY EXCELLENCE WITH FOCUS ON RENEWABLE HYDROGEN – EPI/14/149**

13. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information on the discussions and work which is currently being undertaking 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.

The report also sought approval to sign a Memorandum of Understanding (MOU) agreement with UNIDO.

**The report recommended:-**

that the Committee –

- (a) approves a MOU Agreement between Aberdeen City Council and UNIDO subject upon the terms being deemed acceptable by the Head of Legal;
- (b) approves the funding request of £150,000 to develop the needs assessment, project document and to execute the stakeholder consultations;
- (c) 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; and
- (d) approves Officer overseas travel connected with UNIDO subject to all internal service procedures being followed.

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### **The committee resolved:-**

to approve the recommendations.

### **STRATEGIC AND LOCAL TRANSPORTATION PROJECTS - EPI/14/049**

**14.** 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 the 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.

### **The Committee resolved:-**

to approve the recommendations.

### **SUPPLEMENTARY GUIDANCE – INFRASTRUCTURE AND DEVELOPER CONTRIBUTIONS MANUAL – EPI/14/050**

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

### **The report 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.

### **The Committee resolved:-**

- (i) to approve the Supplementary Guidance: Infrastructure and Developer Contributions manual in conjunction with the consultation on the Local Development Plan and agree that officers undertake the statutory process for adoption of the supplementary guidance with the exception of the level of contribution for secondary school pupils being revised to £30,000 per pupil from £44,000 per pupil; and
- (ii) to receive a presentation on the formula calculation for pupil to household ratios.

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**SCHOOL TRANSPORT PICK-UP AND DROP OFF PROCEDURE – EPI/14/063**

16. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided details 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 recommended:-**

that the Committee -

- (a) agree to implement the revised school transport pick up and drop off procedure for pupils residing at rural locations; and
- (b) ratify the pick up and drop off procedure for all other School Transport.

**The Committee resolved:-**

to approve the recommendations.

**TREE PRESERVATION ORDERS AND HIGH HEDGE NOTICES – DELEGATED POWERS – EPI/14/122**

17. With reference to article 16 of the minute of the previous meeting of 13<sup>th</sup> March 2014, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided information the requirements of new legislation (The High Hedges (Scotland) Act 2013) and sought approval that the Scheme of Delegation be updated in line with the recommendations detailed below in relation to Tree Preservation Orders & High Hedge Notices.

**The report recommended:-**

that the Committee approve that the Scheme of Delegation be updated by adding that the Head of Planning and Sustainable Development is authorised to:-

- (a) refuse applications for works to trees covered by Tree Preservation Orders; and
- (b) 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.

**The Committee resolved:-**

to approve the recommendation.

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**ADOPTION OF SUPPLEMENTARY GUIDANCE IN SUPPORT OF THE LOCAL DEVELOPMENT PLAN – COUNTESSWELLS DEVELOPMENT FRAMEWORK AND PHASE 1 MASTERPLAN – EPI/14/127**

**18.** With reference to article 10 of the minute of the previous meeting of 13<sup>th</sup> March 2014, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which outlined the results of the Countesswells Development Framework and Phase 1 Masterplan consultation and presented a summary of the representations received, officers' responses to these representations and details of resulting action from this.

The Committee heard Councillor Delaney as adjoining ward member commend the internal layout of the Plan, however he advised that he had concerns in relation to the potential increase in traffic and car journeys. He explained that up to 1700 vehicles would progress to the Lang Stracht which would be exasperated further with the Maidenraig Development. He suggested that consideration should be given to installing a signalised junction and removal of the tight corner. He sought the Committee's approval to defer consideration of the application to obtain further information on the traffic impact.

**The report 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.

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

that the Committee approve the recommendations contained within the report.

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

that the Committee defer consideration of the report until a full analysis of the traffic impact is submitted.

On a division, there voted:- for the motion (13) – the Convener, the Vice-Convener and Councillors Corall, Cormie, Dixon, Dunbar, Finlayson, Jaffrey, Malik, Jean Morrison MBE, Nathan Morrison, Noble and Young; for the amendment (2) – Councillors Thomson and Yuill.

**The Committee resolved:-**

to adopt the motion.



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### **ADOPTION OF SUPPLEMENTARY GUIDANCE IN SUPPORT OF THE LOCAL DEVELOPMENT PLAN - NEWHILLS DEVELOPMENT FRAMEWORK - EPI/14/128**

**19.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an update on the current position of the Newhills Development Framework and agree what is required prior to its adoption as Supplementary Guidance.

**The report 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; and
- (c) agree that the consultation results and the points covered under recommendations a) and b) are reported back to the 4 September 2014, Enterprise, Strategic Planning and Infrastructure Committee with the intention to approve the document as Supplementary Guidance.

**The Committee resolved:-**

to approve the recommendations

### **VARIOUS SMALL SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS (NEW WORKS) - EPI/14/52**

**20.** 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 –  
Cairnview Crescent/Rosehill Drive/Cairncry Road;  
Coronation Road/North Deeside Road;  
Dyce Drive;  
Kirkhill Road;  
Marischal Street;  
Provost Rust Drive;  
Sacred Heart Church, Glenbervie Road;  
Station Brae, Peterculter;

**ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE**

3 June 2014

- Rose Street;
- Elm Place;
- Hamilton Lane.
- Proposals Relating to Bus Journey Improvements –  
Guild Street;  
Hutcheon Street;
- Proposals to be funded by the Developer –  
Auchinyell Road;  
Broomhill Road;  
Elmbank Terrace;  
Farburn Terrace  
The Grande, Palmerston Road;  
The Grande, Raik Road/Poynerook Road;  
Station Road, Bucksburn;  
Ardene Veterinary Practice, Kingswells;  
Mosque, Nelson Street;  
Balmoral Business Park, Wellington Road.
- Proposals to be funded from the Disabled Parking Revenue budget -  
Various On-Street Parking (67 spaces);

**The report recommended:-**

that the Committee -

- (a) approve the proposals in principle;
- (b) instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders required as described in 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.

**PROPOSED CONTROLLED PARKING ZONE AND TRAFFIC MANAGEMENT PROPOSALS (PALMERSTON AREA) – EPI/14/055**

21. With reference to article 32 of the minute of the meeting of 11 September 2012, the Committee had before it a report by the Director of Enterprise, Planning and Infrastructure on the proposed road layout amendments and traffic management proposals within the Palmerston area including the proposed introduction of a Controlled Parking Zone (CPZ).

## ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

3 June 2014

### **The report recommended:-**

that the Committee –

- (a) note the proposed road layout amendments and traffic management proposals;
- (b) incorporate the recommendations for future developments to implement the proposed alterations through the planning process;
- (c) 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 and Resources Committee;
- (d) instruct officers to progress the staged approach to amend the existing road layout. Traffic Management proposals and introduction of the CPZ;
- (e) 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.

### **The Committee resolved:-**

to approve the recommendations.

## **WINTER MAINTENANCE OPERATIONS 2013/14 – EPI/14/067**

**22.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an overview of the strategy that the roads operations operated throughout the City during the winter of 2013/14.

### **The report recommended:-**

that the Committee –

- (a) note the contents of the 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; and
- (d) instruct officers to report back to Committee in September 2014 with the updated Winter Services Plan.

### **The Committee resolved:-**

- (i) to approve the recommendations; and
- (ii) to thank staff for the work they had carried out during the winter season.

**ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE**

3 June 2014

**STRUCTURAL INTEGRITY OF NON GALVANISED STREET LIGHTING COLUMNS  
– EPI/14/109**

**23.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided an overview of the implications arising from recent Structural Integrity Testing of Non Galvanised Street Lighting Columns.

**The report recommended:-**

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) note 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 Enterprise, Strategic Planning and Infrastructure Committee in March 2014, to manage replacement programme; and
- (e) note the detrimental effect that recommendation d) will have on other areas of work presently carried out under the Roads Capital Budget.

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

that the Committee:-

- (1) note the content of the report;
- (2) 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;
- (3) note 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;
- (4) instruct officers, as part of the ongoing monitoring of the overall capital programme to identify opportunities to vire monies from underspends on other projects within Enterprise, Planning and Infrastructure in this current financial year to fund street lighting replacement with any spending being managed as part of the overall 5 year capital programme up to a maximum of £1million in the current financial year; and
- (5) request that officers ensure that budgeted expenditure on carriageway improvements, whether it be repairs to safety defects or to planned surface replacement, be maintained at budgeted 2014/15 levels.

Councillor Yuill moved as an amendment that the Committee approve the terms of the motion but with the addition it they refer the report to the Finance, Policy and Resources Committee to request that it consider funding street lighting columns from any corporate capital or revenue budget underspend this year.

## ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

3 June 2014

Councillor Yuill did not receive a seconder, therefore in terms of Standing Order 12(6), the amendment fell.

### **The Committee resolved:-**

- (i) to approve the revised recommendations as outlined above; and
- (ii) to request that officers investigate the street lighting issues in Victoria Street, Aberdeen and liaise with Councillor Cormie in this regard.

### **REVIEW OF CHARGES FOR STREET OCCUPATION – EPI/14/120**

**24.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which provided details of the review of existing Charges for Street Occupations covered by the Roads (Scotland) Act 1984 and the New Roads and Street works Act 1991.

### **The report recommended:-**

that the Committee note the charges detailed in the report and that these be applied from 01 August, 2014

### **The Committee resolved:-**

to approve the recommendation.

### **UNION TERRACE/ROSEMOUNT VIADUCT – PROPOSED REMOVAL OF PEDESTRIAN CROSSING – EPI/14/115**

**25.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which proposed the removal of the Pelican crossing facility at the junction of Union Terrace/Rosemount Viaduct.

### **The report recommended:-**

that the Committee agree to the removal of the traffic light crossing facility at the slip road from Rosemount Viaduct to Union Terrace.

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

that the recommendation contained within the report be approved.

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

that the Committee take no action in relation to the proposal to remove the pedestrian crossing.

On a division, there voted – for the motion (8) – the Convener, the Vice-Convener and Councillors Dunbar, Malik, Jean Morrison MBE, Nathan Morrison, Thomson and Young; for the amendment (7) – Councillors Corall, Cormie, Dixon, Finlayson, Jaffrey, Noble and Yuill.

## ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE

3 June 2014

### **The Committee resolved:-**

to adopt the motion.

### **COMMITTEE BUSINESS STATEMENT**

**26.** 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 3 (South Aberdeen Coastal Regeneration Project – Programme Development) and item 7 (Bus Shelter Advertising Contract) from the statement; and
- (ii) to otherwise note the updates provided within the business statement.

### **MOTIONS LIST**

**27.** 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 Thomson (Consultations over Applications to Remove Protected Trees)) from the motions list.

**In accordance with the decision recorded under article 2 of this minute, the following item of business was considered with the press and public excluded.**

### **ADVERTISING BUS SHELTER TENDER – EPI/14/064**

**28.** The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure which sought approval to tender and implement a coordinated and updated contract for bus shelter advertising and associated street furniture provision to fund installation of bus shelters, for implementation in February 2016 when the existing contract expires.

### **The report recommended:-**

that the Committee -

- (a) approve the commencement of the procurement process for retendering of the contract for advertising bus shelters;
- (b) approve procurement of an external consultant to assist in the preparation of the tender specification; and

**ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE COMMITTEE**  
3 June 2014

- (c) instruct officers to report back to Committee with details of a preferred bidder for approval in Autumn 2015.

**The Committee resolved:-**

to approve the recommendations.

**COUNCILLOR BARNEY CROCKETT, Convener.**

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## **ABERDEEN CITY & SHIRE STRATEGIC DEVELOPMENT PLANNING AUTHORITY**

**Date: 26 June 2014**

**Title: SDPA Chair and Vice Chair**

### **1 Purpose of Report**

- 1.1 The purpose of this report is for the Aberdeen City and Shire Strategic Development Planning Authority (SDPA) to consider a variation to the implementation of the Minute of Agreement before referring it to the two councils for ratification.

### **2 Background**

- 2.1 The Minute of Agreement between the Aberdeen City Council and Aberdeenshire Council governing the operation of the SDPA dates back to its formation in 2008 and has been amended once since then in May 2010. <http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=550&SID=38>
- 2.2 The agreement defines the two-year fixed terms in office of the chair and vice-chair which was based on the standard 4-year cycle of local government elections. The relevant extract of which is set out below:

#### **“Chairman and Vice Chair**

**2.3** The Chair and Vice Chair of the SDPA shall be elected by the Members attending the first Meeting of the SDPA. The Chair and Vice Chair shall not be from the same Council and they shall hold office for a period of 2 years from the date of the first meeting. At the end of the Chairs term of office the Vice Chair will automatically assume the role of Chair and a new Vice Chair will be elected.”

- 2.3 The current chair of the SDPA (Councillor Ramsay Milne – Aberdeen City Council) is due to stand down from this position in September 2014, making way for the current vice-chair (Councillor Peter Argyle – Aberdeenshire Council) who would be chair until September 2016 (nine months before the next scheduled local government elections.
- 2.4 Councillor Argyle is the current Chair of Nestrans, with Councillor Milne as Vice Chair. The expectation is that they will swap roles mid-way through the local government election cycle.

### **3 Discussion**

- 3.1 This report recommends that the current and subsequent term for the Chair and Vice Chair be varied so that the transitions occur at the end of December 2014 and then at the end of June 2017.

- 3.2 The purpose of this variation is to maintain the link between the chairmanship of the SDPA and Nestrans while also recognising the five-year term of the current councils.
- 3.3 It is understood that the breaks proposed above would also be used by Nestrans, although any such decision would be for the Nestrans Board to make in due course.
- 3.4 If agreed and subsequently ratified by both councils, Councillor Ramsay Milne would continue as chair of the SDPA until the end of December 2014, at which point Councillor Peter Argyle would take the chair until the end of June 2017. Two-year terms would then resume, as set out in the Minute of Agreement.

#### Next Steps

- 3.5 Given that the Minute of Agreement is between Aberdeen City Council and Aberdeenshire Council, if agreed, this variation needs to be referred to Aberdeenshire Council's Infrastructure Services Committee (meeting on 21 August 2014) and Aberdeen City Council's Enterprise Strategic Planning and Infrastructure Committee (meeting on 4 September 2014).

## **4 Recommendations**

- 4.1 It is recommended that the SDPA refer this report to both Aberdeen City Council and Aberdeenshire Council for agreement of the variation to the implementation of the Minute of Agreement as set out above.

David Jennings, Strategic Development Plan Manager, Aberdeen City and Shire SDPA

Dr Margaret Bochel  
Head of Planning & Sustainable Development  
Aberdeen City Council



Robert Gray  
Head of Planning and Building Standards  
Aberdeenshire Council



Report prepared by:-  
David Jennings, SDP Manager

**STRATEGIC DEVELOPMENT PLANNING AUTHORITY  
TOWN HOUSE, ABERDEEN  
THURSDAY 26 JUNE, 2014**

**Present:-** Councillors R Milne (Chair), P J Argyle (Vice Chair), P W Bellarby, J Corall, J B Cox, A Finlayson, R J Merson, N J Smith, R Thomson and B A Topping.

**Officers:-** **Strategic Development Planning Authority:** Strategic Development Plan Manager  
**Aberdeen City Council:** Head of Planning and Sustainable Development.  
**Aberdeenshire Council:** Head of Planning and Building Standards, Director of Infrastructure Services, Principal Accountant, Senior Information and Research Officer and Committee Officer (K Macleod).

**DECLARATION OF MEMBERS' INTEREST**

No declarations of interest were intimated.

**APOLOGIES**

Apologies for absence were intimated on behalf of Councillor A Taylor.

**MINUTE OF PREVIOUS MEETING 12 MARCH, 2014**

1. The Authority had before them the Minute of its previous meeting of 12 March, 2014.

With reference to Item 7 of the Minute an update was provided on Scottish Planning Policy and National Planning Framework 3 which had been published by the Scottish Government on 23 June, 2014.

**The Authority resolved:-**

- (i) To approve the minute as a correct record.

**STRATEGIC DEVELOPMENT PLAN APPROVAL**

2. The Authority had before them a report by the Strategic Development Plan Manager which informed the Authority of the approval of the Strategic Development Plan and sought agreement for the next steps in the process.

The report advised that Scottish Ministers had approved the Aberdeen City and Shire Strategic Development Plan on 28, March 2014. The decision letter was provided as Appendix 1 to the report and the Strategic Development Plan, incorporating modifications made by Scottish Ministers, was provided as Appendix 2 to the report.

The report detailed the next steps, including the publishing of a Strategic Environment Assessment Post Adoption Statement (Appendix 4), an updated Habitats Regulation Appraisal Record (Appendix 5), an updated Equalities and Human Rights Impact Assessment (Appendix 6) and an updated Action Programme (Appendix 7); the preparation of a Monitoring Report which would be

reported to the next meeting of the SDPA; and the preparation of Supplementary Guidance to support the Strategic Transport Fund and a 'South Peterhead' Development Framework.

**The Authority resolved:-**

- (i) to note the approval of the Strategic Development Plan by Scottish Ministers and its subsequent publication;
- (ii) to agree Appendices 4-7, their online publication on the SDPA website and the publication of a notice in the Press and Journal regarding the SEA Post-Adoption Statement;
- (iii) to note the ongoing preparation of a Monitoring Report to be reported to the next meeting of the SDPA;
- (iv) to agree the interim position regarding the Strategic Transport Fund and the intention to bring back proposals to the next meeting of the SDPA setting out details to take both pieces of Supplementary Guidance forward to adoption as soon as practically possible; and
- (v) to thank the Strategic Development Plan Manager and his team for their work on the Strategic Development Plan.

**SCOTTISH GOVERNMENT SDP REVIEW**

3. The Authority had before them a report by the Strategic Development Plan Manager which updated the Authority on the Scottish Government's 'Review of Strategic Development Plans in Scotland'.

The Strategic Development Plan Manager introduced the report and advised that the consultant's report on the review had been published in May 2014 and was attached as Appendix 1 to the report. The review report had concluded that the future of Scotland depended largely on meeting common opportunities and challenges which could only be achieved by a strategic approach to development planning. The system of strategic planning introduced by the Planning (Scotland) Act 2006 was seen as still bedding in.

It had been anticipated that Scottish Ministers would outline their response to the findings of the report on 23 June, 2014 but the response was now expected on 27 June. It was therefore proposed that the SDPA considered its own response to the findings at its September meeting once the views of Scottish ministers had been made clear.

**The Authority resolved:-**

- (i) to note the publication of the 'Review of Strategic Development Plans in Scotland' and to consider the findings in more detail once the response of the Scottish Government was clear.

**HOUSING LAND AUDIT 2014**

4. The Authority had before them a report by the Head of Planning and Sustainable Development, Aberdeen City Council and the Head of Planning and Building Standards, Aberdeenshire Council which advised members of the results of the

2014 Housing Land Audit, as provided in Appendix 1 to the report, and its implications for the housing land supply position.

The Authority were advised that the annual Housing Land Audit (HLA) measured the quantity of land available for new housing and that Scottish Government planning policy required that a minimum effective supply of 5 years' worth of land be maintained at all times. It was highlighted that the effective land supply in each of the housing market areas was above the 5 year housing requirement, with 6.2 years supply in the Aberdeen Housing Market Area and 6.6 years supply in the Rural Housing Market Area. This meant that no action needed to be taken beyond the continued implementation of the Structure Plan/Strategic Development Plan and the two Local Development Plans.

**The Authority resolved:-**

- (i) to note the contents of the 2014 Housing Land Audit.

**TAYPLAN MAIN ISSUES REPORT**

5. The Authority had before them a report by the Strategic Development Plan Manager which detailed the proposed response to the TAYplan Main Issues Report.

The Strategic Development Plan Manager introduced the report and advised that as the Aberdeen City and Shire SDPA was contiguous with TAYplan the Authority had been consulted on their Main Issues Report, which was provided as Appendix 1 to the report. There were four issues which were considered worthy of a response from the SDPA and these related to increased flexibility to accommodate the housing requirement from one Housing Market Area (HMA) in another HMA within the same council area, new stations, road and rail improvements and carbon capture and storage.

**The Authority resolved:-**

- (i) to agree the report as its response to the TAYplan Main Issues Report.

**SDPA BUDGET MONITORING**

6. The Authority had before them a report by the Treasurer of the SDPA which provided the Authority with the budget monitoring position for 2013/14 as at 31 March, 2014 as provided in Appendix 1 of the report.

The report informed the Authority that the costs of the Authority were broadly in line with the budget and detailed underspend in the categories of (1) Supplies and Services and (2) Administration Costs. It was advised that as at 31 March, 2014 Aberdeen City Council had contributed £94,000 and Aberdeenshire Council had contributed £82,000 and that the resulting surplus of net expenditure of £6000 should be split so that each would have paid an equal amount of £85,000.

**The Authority resolved:-**

- (i) to note the budget monitoring position as at 31 March 2014; and
- (ii) to approve the return of surplus income at year end to Aberdeenshire City Council of £9,000 and a recharge of £3,000 to Aberdeenshire Council.

## **UNAUDITED STATEMENT OF ACCOUNTS 2013/14**

7. The Authority had before them a report by the Treasurer which sought consideration of the unaudited Statement of Accounts for the year ending 31 March, 2014 as provided in Appendix 1 of the report.

The Principal Accountant introduced the report and drew the Authority's attention to the Movement in Reserves Statement which showed there had been no movement in the reserves of £104,000; the Comprehensive Income and Expenditure Statement and the Balance Sheet which detailed the SDPA unaudited financial position as at 31 March, 2014.

### **The Authority resolved:-**

- (i) to note the Unaudited Statement of Accounts for 2013/14 and approve their issue to the Authority's external auditor and the Controller of Audit.

## **SDPA CHAIR AND VICE CHAIR**

8. The Authority had before them a report by the Strategic Development Plan Manager which detailed proposals for a variation to the implementation of the Minute of Agreement to vary the current and subsequent term of the Chair and Vice Chair so that the transitions would occur at the end of December 2014 and then at the end of June 2017.

### **The Authority resolved:-**

- (i) to refer the report to Aberdeen City Council and Aberdeenshire Council for agreement of the variation to the implementation of the Minute of Agreement as set out in the report.

## **DATE OF NEXT MEETING**

9. Members noted the date of the next meeting as 24 September, 2014.

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning and Infrastructure
DATE	4 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	2014/15 Revenue Budget Monitoring
REPORT NUMBER:	EPI/14/235

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### 1. PURPOSE OF REPORT

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

### 2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- i) note this report on the performance to date and the forecast outturn and the information on risks and management action that is contained herein;
  - ii) instruct that officers continue to review budget performance and report on Service strategies as required to ensure a balanced budget;
  - iii) instruct officers to report, in due course, on the actual outturn compared to budget following completion of the 2014/15 financial statements.

### 3. FINANCIAL IMPLICATIONS

- 3.1. The total Enterprise, Planning and Infrastructure budget currently amounts to £40M of net expenditure.
- 3.2. Based upon present forecasts it is anticipated that the outturn for the Directorate will be £1M below budget. This position will be reflected in the overall financial monitoring for the Council when it is reported to Finance and Resources Committee at the end of this committee cycle.
- 3.3. Further details of the financial implications are set out in section 5 and in the appendix to this report.

#### 4. OTHER IMPLICATIONS

4.1 None.

#### 5. BACKGROUND/MAIN ISSUES

5.1 This report informs Members of the current year revenue budget performance for the Directorate to Period 3 (end of June 2014) and provides a high level summary for the consideration of Members. It also outlines whether or not there are any cost pressures that are immediately identifiable from the expenditure incurred to date and actions being undertaken to manage these.

5.2 The Directorate report and associated notes are attached at Appendix A.

#### **Financial Position and Risks Assessment**

The forecast outturn for the full year is a net underspend of £1M.

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

- Staff costs across the Directorate are forecast to be £1.1M below budget due the ongoing management of vacancies.
- Planning application and building application fee income is forecast to exceed budget by £520K, as a result of a continued high level of new applications, including a number of large individual applications in the year to date.
- The cost of fleet maintenance is forecast to exceed budget by £460K.
- The cost of the distribution service is anticipated to exceed budget by £190K.
- An additional £200K is forecast to be received for school meals based on similar levels of income in 2013/14.
- The outturns detailed in Appendix A incorporate the main risks identified by the Service to date. The most significant additional risk faced by the Service relates to the severity of the winter and its impact on roads maintenance and, to a lesser extent, school catering budgets as a result of the introduction of free school meals in January 2015.



## 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

Helen Sherrit  
Finance Partner  
hsherrit@aberdeencity.gov.uk  
01224 346353

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ABERDEEN CITY COUNCIL  
REVENUE MONITORING 2014 / 2015

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	30 June 2014	ANNUAL BUDGET	YEAR TO DATE			OUTTURN		CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE	
<b>ACCOUNTING PERIOD 3</b>		£'000	£'000	£'000	£'000	£'000	%	£'000
ASSET MANAGEMENT AND OPERATIONS		28,970	7,243	9,046	1,804	28,898	(72) (0.2%)	0
ECONOMIC AND BUSINESS DEVELOPMENT		3,997	999	1,399	400	4,013	16 0.4%	0
PLANNING AND SUSTAINABLE DEVELOPMENT		6,229	1,557	1,852	295	5,228	(1,001) (16.1%)	0
DIRECTORATE SUPPORT		864	216	204	(12)	868	4 0.4%	0
<b>TOTAL</b>		<b>40,060</b>	<b>10,015</b>	<b>12,501</b>	<b>2,486</b>	<b>39,007</b>	<b>(1,053) (2.6)%</b>	<b>0</b>

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	30 June 2014	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
<b>ACCOUNTING PERIOD 3</b>		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS		31,150	7,788	7,480	(308)	30,030	(1,120)	(3.6)%	0
PROPERTY COSTS		26,989	6,747	3,901	(2,846)	27,049	60	0.2%	0
ADMINISTRATION COSTS		1,053	263	314	51	1,291	238	22.6%	0
TRANSPORT COSTS		4,856	1,214	1,371	157	4,972	116	2.4%	0
SUPPLIES & SERVICES		27,263	6,816	3,660	(3,156)	28,579	1,316	4.8%	0
TRANSFER PAYMENTS		2,844	711	1,411	700	2,731	(113)	(4.0)%	0
<b>GROSS EXPENDITURE</b>		<b>94,155</b>	<b>23,539</b>	<b>18,137</b>	<b>(5,402)</b>	<b>94,652</b>	<b>497</b>	<b>0.5%</b>	<b>0</b>
LESS: INCOME									
GOVERNMENT GRANTS		(488)	(122)	686	808	(1,199)	(711)	145.7%	0
OTHER GRANTS		(16,726)	(4,182)	544	4,726	(16,597)	129	(0.8)%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		(24,178)	(6,045)	(3,806)	2,239	(24,200)	(22)	0.1%	0
OTHER INCOME		(12,703)	(3,176)	(3,060)	116	(13,649)	(946)	7.4%	0
<b>TOTAL INCOME</b>		<b>(54,095)</b>	<b>(13,524)</b>	<b>(5,636)</b>	<b>7,888</b>	<b>(55,645)</b>	<b>(1,550)</b>	<b>2.9%</b>	<b>0</b>
<b>NET EXPENDITURE</b>		<b>40,060</b>	<b>10,015</b>	<b>12,501</b>	<b>2,486</b>	<b>39,007</b>	<b>(1,053)</b>	<b>(2.6)%</b>	<b>0</b>

VIREMENT PROPOSALS

Several. See details within individual Head of Service summaries.

REVENUE MONITORING VARIANCE NOTES

**Employee Costs**

Vacancies are being actively managed across the Directorate.

FORECAST VARIANCE	CHANGE
£'000	£'000
(1,120)	0

**Property Costs**

Savings are forecast in building repairs and rates costs. Energy costs are forecast to exceed budget.

60	0
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**Administration Costs**

An overspend in postages is forecast and within a number of activities within Economic and Business Development.

238	0
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**Transport Costs**

The main over spend is within Fleet in Asset Management & Operations.

116	0
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**Supplies & Services**

Fleet costs for vehicle repairs are forecast to be overspent by £470K and £700K for Universal Home Insulation which is matched by an increase in the income out-turn within Asset Management and Operations

1,316	0
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**Transfer payments**

Savings are forecast within Environmental projects within Planning & Sustainable Development.

(113)	0
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**Government Grants**

As per supplies and services an out-turn for £700K has been included for Universal Home Insulation and it is anticipated to receive an additional £260K in school catering income.

(711)	0
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**Other Grants & Contributions**

129	0
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**Interest**

No significant variances from budget are forecast for this item.

0	0
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**Recharges**

No significant variances from budget are forecast for this item.

(22)	0
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**Other Income**

Income from planning applications and building applications is forecast to exceed budget.

(946)	0
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(1,053)	0
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE  
ASSET MANAGEMENT AND OPERATIONS

AS AT	30 June 2014	ANNUAL BUDGET	YEAR TO DATE			OUTTURN		CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE	
ACCOUNTING PERIOD 3		£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS	20,492	5,123	4,970	(153)	19,780	(712)	(3.5)%	0
PROPERTY COSTS	10,387	2,597	3,722	1,125	10,475	88	0.8%	0
ADMINISTRATION COSTS	592	148	210	62	803	211	35.6%	0
TRANSPORT COSTS	1,401	350	316	(34)	1,464	63	4.5%	0
SUPPLIES & SERVICES	10,811	2,703	2,619	(84)	12,007	1,196	11.1%	0
TRANSFER PAYMENTS	865	216	853	637	865	0	0.0%	0
<b>GROSS EXPENDITURE</b>	<b>44,548</b>	<b>11,137</b>	<b>12,690</b>	<b>1,553</b>	<b>45,394</b>	<b>846</b>	<b>1.9%</b>	<b>0</b>
LESS: INCOME								
GOVERNMENT GRANTS	(20)	(5)	(270)	(265)	(710)	(690)	3450.0%	0
OTHER GRANTS & CONTRIBUTIONS	(126)	(32)	(15)	17	(98)	28	(22.2)%	0
INTEREST	0	0	0	0	0	0	0.0%	0
RECHARGES	(8,200)	(2,050)	(1,665)	385	(8,202)	(2)	0.0%	0
OTHER INCOME	(7,232)	(1,808)	(1,694)	114	(7,486)	(254)	3.5%	0
<b>TOTAL INCOME</b>	<b>(15,578)</b>	<b>(3,895)</b>	<b>(3,644)</b>	<b>251</b>	<b>(16,496)</b>	<b>(918)</b>	<b>5.9%</b>	<b>0</b>
<b>NET EXPENDITURE</b>	<b>28,970</b>	<b>7,243</b>	<b>9,046</b>	<b>1,804</b>	<b>28,898</b>	<b>(72)</b>	<b>(0.2)%</b>	<b>0</b>

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

**Employee Costs**

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

(712)

0

**Property Costs**

The principal adverse variance is within AECC accommodation of £90K as the Council is to remain longer than anticipated.

88

0

**Administration Costs**

The principal over spend is within postages which is forecast to be overspent by £190K.

211

0

**Transport Costs**

The main over spend is within fleet of £67K.

63

0

**Supplies and Services**

Fleet costs for vehicle repairs are forecast to be overspent by £470K and £700K for Universal Home Insulation which is matched by an increase in the income out-turn, .

1,196

0

**Transfer Payments**

No significant variance from budget is forecast for this item.

0

0

**Income**

As per supplies and services an out-turn for £700K has been included for Universal Home Insulation and it is anticipated to receive an additional £260K in school catering income.

(918)

0

(72)

0

ABERDEEN CITY COUNCIL  
REVENUE MONITORING 2014 / 2015

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE  
PLANNING AND SUSTAINABLE DEVELOPMENT

AS AT	30 June 2014	ANNUAL BUDGET	YEAR TO DATE			OUTTURN		CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE	
<b>ACCOUNTING PERIOD 3</b>		£'000	£'000	£'000	£'000	£'000	£'000 %	£'000
STAFF COSTS		7,707	1,927	1,833	(94)	7,387	(320) (4.2)%	0
PROPERTY COSTS		15,957	3,989	153	(3,836)	15,930	(27) (0.2)%	0
ADMINISTRATION COSTS		114	29	17	(12)	95	(19) (16.7)%	0
TRANSPORT COSTS		3,153	788	1,026	238	3,190	37 1.2%	0
SUPPLIES & SERVICES		14,681	3,670	848	(2,822)	14,813	132 0.9%	0
TRANSFER PAYMENTS		190	48	35	(13)	77	(113) (59.5)%	0
<b>GROSS EXPENDITURE</b>		<b>41,802</b>	<b>10,451</b>	<b>3,912</b>	<b>(6,539)</b>	<b>41,492</b>	<b>(310) (0.7)%</b>	<b>0</b>
LESS: INCOME								
GOVERNMENT GRANTS		(89)	(22)	670	692	(165)	(76) 85.4%	0
OTHER GRANTS & CONTRIBUTIONS		(15,193)	(3,798)	624	4,422	(15,192)	1 (0.0)%	0
INTEREST		0	0	0	0	0	0 0.0%	0
RECHARGES		(15,248)	(3,812)	(2,107)	1,705	(15,227)	21 (0.1)%	0
OTHER INCOME		(5,043)	(1,261)	(1,247)	14	(5,680)	(637) 12.6%	0
<b>TOTAL INCOME</b>		<b>(35,573)</b>	<b>(8,893)</b>	<b>(2,060)</b>	<b>6,833</b>	<b>(36,264)</b>	<b>(691) 1.9%</b>	<b>0</b>
<b>NET EXPENDITURE</b>		<b>6,229</b>	<b>1,557</b>	<b>1,852</b>	<b>295</b>	<b>5,228</b>	<b>(1,001) (16.1)%</b>	<b>0</b>

VIREMENT PROPOSALS

None this cycle.

REVENUE MONITORING VARIANCE NOTES

**Employee Costs**

Vacancies are being managed across the service and include under spends from a wide variety of services including Development & Public Transport Unit Drivers

(320)

0

**Property Costs**

It is anticipated there will be an under spend of £23K within the Park & Ride budget.

(27)

0

**Administration Costs**

Development Management is forecast to incur additional costs which has not been provided for in the budget.

(19)

0

**Transport Costs**

An over spend of £97K in the running costs of school transport which is netted off by a under spend in Public Transport Unit Drivers of £72K.

37

0

**Supplies and Services**

Roads Projects are forecasting a requirement of £100K for consultants that was not provided for in the budget.

132

0

**Transfer Payments**

Savings are forecast in Environmental Projects.

(113)

0

**Income**

Panning application and building application income continues to exceed budget.

(691)

0

(1,001)

0

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE  
ECONOMIC AND BUSINESS DEVELOPMENT

AS AT	30 June 2014	ANNUAL BUDGET	YEAR TO DATE			OUTTURN			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	FORECAST TOTALS	FORECAST VARIANCE		
		£'000	£'000	£'000	£'000	£'000	%	£'000	
<b>ACCOUNTING PERIOD 3</b>									
STAFF COSTS		2,163	541	483	(58)	2,074	(89) (4.1)%	0	
PROPERTY COSTS		645	161	26	(135)	644	(1) (0.2)%	0	
ADMINISTRATION COSTS		293	73	80	7	339	46 15.7%	0	
TRANSPORT COSTS		297	74	28	(46)	312	15 5.1%	0	
SUPPLIES & SERVICES		1,702	426	191	(235)	1,688	(14) (0.8)%	0	
TRANSFER PAYMENTS		1,789	447	523	76	1,789	0 0.0%	0	
<b>GROSS EXPENDITURE</b>		<b>6,889</b>	<b>1,722</b>	<b>1,331</b>	<b>(391)</b>	<b>6,846</b>	<b>(43) (0.6)%</b>	<b>0</b>	
LESS: INCOME									
GOVERNMENT GRANTS		(379)	(95)	286	381	(324)	55 (14.5)%	0	
OTHER GRANTS & CONTRIBUTIONS		(1,407)	(352)	(65)	287	(1,307)	100 (7.1)%	0	
INTEREST		0	0	0	0	0	0 0.0%	0	
RECHARGES		(678)	(170)	(34)	136	(719)	(41) 6.0%	0	
OTHER INCOME		(428)	(107)	(119)	(12)	(483)	(55) 12.9%	0	
<b>TOTAL INCOME</b>		<b>(2,892)</b>	<b>(723)</b>	<b>68</b>	<b>791</b>	<b>(2,833)</b>	<b>59 (2.0)%</b>	<b>0</b>	
<b>NET EXPENDITURE</b>		<b>3,997</b>	<b>999</b>	<b>1,399</b>	<b>400</b>	<b>4,013</b>	<b>16 0.4%</b>	<b>0</b>	

VIREMENT PROPOSALS

None this cycle.

REVENUE MONITORING VARIANCE NOTES

**Employee Costs**

Vacancies are being managed across the service, resulting in favourable variances in a number of areas, principally new project development and Accelerate Aberdeen are forecast to be held for the remainder of the year.

(89)

0

**Property Costs**

No significant variance from budget is forecast for this item.

(1)

0

**Administration Costs**

Additional expenditure is forecast in European Funding & Aberdeen Renewables Group.

46

0

**Transport Costs**

Additional expenditure is forecast in a number of areas, principally in European Funding and Projects.

15

0

**Supplies and Services**

Additional expenditure is forecast in a number of areas, principally in Aberdeen Renewables Group and reduced spend in European Funding and Projects.

(14)

0

**Transfer Payments**

No significant variance from budget is forecast for this item.

0

0

**Income**

Income has reduced as a result of various updates in the out-turns including ASCEF & Low Cap.

59

0

16

0

ABERDEEN CITY COUNCIL  
REVENUE MONITORING 2014/2015

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE  
DIRECTORATE SUPPORT

AS AT 30 June 2014	ANNUAL BUDGET	YEAR TO DATE			OUTTURN		CHANGE FROM LAST REPORT £'000
		PLANNED £'000	ACTUAL £'000	VARIANCE £'000	FORECAST TOTALS £'000	FORECAST VARIANCE £'000 %	
<b>ACCOUNTING PERIOD 3</b>	£'000	£'000	£'000	£'000	£'000	£'000 %	£'000
STAFF COSTS	788	197	194	(3)	789	1 0.1%	0
PROPERTY COSTS	0	0	0	0	0	0 0.0%	0
ADMINISTRATION COSTS	54	14	7	(7)	54	(0) (0.4)%	0
TRANSPORT COSTS	5	1	1	(0)	6	1 20.0%	0
SUPPLIES & SERVICES	69	17	2	(15)	71	2 2.9%	0
TRANSFER PAYMENTS	0	0	0	0	0	0 0.0%	0
<b>GROSS EXPENDITURE</b>	<b>916</b>	<b>229</b>	<b>204</b>	<b>(25)</b>	<b>920</b>	<b>4 0.4%</b>	<b>0</b>
LESS: INCOME							
GOVERNMENT GRANTS	0	0	0	0	0	0 0.0%	0
OTHER GRANTS & CONTRIBUTIONS	0	0	0	0	0	0 0.0%	0
INTEREST	0	0	0	0	0	0 0.0%	0
RECHARGES	(52)	(13)	0	13	(52)	0 0.0%	0
OTHER INCOME	0	0	0	0	0	0 0.0%	0
<b>TOTAL INCOME</b>	<b>(52)</b>	<b>(13)</b>	<b>0</b>	<b>13</b>	<b>(52)</b>	<b>0 0.0%</b>	<b>0</b>
<b>NET EXPENDITURE</b>	<b>864</b>	<b>216</b>	<b>204</b>	<b>(12)</b>	<b>868</b>	<b>4 0.4%</b>	<b>0</b>

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

**Employee Costs**

No significant variance from budget is forecast for this item.

FORECAST VARIANCE £'000	CHANGE £'000
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1	0
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**Property Costs**

No significant variance from budget is forecast for this item.

0	0
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**Administration Costs**

No significant variance from budget is forecast for this item.

(0)	0
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**Transport Costs**

No significant variance from budget is forecast for this item.

1	0
---	---

**Supplies and Services**

No significant variance from budget is forecast for this item.

2	0
---	---

**Income**

No significant variance from budget is forecast for this item.

0	0
---	---

4	0
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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	4 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Capital Monitoring – Enterprise, Planning & Infrastructure Projects.
REPORT NUMBER:	EPI/14/155
Checklist:	Yes

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### 1. PURPOSE OF REPORT

To advise the Committee of the capital spend in 2014/15 for the Enterprise, Planning & Infrastructure projects included within the Non-Housing Capital Programme.

### 2. RECOMMENDATION(S)

The Committee note the current position.

### 3. FINANCIAL IMPLICATIONS

The monies required to fund these projects are achieved through external borrowing, capital receipts and grant income. These projects are all accommodated within the Non-Housing Capital Programme. Any underspend, carry forward or overspend will have implications for the programme. There are no issues at present that would result in such implications. 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 has a total of 16 projects, totaling £73.771 million allocated to it from the 2014/15 Non-Housing Capital Programme. The projects and total budget committed to each project included in the programme are:-

- 1) Corporate Property Condition & Suitability Programme  
£8.186 million
- 2) Cycling Walking Safer Streets Grant  
£341,000
- 3) Access From the North  
£7.945 million
- 4) Western Peripheral Route  
£24.191 million
- 5) Corporate Office Accommodation  
£471,000
- 6) NESTRANS - Capital Grant  
£1.295 million
- 7) Fleet Replacement  
£3.591 million
- 8) Planned Renewal & Replacement of Road Infrastructure  
£4.193 million
- 9) Land Acquisition – Contingency  
£550,000
- 10) Hydrogen Buses  
£6.293 million
- 11) City Broadband  
£556,000
- 12) St Nicholas House Demolition  
£1.221 million

- 13) Central Aberdeen Infrastructure: South College Street  
£3.992 million
- 14) Central Aberdeen Infrastructure: Berryden Corridor  
£997,000
- 15) Central Aberdeen Infrastructure: Union Street Pedestrianisation  
£0
- 16) A96 park & Choose / Dyce Drive Link Road  
£9.949 million

Spend to end of July for all projects totals £10.890 million. It is anticipated that underspend this financial year will be picked up in the following financial year(s).

Appendix A provides a breakdown of each project and spend to date against each budget.

**Budget holders will be providing spend profiles for each project following discussions with Asset management.**

## 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](mailto:damarshall@aberdeencity.gov.uk)  
☎ 01224 523191

**Appendix A:  
Capital Monitoring – Enterprise, Planning & Infrastructure projects 2014-15**

Project Description	Revised Budget 2014/15	Spend to end July	Full project budget
	£'000	£'000	£'000
Corp Property Condition & Suitability Programme	8,186	1,605	rolling prog.
Cycling Walking Safer Streets Grant	341	26	rolling prog.
Access From the North	7,945	239	15,473
Western Peripheral Route	24,191	2,763	75,000
Corporate Office Accommodation	471	79	1,000
NESTRANS - Capital Grant	1,295	0	rolling prog.
Fleet Replacement	3,591	406	rolling prog.
Planned Renewal & Replacement of Road Infrastructure	4,193	1,026	rolling prog.
Land Acquisition - Contingency	550	666	650
Hydrogen Buses	6,293	2,629	10,200
City Broadband	556	645	7,580
St. Nicholas House Demolition	1,221	725	3,692
South College Street	3,992	24	6,005
Berryden Corridor	997	2	15,870
Union Street Pedestrianisation	0	27	9,000
A96 Park & Choose / Dyce Drive Link Road	9,949	28	15,200
<b>Totals</b>	<b>73,771</b>	<b>10,890</b>	<b>159,670</b>

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning & Infrastructure
DATE	4 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Aberdeen City Hydrogen Energy Storage Project
REPORT NUMBER:	EPI/14/228
CHECKLIST RECEIVED	Yes

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### 1. PURPOSE OF REPORT

The purpose of this report is to update members on the delivery of this project and to seek approval of the total estimated project costs as stated.

### 2. RECOMMENDATION(S)

It is recommended that the Committee note the update regarding the Aberdeen City Hydrogen Energy Storage (ACHES) Project and approve the total estimated expenditure of £1,894,130.

### 3. FINANCIAL IMPLICATIONS

On 21 January 2014 Committee agreed to provide match funding of £1,136,500 from the Regeneration of the South of the City ear-marked reserve. An offer of grant from the European Regional development fund of £757,630 has been received and formally accepted. Therefore the total available project costs will be up to £1,894,130.

Finance has been consulted on this project and the necessary arrangements have been made to ensure financial compliance with the grant awarding body.

### 4. OTHER IMPLICATIONS

An Invitation to tender was developed and published following consultation and input from both procurement and legal services.

This has been published on the Procurement Scotland Website to ensure that Aberdeen City Council are fully compliant with the grant awarding body's legal requirements and the Council's own Standing Orders.

Any contracts to be entered into by the Council related to this project shall be approved in advance by the Head of Legal and Democratic Services in accordance with the Standing Orders.

## 5. BACKGROUND/MAIN ISSUES

The ACHES project is part of a wider Strategic hydrogen Programme which was outlined at EPI Committee in November 2013.

In January 2012 full Council approved a Strategic European hydrogen Transport Projects paper which recommended that there be a phased roll out of projects with a longer term view of developing a network of refuelling stations. The ACHES project will support delivery of this.

## 6. IMPACT

The Strategic Infrastructure Plan (SIP) of Aberdeen City Council, at page 32, discusses the Aberdeen hydrogen project. This plan includes the need for "additional refuelling infrastructure", and therefore this project will support implementation of the SIP.

In 2013 "A Hydrogen Economy for Aberdeen City", a framework strategy for hydrogen in the area was launched. This strategy outlines the vision of a low carbon economy with hydrogen playing a key role in this. The ACHES project supports implementation of this strategy through the provision of refuelling infrastructure which is identified within the strategy as a key requirement.

## 7. MANAGEMENT OF RISK

A risk assessment has been undertaken for this project and forms part of the project documentation. This is in line with the Aberdeen City Council Risk Management Strategy.

Measures to reduce the risks are identified and ensure that any potentially negative impact on the council is minimised as far as possible.

## 8. BACKGROUND PAPERS

Strategic hydrogen Programme (EPI/13/208)

Hydrogen Framework Strategy

<http://www.hytrec.eu/Resources/Resources.aspx>)

## 9. REPORT AUTHOR DETAILS

Stuart Bews

External Funding & Policy Executive  
[stbew@aberdeencity.gov.uk](mailto:stbew@aberdeencity.gov.uk)  
01224 523773

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning and Infrastructure Committee
DATE	4 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	HyTrEc – Hydrogen Transport Economy for the North Sea Region
REPORT NUMBER:	EPI/14/229
CHECKLIST RECEIVED	Yes

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### 1. PURPOSE OF REPORT

The purpose of this report is to inform Committee of the decision to exempt the signing of a Letter of Intent with regard to a budget increase for the HyTrEc project from the Council's Standing Orders.

The Letter of Intent (LOI) was required to be submitted urgently to the EU's North Sea Programme in order to allow the Council to access additional grant funding and seek an increase the project's budget. The exemption was approved by the Chief Executive, the Head of Finance, and the Head of Legal and Democratic Services in accordance with Standing Order 1(6)(b).

The report also takes the opportunity to provide an update on the progress of the HyTrEc project.

### 2. RECOMMENDATION(S)

That the Committee notes the decision of the Chief Executive, the Head of Finance and the Head of Legal and Democratic Services to exempt, under Standing Order 1 (6) (b), the signing of a Letter of Intent and budget increase for HyTrEc from the requirement of the Council's Standing Order 1 (3): *"No tender shall be invited or contract entered into unless the total estimated expenditure has been previously approved by the Council. This requires specific Committee approval or the use of appropriate delegated powers. The allocation of a budget as part of the Council's budget setting process is insufficient."*

### 3. FINANCIAL IMPLICATIONS

There are no revenue implications as the increased budget will contribute to existing projects and be delivered through existing staff resources.

Participation in the HyTrEc project and its budget were approved by Committee on 25<sup>th</sup> January 2012 (EPI/12/028) and on 21<sup>st</sup> May 2013 (EPI/13/019). Due to underspend elsewhere in the partnership, an opportunity arose for Aberdeen City Council to increase its European Regional Development Fund (ERDF) grant and expand its activities in the project. Although the additional ERDF funds must have 50% match funding, no additional Council finance is required as the match funding will be sourced from external grants and from matching with existing Council projects.

The total HyTrEc budget approved by Committee (EPI/13/019) was €443,098. Through this expansion of activities, the total budget increases to €607,146, with 50% of this increase funded by the European Regional Development Fund grant and the other 50% match funding. With a total project budget increase of €164,048, this means that the match funding needs to increase by €82,024 or around £65,590. However this match funding sum is met by existing project budgets and other external grant and therefore **no additional Council finance is required** in order to access this additional European funding.

#### 4. OTHER IMPLICATIONS

There are no other implications.

#### 5. BACKGROUND/MAIN ISSUES

One of Aberdeen City Council's strategic hydrogen transport projects, the EU North Sea Programme Interreg project, HyTrEc (Hydrogen Transport Economy) has been active since 2012 and the Council's participation and budget was agreed by Committee on 25/1/12 (EPI/12/028) and on 21/5/13 (EPI/13/019). Aberdeen City Council is the lead partner of HyTrEc, responsible for overall project management on behalf of the rest of the partners. The increase in project budget is to support the expansion of Aberdeen's local hydrogen activities, not project management costs, which are covered by a project management fee paid by each partner.

The HyTrEc project supports the validation, promotion and adoption of innovative hydrogen technologies across the North Sea Region, aiming to enhance the region's economic competitiveness within the transport and associated energy sectors. The project provides a platform to support the collaborative development of strategy and initiatives to inform and shape the development of infrastructure, technology, skills and financial instruments to support the application of hydrogen based technologies across the region.

While the project includes some demonstration elements, including the trial of hydrogen vans in Aberdeen, HyTrEc focuses mainly on the strategy and policy aspects of rolling out hydrogen technologies. Alongside Aberdeen's other hydrogen projects such as the Aberdeen Hydrogen Bus Project, this gives the city a lead position in Europe in both policy and delivery in the hydrogen sector.

The project's partner organisations from the UK, Germany, Denmark, Belgium, Sweden and Norway are working together through HyTrEc to improve cross border collaboration, share best practice and support joint activities.

The opportunity to increase the ERDF grant has come about as a result of one of the project partners, HFC Co-operative Ltd exiting the partnership. The budget allocated to HFC is being redistributed to some of the remaining partners.

It is proposed that Aberdeen City Council utilises the extra HyTrEc grant funding by linking with and contributing towards other hydrogen projects in the city. This includes the United Nations Industrial Development Organisation's project in Aberdeen (see report EPI/14/149 3rd June 2014) and contributing towards the civil engineering requirements of the second hydrogen refuelling station being developed as part of the Aberdeen City Hydrogen Energy Storage project (see report EPI/13/266 21st January 2014). It is also proposed that some of the additional budget is used to procure additional hydrogen-fuelled vans as part of the Council's fleet. Two diesel/hydrogen hybrids were unveiled to the public as part of the North Sea Commission's annual conference which took place in Aberdeen on 26th June 2014

[http://www.aberdeencity.gov.uk/CouncilNews/ci\\_cns/pr\\_HydrogenVans\\_260614.asp](http://www.aberdeencity.gov.uk/CouncilNews/ci_cns/pr_HydrogenVans_260614.asp) . There is an opportunity with this funding to trial electric vans with hydrogen fuel cell range extenders. Match funding for this is being sourced from other external grant.

Key project activities and their current status are listed below:

- **Establishment of a North Sea Hydrogen Transport Stakeholder Group, and developing strategies and initiatives to create a fully functioning hydrogen corridor.** The Stakeholder Group was initiated at the project's mid-term conference in Hannover in April 2014. All project partners have been contributing their individual experiences and learning towards the development of a co-ordinated strategy document. This North Sea Region-level strategy is on course to be produced on time for the project's final conference in 2015. A parallel local strategy, which includes detailed action plans is under development in Aberdeen, with consultants Element Energy currently engaged to assist in this.
- **A transnational demonstration to improve the accessibility and connectivity of existing regional hydrogen corridors and supporting the development of hydrogen supply chain infrastructure.** This mainly involves the trial of vehicles, including the

two diesel-hydrogen hybrid vans that were launched during the North Sea Commission's Annual Conference in Aberdeen on 26<sup>th</sup> August 2014. The partnership are also working together to collect information on policy and regulation disparities across the region, which inhibit the further deployment of these vehicles.

- **Development of a North Sea Region education forum to identify skills gaps and develop training solutions.** The Education Forum has been running via a LinkedIn group since June 2013 and has around 60 members from around the globe. Draft training materials will be discussed at the project partners' next meeting in Norway on 10<sup>th</sup> and 11<sup>th</sup> September 2014.

## 6. IMPACT

Corporate – Smarter Environment, Smarter Economy and Smarter Mobility: HyTrEc is about supporting new technologies for a low carbon transport economy and enhancing the competitiveness of the city and of the wider North Sea Region.

Public – The increased grant is relatively small and will provide match funding to some existing planned projects. It is therefore unlikely to be of public interest, however the project activities that take place in the coming months are more likely to be of public interest.

## 7. MANAGEMENT OF RISK

As part of Aberdeen City Council's overall project management responsibility for HyTrEc, a risk log is monitored and updated on a regular basis, with key risks discussed by the project Steering Committee on a minimum three-monthly basis.

Had the decision to Exempt the Letter of Intent and budget increase from Standing Orders not been taken, there would be a risk that there would be insufficient time available to complete normal public procurement procedures. The delay would also have had a serious impact on our other project partners' ability to deliver their additional activities as their budget change requests must be submitted alongside Aberdeen City Council's as one partnership-wide procedure.

## 8. BACKGROUND PAPERS

There are no background papers to this report. However, further information on the HyTrEc project can be found on [www.hytrec.eu](http://www.hytrec.eu) and at [www.aberdeeninvestlivevisit/hydrogen](http://www.aberdeeninvestlivevisit/hydrogen).

## 9. REPORT AUTHOR DETAILS

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	4 <sup>th</sup> September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Local Climate Impacts Profile (LCLIP)
REPORT NUMBER	EPI/14/173

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### **1 PURPOSE OF REPORT**

The purpose of this report is to provide Elected Members with information on the attached Local Climate Impacts Profile (LCLIP) report and seek approval of the recommendations.

### **2 RECOMMENDATION(S)**

It is recommended that the Committee approve and support the recommendations of the attached LCLIP Report, which are also listed in Section 5 of this report.

### **3. FINANCIAL IMPLICATIONS**

There are no immediate budget or direct financial implications associated with the recommendations outlined in the LCLIP.

Implementation of the recommendations of the LCLIP aims to reduce on-going and longer-term risks to delivery of Council services and budgets. Work associated with this will require officer time from various services across the Council. The costs for officer time will come from existing service budgets. Significant projects and / or infrastructure requirements identified as a part of that process will be detailed, costed and brought back before Committee for approval.

### **4. OTHER IMPLICATIONS**

Aberdeen City Council (ACC) has a statutory Public Duty under the Climate Change (Scotland) Act 2009 to adapt to climate change. This LCLIP report is one of the steps in our process towards achieving that and meeting our statutory Duty.

## **5. BACKGROUND**

The LCLIP was completed by ACC in 2013/2014 with the aim of assessing the impact of extreme weather on ACC and how to respond to future risks. A media review of weather related incidents was completed from 2008-2013. It showed that in that period ACC has been affected by 59 weather related incidents, ranging from the effects of flooding on our road networks, to travel problems and school closures caused by prolonged snow fall and icy conditions.

From this review, ACC services which had been affected by extreme weather were identified and invited to take part in an interview. Interviews took place early in 2014. It was found that some incidents have incurred costs of up to £200,000 and have resulted in up to up to 9,000 man hours spent responding to the incident (See LCLIP report Service Responses section 3.2).

These figures, and the qualitative results behind them, emphasise the importance of identifying our vulnerabilities to changing weather patterns and have informed the LCLIP report and recommendations. This allows us to plan ahead in order to minimise the expense and damage of future climate change.

### **The recommendations from the LCLIP are:**

- Better data recording of extreme weather events and impacts.
- Form a climate change adaptation subgroup or similar.
- Development of an Adaptation Plan for Aberdeen City Council.
- Raise awareness of climate change adaptation throughout the city and sectors.
- Share information on climate risk and adaptation plans between Council services and other public sector organisations.
- Review of strategies, policies, plans, projects and processes to ensure climate change is addressed and integrated.
- Identify adaptation training needs in Aberdeen City Council.

Active support will be sought from officers and Elected Members to advance this work, including implementation of the recommendations from the LCLIP report.

## **6. IMPACT**

### **6.1 Corporate Impact:**

The Council's now dated Climate Change Action Plan (2002) is currently being replaced by a Climate Change Framework, to be completed in 2015. This Framework will include and bring together aspects of our approaches to both climate change mitigation (e.g. aspects of carbon & energy

management), and climate change adaptation (e.g. aspects of flooding & drought management). This LCLIP Report, combined with scientific predictions of likely future impacts of climate change help to inform that process.

The LCLIP aims to assist with delivery of the following corporate commitments:

*Aberdeen City Council Five Year Business plan 2013/14 – 2017/18*

Strategic Priorities:

**SMARTER ENVIRONMENT (Natural Resources)**

Sustaining the environment by maximising the use of low-carbon technology in our infrastructure and housing. Managing our waste and promoting our streetscape and green space.

**SMARTER ECONOMY (Competitiveness)**

Recognising the importance of sustaining a competitive economy with clear financial parameters which attracts people to invest, live, work and export from.

**SMARTER MOBILITY (Transport and ICT)**

Promoting the transport links to and from the city which are sustainable. Maximising digital connectivity for the benefit of all people and the development of business in the city.

## **6.2 Public Impact:**

The LCLIP report and recommendations have involved research and discussions. Therefore, an Equalities and Human Rights Impact Assessment (EHRIA) has not been carried out at this stage. Any subsequent implementation work may be subject to an EHRIA, where appropriate.

## **7. MANAGEMENT OF RISK**

Management of risk is the key purpose of the LCLIP and the recommendations aim to reduce the risks to Council services and budgets posed by a changing climate.

## **8. BACKGROUND PAPERS**

Local Climate Impact Profile Report – Attached.

UK Climate Impacts Programme (UK CIP) Guidance on LCLIP  
<http://www.ukcip.org.uk/wizard/current-climate-vulnerability/lclip/>

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# 2014 Weather Impacts

Local Climate Impacts Profile  
(LCLIP) Report



**ABERDEEN**  
CITY COUNCIL

# Foreword

## Councillor Jenny Laing, Council Leader

I am pleased to present the Aberdeen City Council Local Climate Impacts Profile (LCLIP) Report. This LCLIP presents findings and recommendations following an investigation of how extreme weather affects Aberdeen City Council and how we can be better prepared to manage extreme weather in the future.

As a public body the Council is required by law to adapt to climate change. Therefore, during 2014/2015 the Council's Climate Change Action Plan (2002) will be replaced by a Climate Change Framework. This Framework will include measures to address both the risks and opportunities presented by climate change and in doing so reduce our greenhouse gas emissions and adapt to the predicted changes in our climate. This LCLIP will act as a starting point to inform our future climate change adaptation work.

I am proud to support the recommendations in the LCLIP. Implementing these proposals will help to make Aberdeen more resilient to our changing climate.



*Jennifer Laing*

## Angela Scott, Chief Executive

Local weather events are an example of the consequences we can experience from a changing climate. These changes can provide opportunities, such as warmer weather leading to increased productivity of land, and threats, such as heavy rain events increasing flood damage.

Completing this LCLIP has shown that a variety of Aberdeen City Council services have been affected by extreme weather either directly, such as through road closures, or indirectly through the delay of planned work schedules. Severe weather also affects services in a wide variety of ways, such as the clearance and gritting of roads in snowy/icy conditions, cancellation of events during snow or rain, and clearance of fallen trees during stormy weather. Although the services affected were able to cope with the extreme weather experienced, there were implications with regards to cost, service delivery and reputation.

The recommendations within this LCLIP will help Aberdeen City Council to look ahead and adapt to the expected changes to our climate of warmer and wetter weather. The insights in this report provide an opportunity for Aberdeen City Council services to work together to be better prepared for extreme weather.



*Angela Scott*

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# Executive Summary

From 2008-2013 Aberdeen City Council (ACC) has been affected by 59 weather-related incidents, ranging from the effects of flooding on our road networks, to travel disruption and school closures caused by prolonged snow fall and icy conditions.

Some incidents have incurred costs of up to £200,000 and have resulted in up to up to 9,000 staff hours spent responding to the incident (See Service Responses section 3.2).

These figures, and the qualitative results behind them, emphasise the importance of identifying our vulnerabilities to weather today. This allows us to plan ahead in order to minimise the expense and damage of future climate change.



Town House, Aberdeen

This LCLIP was completed by ACC in 2013/2014 with the aim of assessing the impact of extreme weather on ACC and how to respond to future risks. A media review of weather related incidents was completed from 2008-2013. From this review ACC services which had been affected by extreme weather were identified and invited to take part in an interview. Interviews took place early in 2014 which informed this report and the following recommendations:

- Better data recording of extreme weather events and impacts.
- Form a climate change adaptation subgroup or similar.
- Development of an Adaptation Plan for ACC.
- Raise awareness of climate change adaptation throughout the city and sectors.
- Share information on climate risk and adaptation plans between Council services and other public sector organisations.
- Review of strategies, policies, plans, projects and processes to ensure climate change adaptation is addressed and integrated.
- Identify adaptation training needs in ACC.



# 1. Introduction



Sunrise at Aberdeen Harbour

Extreme local weather events are perhaps the best examples of the consequences we might experience of a changing climate. These changes bring both opportunities, such as increased tourism through warmer weather and threats, for example flood damage caused by heavy rain or the impact of rising sea levels on coastal communities. Aberdeen is in an isolated geographical location and therefore could be vulnerable to having its arterial transport routes disrupted through an extreme weather event which could have an impact on the delivery of essential food and supplies.



View of Riverdee, Aberdeen

The Intergovernmental Panel on Climate Change (IPCC) 2014 report indicates that it is still possible to limit global temperature rise to 2 degrees celsius by 2100 using a wide range of technological measures and changes to behaviour. However even a 2 degree temperature rise is predicted to result in changes to the global climate including droughts, floods and heat waves. In Scotland we are predicted to have drier summers, wetter winters and more heavy rain events. Although ACC may be able to cope with occasional extreme weather, we will need to adapt to cope with increasing changes in the future.

If ACC is to withstand the threats and realise the opportunities associated with a changing climate it is vital for us to first understand the consequences of extreme weather for our city and start to investigate necessary adaptations.

ACC has used a Local Climate Impacts Profile (LCLIP) to look at how extreme weather has affected services, people and infrastructure across the City over the past 6 years.

The LCLIP is the starting point in understanding why and how the organisation should adapt to future changes; both as a service provider, a large corporate body and a community leader and, as such, informs the development of actions to meet statutory requirements of the Public Bodies Duties under the Climate Change (Scotland) Act 2009.

To date ACC has concentrated work on mitigation (actions to limit the magnitude and/or rate of long-term climate change) through the Council's Carbon Management Programme. Some actions on adaptation are taking place in Aberdeen but more joined up working and focus is needed. The Public Bodies Duties requires all public bodies, in exercising their functions, to act in the way best calculated to deliver any statutory adaptation programme. It recognises the need for all public bodies to be resilient to the future climate and to plan for business continuity in relation to delivery of their functions and the services they deliver to the wider community.

As a public body the Council has a statutory requirement to adapt to climate change. Therefore, during 2014/15 the Council's Climate Change Action Plan (2002) will be replaced by a Climate Change Framework which includes both carbon dioxide reduction and adaptation measures. This LCLIP will act as a starting point to inform our future climate change adaptation work.

## Climate Change Explained

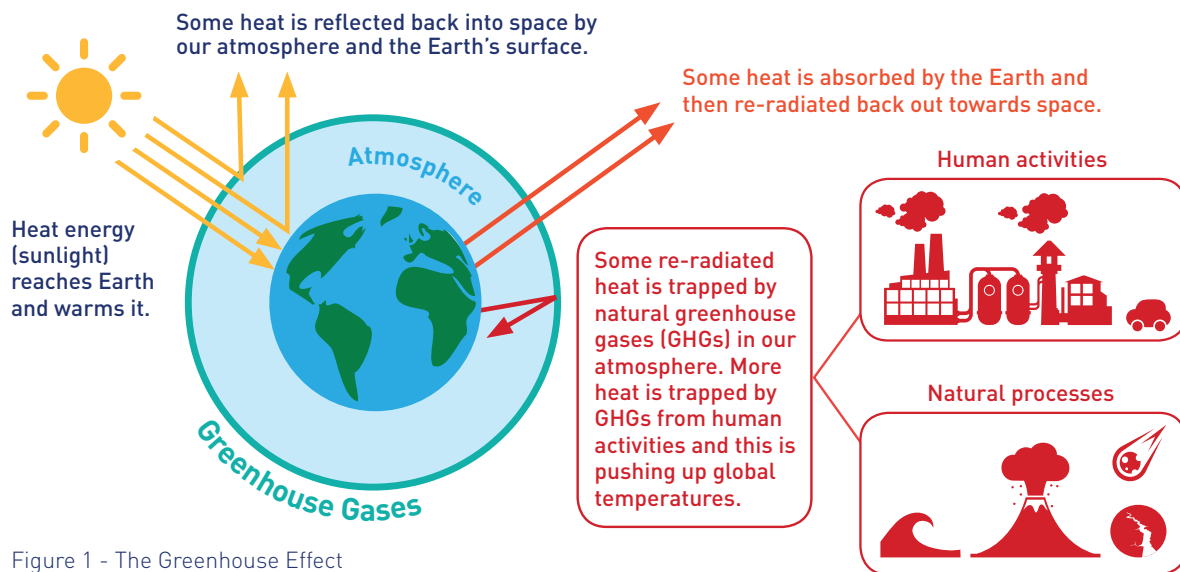


Figure 1 - The Greenhouse Effect

Weather affects us all. It is localised and can change quickly. Long-term patterns in our weather define our regional climate. The term climate change refers to the changes observed in our climate over longer periods of time; from tens to thousands of years. It is not possible to predict our weather, or define our climate, from one or a few events. Our climate is one of many processes that shape and regulate our planet. A big or on-going change in one of these processes will interact with and have impacts on others. It is only from longer-term observations that we can understand their relationship.

Our planet is kept warm by a process known as 'the greenhouse effect'. Greenhouse gases (GHGs), such as carbon dioxide and methane, are found naturally on earth and in the atmosphere. They are regularly released and absorbed by our planet's natural processes – usually in balance with each other. They can be released from volcanoes and wild fires and absorbed into oceans and forests. The GHGs in our atmosphere act like a blanket, trapping the incoming heat from the sun and keeping our planet warm enough for life to thrive.

Since the industrial revolution, our activities have resulted in the release of large amounts of additional GHGs from the earth into the atmosphere, mostly through activities such as burning fossil fuels. Our planet's natural processes are not able to re-absorb these additional GHGs at this rate of release. Most of the world's climate scientists agree that this rise in GHGs in the atmosphere is escalating the greenhouse effect and pushing up global temperatures, affecting regional climates and local weather patterns. These changes are impacting on all of us.

Average global temperatures have already risen about one degree Celsius from pre-industrial levels. This rise has shown severe impacts for our Polar Regions and small island nations. The Arctic is warming at about twice the global average and sea ice in the region has declined dramatically over the past 30 years. Limiting this temperature rise to below two degrees is the internationally agreed target to prevent dangerous changes to our climate.

In Aberdeen and the rest of the UK, scientists predict that we will likely witness more extreme weather events, such as flooding, sea level rise and drought, as well as wetter, warmer winters and hotter, drier summers.

The impacts of further warming of four degrees or more are likely to include significant changes to food production and water availability in some regions, affecting millions of people across the world, mass movement and extinction of wildlife and sea levels rising by several metres.

There are currently two main approaches to dealing with climate change; Mitigation and Adaptation. Mitigation involves reducing excessive GHG emissions from our activities, through the use of low carbon energy from solar power for example. Adaptation involves changing the way we build and do things, such as coping with increased rainfall through replacing concrete with grass to absorb water. Used properly, these approaches give us the means to reduce the likely impacts, and adapt to the predicted changes of our future climate.





Drought affecting reservoir supply

## 1.1 What is a Local Climate Impact Profile?

An LCLIP is a project through which weather events over the last 6 years in Aberdeen are examined in order to gauge the Council’s vulnerability to them.

Events and their consequences were researched both through local press archives and through interviewing key staff in affected services. The intention was to collect both qualitative information and quantitative data about weather events and what impacts they have on our infrastructure, services and communities.



Hazardous driving conditions for drivers

## 1.2 Why carry out an LCLIP?

Adaptation is an essential part of addressing the impacts and opportunities created by our changing climate. Adaptation means making changes to the way we do things in response to expected changes to our climate.\*

Despite efforts to limit the man-made causes of climate change, a level of change in our climate is unavoidable.

Adaptation is vital in reducing the risks of climate change impacts on our wellbeing, business and society as well as allowing us to take advantage of the opportunities a changing climate could provide.

This LCLIP aims to raise awareness of the impacts of severe weather events and will increase understanding of where ACC needs to adapt existing strategies, policies, plans and procedures to meet these changes. It will help to inform the Council’s emerging Climate Change Framework which includes an Adaptation Plan.



Union Street, Aberdeen

The objectives of this project are to:

- provide an understanding of significant weather events in Aberdeen between 2008 and 2013
- assess the Council’s vulnerability to weather events
- inform decision making on effectiveness of responses
- assist awareness raising
- inform the Adaptation Plan

\* Footnote: The Intergovernmental Panel on Climate Change (IPCC) defines adaptation as “adjustments in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderate harm or exploit beneficial opportunities”.

## 2. Methodology

The LCLIP has been led by the Environmental Policy team within the Enterprise, Planning & Infrastructure directorate and was carried out using the toolkit provided by the UK Climate Impacts Programme (UK CIP).

The purpose and objectives of the LCLIP were defined which were to assess the Council's vulnerability to weather events and to inform ACC climate change adaptation work (see Figure 2).

The research stage of the project involved using a range of media sources to identify severe weather events that affected Aberdeen City, as well as the impact, consequences and response to the events. A graduate placement volunteered to undertake the initial data collection and media review (see appendix 5.3). Media searches were carried out using search terms such as extreme weather, heavy rain, snow, storms and flooding. Online resources were used such as news websites and newspapers on microfiche in local libraries. The data collected from the media review was collated in a Microsoft Excel spreadsheet from the UK CIP toolkit. The data was analysed and helped identify the Council services most affected and therefore who to interview on the subject

Interviews were conducted with officers across the Council in order to gather further information on the impact and consequences of extreme weather on Council services (See interview questions in appendix 5.2). Qualitative and Quantitative data from the media review and interviews were then used to write the LCLIP report and recommendations which could then be promoted widely to raise awareness and engage with key stakeholders on climate change adaptation.

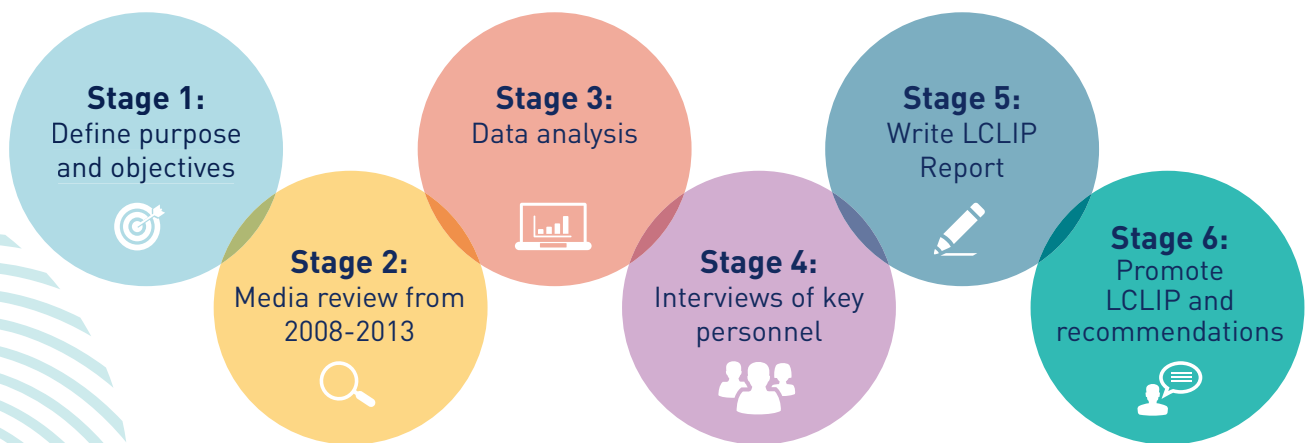


Figure 2 - The LCLIP Process





# 3. Results



Rainfall increases reservoir levels

## 3.1 Scottish Context

A “Handbook of Climate Trends Across Scotland 1961-2004” outlining observational data collected by the scientific community has been published by the Scotland and Northern Ireland Forum for Environmental Research (SNIFFER). This shows that the Scottish climate has warmed while altered precipitation patterns have led to drier summers, wetter winters and an increased frequency of heavy rain events.

Climate change and severe weather events can and have impacted on many aspects of society, including buildings and property, health, agriculture, transport, water resources and energy demands. Given the climate projections for the next century these types of impacts will likely continue and intensify.

## 3.2 Aberdeen Weather Events

Figure 3 illustrates the variety of weather events observed from the Aberdeen media review from 2008 to 2013. As indicated, severe weather events involving frost, ice and/or snow were the most frequently observed for Aberdeen followed by rainfall and flooding. However, storms and wind events were also recorded frequently.



Icy road being treated by gritter

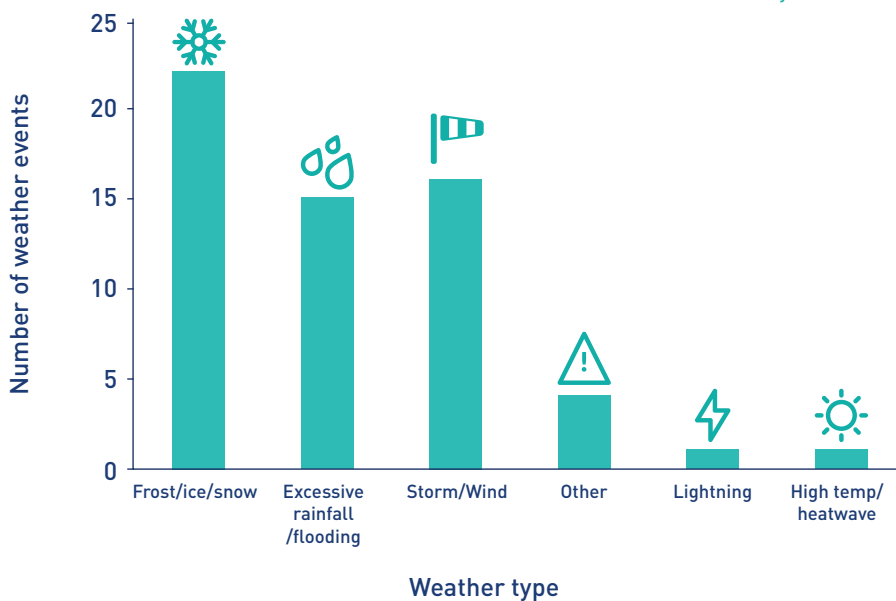


Figure 3 - Frequency of weather events in Aberdeen city from 2008-2013

Figure 4: illustrates the frequency and variety of climate-related impacts in Aberdeen from 2008-2013 from the media review. As depicted, the most frequent impact is damage to infrastructure, followed by changes in use of facilities. Damage to buildings is also a significant impact, as well as surface water flooding. In conclusion, weather events in Aberdeen are causing damage to hard infrastructure such as roads, railways and buildings, as well as disrupting daily routines.

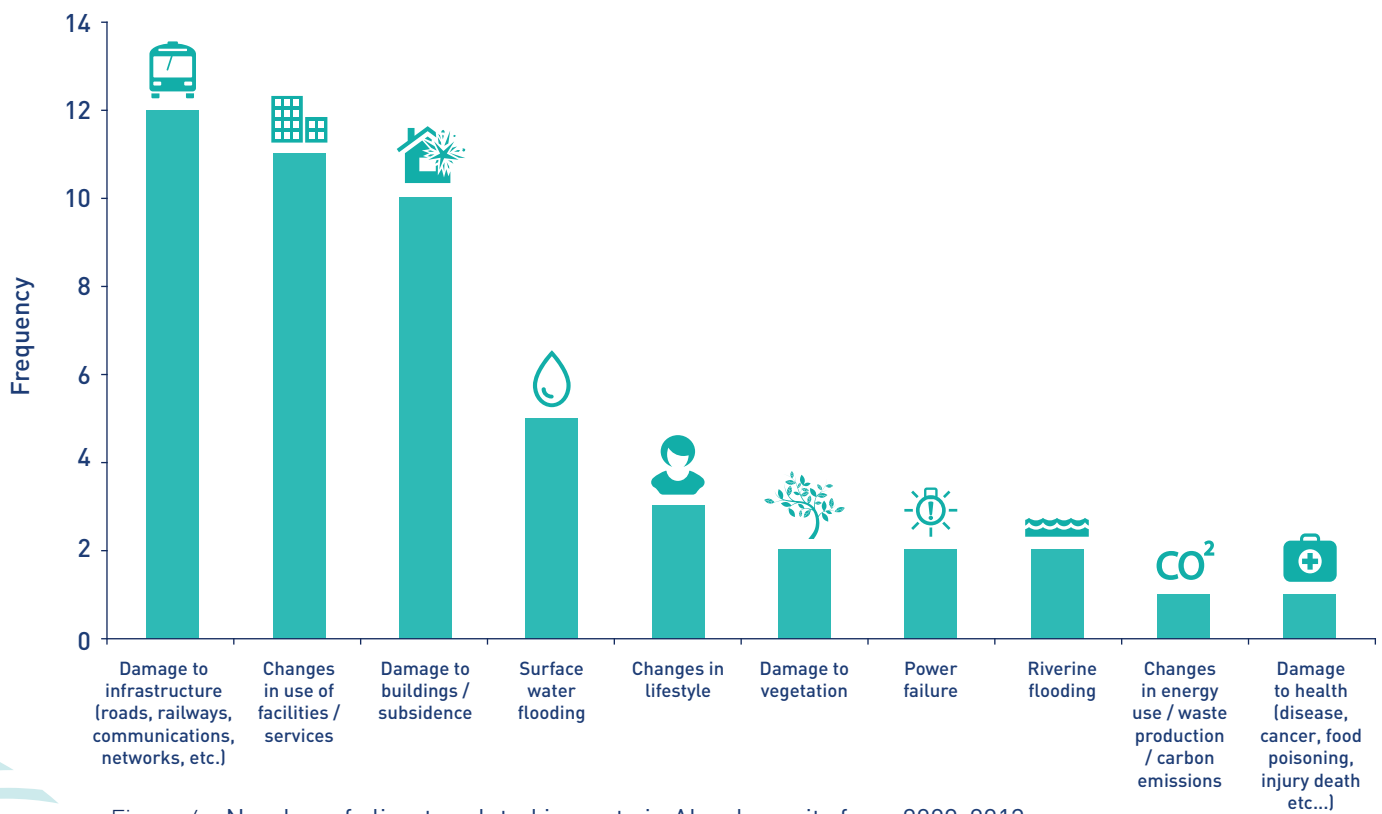


Figure 4 - Number of climate related impacts in Aberdeen city from 2008-2013



Rain showers off the coast of Aberdeen





Snow showers impacting on traffic flow

### 3.3 Aberdeen City Council Service Responses



#### 3.3.1 Roads Operations

The Roads Operation team is responsible for operational responses to weather events.

The most common weather events that the team deals with are snow/ice (winter maintenance), flooding events and less frequently, wind events.

ACC is responsible for providing winter maintenance on 550 miles of road and more than 1200 miles of footways. The Winter Maintenance Plan (WMP) (See appendix 5.1.1) is designed to cope with an average winter whilst having the capability to be extended or adapted when winters are either more severe or are of a longer duration than average. This requires having sufficient staff as well as specialist vehicles and equipment to respond in advance to forecasts, ice prediction reports or specialist road and weather monitoring information.

Part of the WMP is to ensure sufficient supplies of salt are available at the start of the winter season. This is generally based on previous experience, however, as can be seen in the winter of 2010/2011, prolonged severe weather conditions can result in the need for additional supplies being required, leading to problems with procurement and increased cost. This highlights one of the main difficulties the Council has in balancing the requirements of predicted warmer wetter winters in the longer term with those severe prolonged winters which occur occasionally. In addition, prolonged

severe weather requires staff to only carry out winter maintenance activities resulting in other non-essential duties being postponed. Grounds maintenance teams are also called into help with winter maintenance activities during prolonged periods.

In recent years a public website has been developed showing live information on which roads/routes have been treated. The local press has been made aware of this and uses it for travel bulletins. Also, a community scheme has been set up to provide free tonne bags of salt to help communities help themselves through the winter. Approximately 40 have been distributed during winter 2013/14.



Workers filling grit boxes in preparation for icy conditions



### 3.3.2 Structures, Flooding and Coastal Engineering

The Structures, Flooding and Coastal Engineering team is responsible for the long-term assessment and implementation of flood defence schemes throughout the city. Therefore this team is mostly concerned with rainfall and the resulting river and urban flooding as well as drainage issues.

Scottish Environment Protection Agency (SEPA) has predicted that Aberdeen could see a 20% increase in rainfall and up to a 1/2 meter sea level rise over the next century with the annual cost of flood damage in Aberdeen estimated at £17million.

At present, flood predictions are revised as and when events happen in the city as there is less than 100 years of flood data, some of which is limited. Areas at risk from flooding have been identified. After a flooding event, a local plan for flooding is drawn up to highlight any previously unidentified areas.

However, the team is currently working to develop a North East local plan for flooding for the next 6 years,

which is due to be published in 2015 in collaboration with SEPA, Scottish Water, Moray and Aberdeenshire Council. This flood risk management report commits Aberdeen City Council to actions within 6 years. This is more detailed than the bi-annual reports required by the previous Flood Protection Act. During the 6 year reporting cycle all areas at risk of flooding will be considered and actions will be taken where cost/benefit is viable.



Effects of excessive rainfall

The Scottish Government launched an online map viewer to show properties at risk of flooding in 2014. In addition, more detailed maps are being produced through the Council's Geographical Information System (GIS) which will give a better idea of areas at risk from flooding.



### 3.3.3 Events

The Events Team is responsible for the planning, co-ordination and delivery of the Council's annual Festivals and Events programme in Aberdeen.

High winds, torrential rain and deep snow can result in cancelled or amended events. Two events were cancelled between 2008 and 2013 which were the Nativity Scene Launch in November 2010 due to snow and the Santa's Grotto Launch in December 2013 due to torrential rain.

When events are cancelled service delivery is affected through increased workloads before and on the day due to the amount of organising required to cancel an event, including communication with the media, participants, traders and the audience. When events are cancelled contracts are paid and staff are on duty regardless. However, staff time is lost through the preparation time which has gone in to planning and cancelling the event. When events are not cancelled during bad weather, there is often poorer attendance and participation. This has an effect on the impact of the event and efforts to boost cultural provision in Aberdeen.

When events are cancelled the city events team refers to it's internal contingency plan and takes advice from Police Scotland. A multi-agency response is required involving internal agencies such as city events, roads services, traffic management, and environmental services. External agencies involved include Police Scotland, agency contractors and sub contractors.

In response to extreme weather leading to events being cancelled, the city events team has developed a more robust event plan (see appendix 5.1) which includes advance weather checks at least seven days prior to events.



Aberdeen International Youth Festival during the summer





Lifeboat at Aberdeen Harbour



### 3.3.4 Grounds Services

Grounds Services deals with grass cutting, municipal gardening, grounds maintenance, grave digging, litter clearance and other related activities.

Rainfall events are the main weather event affecting this service, with resulting flooding, drainage and ground maintenance issues, although snowfall can also impact on service provision.

Some changes to policy and operations have been made in response to rain events for example:

- More robust grass cutting equipment has been purchased at a cost of £150,000. These new machines can cut long wet grass and also disperse grass more effectively.
- Seaton Park floods regularly. Locals have been consulted and have agreed that the flooded area of the park should be managed as a pond which will provide space for wildlife and help the overall drainage of the park.
- Hazlehead Park has a new Management Plan designed to make it a Climate Change Park. This

involves a shift from the way parks are usually managed with regards to planting, buildings and water. This is a pilot project and if successful will be applied to other Aberdeen parks.

- Hazlehead flooding issues have been addressed through cleaning drains, adding new drains and steering the water away from problem areas such as the playing field.
- Budget has been safeguarded to undertake path repairs and annual maintenance as well as to deal with drainage issues. Localised flooding has led to path damage in the region of £100,000. In future, the specification of paths will be improved to withstand more frequent rain events, however this increases capital costs.



Heavy rainfall leads to flooding of river



### 3.3.5 Arboricultural Services

The Arboricultural Services team is responsible for maintaining Council owned trees and removing dead or dangerous trees.

The most common weather event that the team deals with is stormy weather resulting in tree damage and fallen trees.

Severe windy weather experienced in May 2011 caused £200,000 of unplanned tree work for six months for a team of 10 tree surgeons. In this situation, clearing trees to make roads safe is the top priority, so all other planned work is delayed. A multi-department response was required involving the Roads Team and Grounds Maintenance Team which was very successful.

Past events had helped prepare for the 2011 storm in an evolving process including formalised storm procedures, updated contact numbers, and standby procedures. ACC has an internal policy on Storm Damage Priorities and adheres to legislation such as Duty of Care and the Roads Act.

One member of the Arboricultural Services Team recognised that there has been a trend over the last 30 years towards more intense and frequent storms as well as an increased likelihood of storms throughout the year in Scotland. If this trend continues it could make Aberdeen City Council more vulnerable to impacts of tree damage.



Strong winds causes damage to trees

In response to stormy weather additional training was provided on how to take down trees safely. Certain streets are repeatedly affected by losing trees. Removal of trees and pollarding (removal of branches) are strategies used in these high risk areas. A good inspection regime and good maintenance was already in place to prepare for storms and this continues to be improved upon.



### 3.3.6 School Estate

Aberdeen schools are most affected by snowfall causing school closures, however heavy rain can also cause structural damage.

There is no local monitoring of how many teaching days are lost due to snow. Although not all weather related, it has been estimated that over the past 5 years (2009-2013), schools closures have been recorded approx 600 times (includes each day of full and partial closures) via the school closure web application (See appendix 5.1.6). School closures caused by snow can have a



Heavy rain floods children's playground

significant impact due to loss of teaching time, exam cancellations & food wastage.

Responses to snow are influenced by what has been done in the past by the Council. Decisions are informed by the corporate bad weather policy, Scottish Government guidance: Winter Weather Resilience Arrangements as well as weather and police reports.

There is a cross sector planning group which meets in late autumn each year to discuss the past winter and the following winter with regards to gritting and road clearance. This group includes the roads team and service providers such as education. As a result, all schools now have special equipment for spreading grit and more secure storage for grit bins.



### 3.3.7 Grampian Emergency Planning Unit

Co-ordination of emergency planning across the three North East Councils in Grampian is delivered by the Grampian Emergency Planning Unit (GEPU) a joint team based in ACC.

The team works with internal and external partners to plan for, and assist in the response to, emergencies (as defined by the Civil Contingencies Act 2004).

GEPU and its partners develop a Community Risk Register based on criteria set by UK and Scottish Government together with locally identified hazards.

Severe Weather and flooding is one of the key hazards identified for the North East of Scotland although Aberdeen City has not had to deal with the effects of significant events similar to those experienced in recent years in Elgin, Huntly, Stonehaven and coastal communities within in recent years.

The specific and generic plans produced by GEPU and its partners consider the effects of different types of emergency and describe the advisory and supportive role the team would take during an emergency event. The team will coordinate the initial response to any emergency with operational services providing any physical response required. In a prolonged emergency event the Council will establish an Incident Management

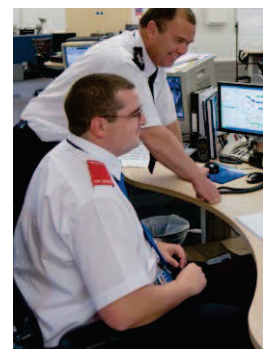
Team to coordinate the emergency response and recovery.

Arrangements exist through partners including SEPA, the Met Office, Police and Fire Services to notify and update on potential severe weather. GEPU participates in regular multi agency meetings to discuss forecasts and responses.

Multi agency emergency planning training and exercising events take place regularly. Guidance on Emergency Planning is available on the Council's intranet.

Plans and policies are regularly reviewed in light of debriefing of exercises and actual events.

Approaches have been made to Community Councils (CC) offering support in developing Community Resilience plans. At this stage only Culter CC has developed such a plan.



Control room





Dusk at Aberdeen Harbour



### 3.3.8 Waste Collection Services

The Waste Collection Services team manages both domestic and commercial waste collection for the Aberdeen City area.

Excessive snow has the highest impact on the service as underfoot conditions can be treacherous for Waste Collection operatives as well as risks from dangerous driving conditions and delays from resulting traffic. The service is also affected by high winds as landfill sites are regularly closed due to windy weather resulting in vehicles being directed to alternative sites increasing travel cost and time.

During snowy weather the team cannot work to the same productivity levels. When work is delayed due to snow the team catches up over a number of days and work on a Saturday if necessary. Around £232,000 is spent on overtime by the service per year. Not all of this overtime relates to weather as delays to service delivery can be affected by breakdowns and vehicle maintenance. The service reputation has been affected during snowy weather an example of this is that during December 2010, when exceptional snowfall was experienced, 800 complaints were received compared to an extremely mild

December in 2011, when just over 200 complaints were received for the month.

Within the last 10 years the service has only stopped running once due to snow which resulted in numerous complaints. To avoid a repeat of this, the service tries to keep running at all times and continues with any missed pick ups from the previous day. During the 2010/2011 winter with excessive snow, shoe covers with additional grips were issued for staff. Drivers have also been empowered to make their own judgement about whether a street is safe to drive on as it is potentially not only the Council's liability if damage is caused but also the driver's license could be affected. Snow clearance priority is given to arterial routes, whereas refuse collection takes place from streets that are treated as a lower priority. An annual risk assessment review is carried out to address issues arising from bad weather.



Waste collection in Aberdeen



### 3.3.9 Building Services

The Building Services Team maintains 22,500 Council owned housing properties, public buildings, such as schools and libraries, and Council offices.

The service can be affected by high winds causing building damage and high winds, snow and rain delaying external work. Excessive snow during the 2010/2011 winter resulted in workloads increasing four-fold. When the snow began, 100 enquiries per hour were being received, with Council housing tenants often reporting burst or frozen pipes. These emergency call-outs must be responded to within four hours and this was adhered to whether it was a plumber or office staff who attended in the first instance. Extra costs were incurred by the service in overtime and in purchasing emergency supplies of water and temporary heaters. There was a positive effect on reputation as tenants were grateful that staff came within four hours to defrost pipes and deliver water and heaters in treacherous conditions and during the Christmas holidays. Non-emergency work must be complete within 24 working days but is usually

complete in seven days. This work was delayed due to the increase in emergency calls but was still completed within the limit of 24 working days.

The service adheres to Scottish targets as set out in the Housing Scotland Act 2001 and the Scottish Secure Tenancy (Right to Repair) Regulations 2002 (see appendix 5.1.9). Figures are submitted to ACC Committee and Audit Scotland monthly. In response to difficulties during the winter of 2010/2011 the service now monitors annual leave to ensure there is a full complement of staff during December when bad weather can occur and a manager is on call 24/7. Temporary heaters and bottled water are now kept in stock in case of bad weather.



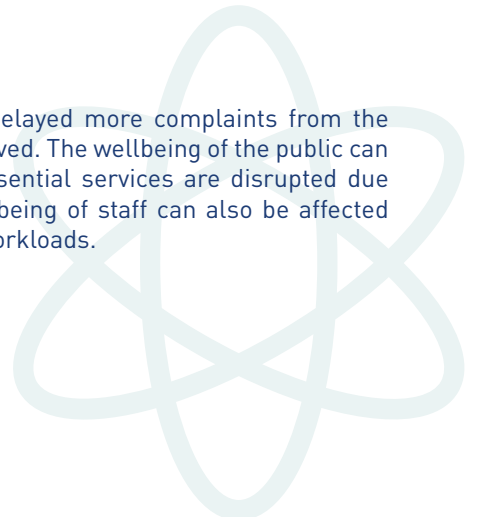
High rise flats at Seaton



### 3.3.10 General

All of the Council services mentioned in this section face a variety of impacts from extreme weather. Some of the general impacts which affect all services include a loss of time when staff time is directed to immediate impacts from a weather event. This has an affect on service delivery and often results in planned work being delayed. Weather events often have an economic impact on Council services through costs for repairs or new machinery and additional staff costs. The reputation of Council services can be affected by extreme weather.

When services are delayed more complaints from the public are often received. The wellbeing of the public can be affected when essential services are disrupted due to weather. The wellbeing of staff can also be affected through additional workloads.

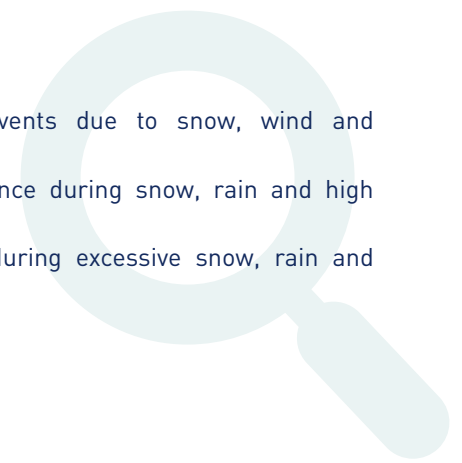


## 3.4 Summary of Key Vulnerabilities



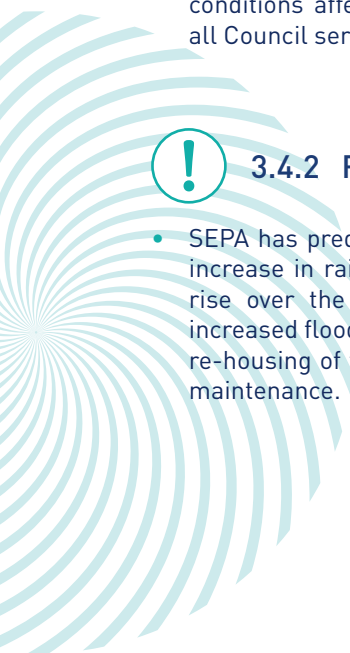
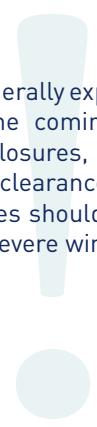
### 3.4.1 Key Issues

- Damage of trees and resulting road closures from stormy weather impacting on roads, arboricultural services and grounds maintenance.
- Heavy rain causing flooding, erosion of paths and disruption to grounds maintenance work.
- School closures during snowy/icy conditions.
- Clearance of roads, road repairs and availability of ample salt during winters with severe snowy/icy conditions affecting the roads team and potentially all Council services through loss of staff time.
- Cancellation of events due to snow, wind and torrential rain.
- Building maintenance during snow, rain and high winds.
- Waste collection during excessive snow, rain and wind.



### 3.4.2 Risk Management

- SEPA has predicted that Aberdeen could see a 20% increase in rainfall and up to a 1/2 meter sea level rise over the next century which could result in increased flooding and costs in emergency response, re-housing of tenants, buildings, roads and grounds maintenance.
- It is predicted that Aberdeen will generally experience warmer and wetter winters in the coming years which could result in less school closures, and less requirements of gritting and road clearance during snowy/icy weather. However services should remain well prepared for ice and snow as severe winters are still expected.







### 3.4.3 Service Provision

- Severe stormy weather has caused major impacts on arboricultural services due to the resulting emergency work of clearing trees to make roads safe, increasing workload and increasing complaints and enquiries with concerns about unsafe trees. In one instance this caused 6 months of unplanned work for 10 tree surgeons.
- Severe rain has caused major impacts on grounds maintenance service provision such as delayed grass cutting schedules, resulting in increased complaints, further contributing to workloads.
- Snowy and icy conditions have caused loss of school days and staff time due to school closures.
- Snowy and icy conditions have caused increased workloads for the roads team and shortages of salt during prolonged snowy winters.
- Snow and rain have resulted in cancelled events which require staff time to communicate with the media, participants and traders.
- Snow, ice and high winds have caused difficult conditions for waste collection.
- Snow, wind and rain have an impact on buildings maintenance schedules.



### 3.4.4 Costs

- Stormy weather caused £200,000 extra costs due to 6 months of unplanned work for a team of 10 tree surgeons.
- SEPA has predicted that Aberdeen could see a 20% increase in rainfall and up to a 1/2 meter sea level rise over the next century with the annual cost of flood damage in Aberdeen estimated at £17million.
- More robust grass cutting equipment has been purchased at a cost of £150,000 to help grounds maintenance cope with severe rain in the future.
- Heavy rain resulted in severe erosion of paths, which had recently been improved with £100,000 of investment, around Aberdeen.
- Costs in staff time were experienced by the grounds maintenance team due to increased workload and complaints during rainy weather and resulting disruption to grass cutting regimes.
- During snowy conditions school closures took place in Aberdeen resulting in costs in loss of staff time and teaching days.
- During snowy and icy conditions the Roads team experienced costs in extra staff time and extra salt required.
- During excessive snow the Waste Collection team incurred costs in additional overtime to cope with delayed schedules.
- During snow, Building Services experienced increased costs in overtime and the provision of additional heaters and bottled water for tenants with frozen pipes.



### 3.4.5 Reputation

- During stormy weather and resulting tree damage hundreds more reports than usual were received by the arboricultural team.
- During severe rain around 150 additional complaints were received by the grounds maintenance team due to disruption to grass cutting. Overall reputation was not affected in the long term.
- Overall reputation was not affected due to school closures as the public accept some closures due to snow are unavoidable.
- Reputation was not significantly damaged through cancelled events as the public accept this is sometimes unavoidable.
- Waste Collection Services received 600 more complaints during a December with heavy snow.
- Buiding Services reputation was positively affected during snow as tenants were grateful that staff provided assistance with burst pipes within four hours and during the festive holidays.



Riverside, Aberdeen



## 4. Recommendations & Next Steps

Snow covered  
Saint Machar's Cathedral

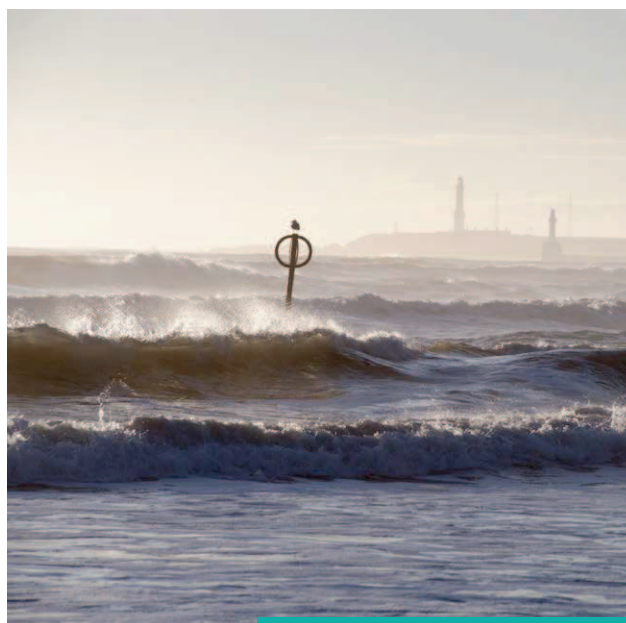
### 4.1 Conclusions

Completing the LCLIP has shown that a variety of ACC services can be affected by extreme weather either directly, such as through road closures or indirectly through the delay of planned work schedules. Severe weather affects services in a variety of ways, such as the clearance and gritting of roads in snowy/icy conditions, cancellation of events during snow or rain, clearance of fallen trees during stormy weather, and disruption to grounds maintenance regimes during heavy rain. Although services affected were able to cope with extreme weather there were implications with regards to cost, service delivery and reputation.

During interviews some managers recognised risks associated with climate change and observed trends in weather, such as towards more extreme and frequent stormy weather and warmer wetter winters. More can be done to increase awareness of climate change risks and the work of LCLIP can be used as a starting point to develop climate change adaptation work within Aberdeen City Council. Furthermore the impacts of severe weather should be systematically recorded to identify vulnerability and target resources.

A "Handbook of Climate Trends Across Scotland 1961-2004" outlines observational data collected by SNIFFER. This shows that the Scottish climate has warmed while altered precipitation patterns have led to drier summers, wetter winters and an increased frequency of heavy rain events.

The Intergovernmental Panel on Climate Change (IPCC) 2014 report indicates that it is still possible to limit global temperature rise to 2 degrees celsius by 2100 using a wide range of technological measures and changes to behaviour. However, even a 2 degree temperature rise is predicted to result in changes in the global climate including droughts, floods and heatwaves. Although ACC may be able to cope with occasional extreme weather in the meantime, we will need to adapt to cope with increasing changes in the future.



Challenging waves

## 4.2 Recommendations

- 4.2.1 **Better data recording** – Investigate developing a system for all ACC services to record extreme weather events and impacts. e.g. Type of event, impacts, service response, complaints, closures, costs and loss of service provision.
- 4.2.2 **Form a climate change adaptation subgroup** or similar.
- 4.2.3 **Development of an Adaptation Plan** for ACC.
- 4.2.4 **Raise awareness** of the impacts of severe weather and the need for climate change adaptation throughout the city and sectors.
- 4.2.5 **Share information** on climate risk and adaptation strategies between Council services and other public sector organisations to increase knowledge and improve responses.
- 4.2.6 **Review of strategies**, policies, plans, projects and processes to ensure climate change adaptation is addressed and integrated.
- 4.2.7 **Identify adaptation training needs** in ACC.

## 4.3 Next Steps

- 4.3.1 **Taking Action:** During 2014 the Council's Climate Change Action Plan (2002) will be replaced by a Climate Change Framework which includes both mitigation and adaptation measures. This LCLIP will act as a starting point to inform our future climate change adaptation work.
- 4.3.2 **Looking Forward and Assessing Risk:** Incorporating climate change/weather related risks into existing risk assessment frameworks and strategies. LCLIP findings, along with UK climate projections, will be used to identify thresholds for vulnerabilities and their probabilities in future periods.
- 4.3.3 **Collecting More Evidence:** Establish a shared resource for all services to record extreme weather events and formulating further methods of analysis.
- 4.3.4 **Communication:** Submit a committee report to Aberdeen City Council elected members; Circulate this LCLIP report to Aberdeen City Council staff, partners and the public; Circulate a press release on LCLIP findings.



## 5. Appendices



Wellington Road, Aberdeen

### 5.1 Teams and related policies/documents referred to in interviews

#### 5.1.1 Roads Operations

- Well Maintained Highways – Appendix H (National Guidance)  
[www.ukroadsliaisongroup.org/en/UKRLG-and-boards/uk-roads-board/wellmaintained-highways.cfm](http://www.ukroadsliaisongroup.org/en/UKRLG-and-boards/uk-roads-board/wellmaintained-highways.cfm)
- Aberdeen City Council Winter Maintenance Policy
- Winter Maintenance Operations 2010 – 2011 [p545]  
<http://committees.aberdeencity.gov.uk/documents/s13900/Winter%20Maintenance%20Report%202010-2011.pdf>
- Aberdeen City Council Roads Winter Service Plan 2012-2013  
[www.aberdeencity.gov.uk/web/files/Roads/winter\\_service\\_plan.pdf](http://www.aberdeencity.gov.uk/web/files/Roads/winter_service_plan.pdf)

#### 5.1.2 Structures, Flooding and Coastal Engineering

- Flood Risk Management Act (Scotland) 2009  
[www.scotland.gov.uk/Topics/Environment/Water/Flooding/FRMAct](http://www.scotland.gov.uk/Topics/Environment/Water/Flooding/FRMAct)
- SEPA National flood risk assessment – identifies potentially vulnerable areas  
[www.sepa.org.uk/flooding/flood\\_maps.aspx](http://www.sepa.org.uk/flooding/flood_maps.aspx)
- Enterprise, Planning and Infrastructure Committee flood report 21st Jan 2014.  
<http://committees.aberdeencity.gov.uk/documents/s34755/EPI.13.245-Flood>
- Flood events mapped in ArcGIS from late 1990s.
- North East Scotland Flood Liaison and Advice Group (NESFLAG)  
[www.aberdeenshire.gov.uk/flooding/nesflag.asp](http://www.aberdeenshire.gov.uk/flooding/nesflag.asp)

#### 5.1.3 Events Team

- Internal Event Manuals/Contingency plans.

#### 5.1.4 Grounds Services

- Figures on number of complaints provided for an average year (310) and during heavy rain resulting in delays to grass cutting regimes (480).

#### 5.1.5 Arboricultural Services

- Tree Policy (2011)

#### 5.1.6 School Estate

- Figures were provided from the Aberdeen City Council web team of 634 approximate number of school closures from 2008-2013.
- Aberdeen City Council Bad Weather Policy.
- Scottish Government guidance on Winter Weather Resilience Arrangements.

### 5.1.7 Grampian Emergency Planning Unit

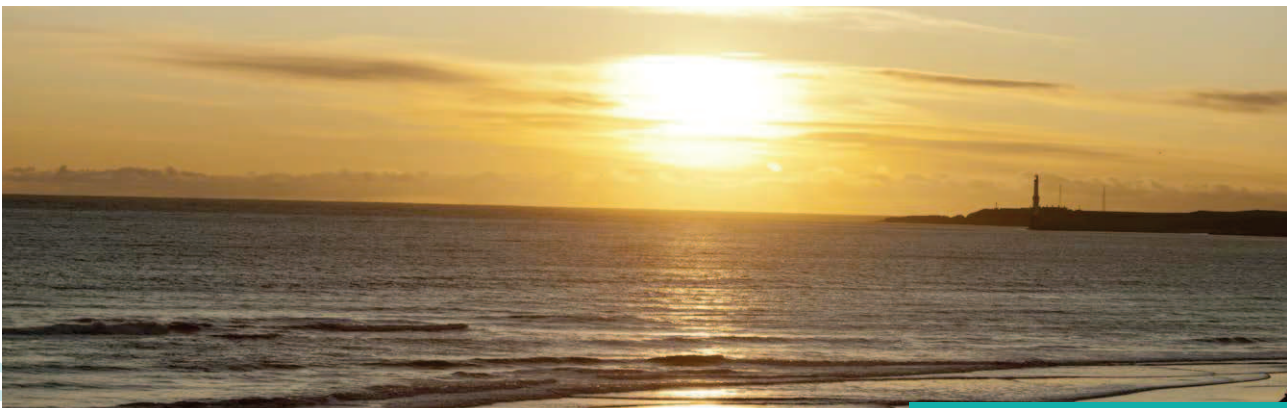
- Emergency planning webpages  
[www.readygrampian.org](http://www.readygrampian.org)  
[www.aberdeencity.gov.uk/Emergencies/emg/emg\\_major.asp](http://www.aberdeencity.gov.uk/Emergencies/emg/emg_major.asp)
- Emergency Planning Policy and Procedures – generic response

### 5.1.8 Waste Collection Services

- Environmental Protection Act 1990, Section 45  
[www.legislation.gov.uk/ukpga/1990/43/section/45](http://www.legislation.gov.uk/ukpga/1990/43/section/45)
- Audit Scotland figures on complaints about ACC Waste Collection Services during mild and snowy winters.

### 5.1.9 Building Services

- Housing Scotland Act 2001  
[www.legislation.gov.uk/asp/2001/10/contents](http://www.legislation.gov.uk/asp/2001/10/contents)
- Scottish Secure Tenancy (Right to Repair) Regulations 2002  
[www.legislation.gov.uk/ssi/2002/316/contents/made](http://www.legislation.gov.uk/ssi/2002/316/contents/made)



Calm sea at Aberdeen Beach





Storms can cause damage to infrastructure

## 5.2 Interview questions

Name			
Position		Service	
Telephone		E-mail	
Responsible for:			
<p><b>Introduction:</b> As part of a Local Climate Impacts Profile, we have been researching weather related incidents that have affected Aberdeen City Council since 2008. In particular we are researching the Council's vulnerability to past weather events in order to inform how the authority can be better prepared for future events.</p>			
<b>CONSEQUENCES</b>			
<b>1(A) How would you rate the significance of this weather event [or type of weather event] for your service/ work area?</b>			
High / Medium / Low			
<b>1(B) What were the consequences of this event [or type of event] for your work area, in terms of workload, costs, service delivery and reputation? Which units were involved?</b>			
<b>Area</b>	<b>Consequences (include financial figures / quantitative data, where possible)</b>		
Workload			
Costs			
Service Delivery			
Reputation			
<b>1(C) Which specific units were involved/ affected?</b>			

RESPONSES	
<b>2 (A) What was Aberdeen City Council's response to the event?</b>	
<b>2 (B) What influenced your response to the event, e.g. past responses, policies, legislation or advice?</b>	
Past responses	
Internal policy	
Legislation	
Advice	
Other	
<b>2(C) Were any of your strategic goals affected by the incident?</b>	
Yes /No	
PREPARATIONS / ADAPTATIONS	
<b>3 (A) Have any extra provisions been made should this sort of event/s occur again?</b>	
Research	
Training	
New policy/s	
Change to infrastructure	
Change to operations	
<b>3 (B) Do you think any additional provisions could be made to help you deal with this sort of event?</b>	
Yes /No	







FURTHER INFORMATION	
<b>4 (A) Are there any documents/data available on this event/type of event?</b>	
Yes /No	
<b>4 (B) Do you know if any other agencies or departments were affected by the event or involved in the response?</b>	
Yes /No	
<b>4 (C) Are there any other ways that weather affects your service?</b>	
Yes /No	
<b>4 (D) Who else should we speak to about this?</b>	
Name	
Unit	
Name	
Unit	
Name	
Unit	
<b>4 (E) Can we contact you again if we have any further questions?</b>	
Yes /No	Phone / E-mail:
<b>4 (F) Any other comments</b>	

## 5.3 Media Review

1. Source	2. Headline	3. Date of the story dd/mm/yy	4. Summary of news story
Evening Express	Wettest winter in 99 years	26/02/2014	River burst banks and park flooded
Evening Express	Wind and rain causes travel chaos in Aberdeen	24/12/2013	Flooding reported in Bridge of Don at Persley Bridge and on Great Southern Road in Aberdeen. Tree fell on Hazledene Road.
Aberdeen City Council News	Festive fun event cancelled due to bad weather	06/12/2013	winter wonderland event [Fri 06 Dec] in Aberdeen's Union Terrace Gardens has been cancelled on the grounds of public safety.
STV News	Nineteen flood warnings issued as storm surge hits east coast	05/12/2013	Flood warnings issued throughout Scotland. River Dee burst its banks as stormy weather hits.
BBC News	Workers off Talisman Sinopec oil platform Buchan Alpha over bad weather forecast	05/12/2013	Dozens of workers have been taken off a North Sea oil platform due to the forecast of severe weather. Talisman Sinopec Energy UK said a total of 85 people had been down manned from the Buchan Alpha installation, 83 miles north east of Aberdeen.
Scottish Express	Scots to bask in 24C July heatwave	04/07/2013	The Weather Outlook team forecast Britain's best spell of July weather since 2006's heatwave, when temperatures reached sweltering 31C highs in Scotland and Aberdeen experienced its hottest temperature since records began in 1942.
Daily Record	Schools closed and roads blocked as snow hits Aberdeen	14/01/2013	Schools closed and roads blocked as snow hits Aberdeen. 14 Jan 2013 14:52. WIDESPREAD disruption was caused to the area after the snow fell
Evening Express	Spate of crashes as snow hits North-east	27/10/2012	Car hit parked heavy goods vehicle
Guardian	Foam Covers Aberdeen Fishing Village	26/09/2012	Power cut & travel problems as storm hit yesterday
The Huffington Post	UK Weather: Foam Engulfs Aberdeen Village As Floods Sweep Britain	25/09/2012	Covering village with foam
BBC News	Foam swept in as gales hit Scotland	25/09/2012	Train suffers minor damage & damage to property



Mail Online	Snow gritters out in Aberdeen as figures reveal wettest summer in 100 years knocked £1bn off economy thanks to spoiled crops and cancelled events	10/09/2012	Crops failed, festival cancelled due to rain. Hot temps followed by freezing temps the next week.
Evening Express	Video: Floods hit Aberdeen homes, cars and businesses	27/08/2012	Fernielea School stayed closed due to flash flooding
STV News	Businesses count the cost after flash floods cause chaos in Aberdeen	27/08/2012	Dizzy's restaurant and Polmuir Road was flooded and closed.
BBC News	Heavy downpours cause flooding in Aberdeen	25/08/2012	Roads and properties have been affected by flooding
STV News	Cars swept away as Aberdeen city centre hit by flash flooding	25/08/2012	road closed and downpour inundated buildings
BBC News	Blackouts for Aberdeenshire householders hit by storms	14/08/2012	Power dip in the transmission
STV News	Aberdeen charity's stock destroyed after summer deluge floods premises	19/07/2012	Somebody Cares was hit by flood
Evening Express	Heavy rain floods Aberdeen businesses	19/07/2012	homes and business flooding and difficult driving condition
Met Office	Winter storms	08/01/2012	Fallen trees, train disruption
BBC News	Scotland storm: Oil vessels broke anchors in winds	09/12/2011	Secure two linked oil vessels, trees fallen & air disruption
BBC News	Scotland storm: Work to restore power to homes	09/12/2011	Two families were evacuated from a tenement in Kincorth
STV News	60,000 without power as storm turns to blizzards	08/12/2011	Train disruptions
BBC News	Scotland storm blackout hitting thousands	08/12/2011	Heavy wind causes travel disruption

BBC News	Damage as high winds hit north east of Scotland	08/12/2011	Part of a main wall of a building collapsed and christmas lights came down
BBC News	Report: Scotland's winter winds	07/12/2011	Slow train service throughout Scotland due to high wind
BBC News	Flood-risk Huntly residents allowed home	08/08/2011	Scotrail trains were delayed due to flooding
BBC News	Flights cancelled as ash cloud heads towards UK	24/05/2011	Many airlines closes due to volcanic ashes
STV News	Aberdeen power cut hits 1100 homes	29/12/2010	1,000 homes without electricity
Essential Travel	UK airports closed due to snow	22/12/2010	Flights are delayed or in subject to cancellations.
Guardian	Snow and ice cause chaos as Christmas rush hit by transport delays	17/12/2010	Heavy snowfall made traffic a standstill and flights were disrupted
Guardian	Snow may prevent Christmas presents arriving on time, freight firms warn	17/12/2010	Postal deliveries will be delayed due to bad weather
STV News	North and north east in gridlock as snow takes over	17/12/2010	School closure and airport shut until 9.30am
BBC News	Snow problems in north east Scotland into 14th day	07/12/2010	14th day snowfall and school closed today
BBC News	Ninth day of snow problems in north east of Scotland	02/12/2010	School closures in the city.
Airplane Pictures	Scottish airports are closed due to snow – Edinburgh, Glasgow, Inverness, Aberdeen	28/11/2010	Airport closed for partial day.
Evening Express	Snow closes roads in Aberdeen area	26/11/2010	Road closures
Press and Journal	Snow causes Chaos on North-East roads	26/11/2010	Car Parking issue
BBC News	More than 160 north east schools affected by heavy snow	26/11/2010	School Closure
Daily Mail	Britain shivers as winter bites with widespread frost in the South and another cold snap just around the corner	21/10/2010	Disruption in traffic
UMAL News	Efficient recovery limits flood damage at Aberdeen College	10/10/2010	Flood in college



Heavy rain fall can cause flooding

Evening Express	Torrential rain and thunderstorms hit Aberdeen	10/08/2010	Flood in Bridge of Don and Clifton
BBC News	Aberdeen drivers warned of roadworks disruption	05/07/2010	Start of road repair
Evening Express	Aberdeen airport closed for third day	17/04/2010	Flights operation closed
STV News	Heavy snow to continue into weekend	29/01/2010	Cars stuck in a long queue at the South of Aberdeen
BBC News	Snow and ice disrupt UK travel ahead of Christmas	22/12/2009	Road and airfield disruption
Evening Express	Snow chaos closes roads and delays Aberdeen flights	21/12/2009	Closure of Aberdeen airport until 9am and disruption on roads
Evening Express	Aberdeen road closed after mystery hole opens up	10/12/2009	Hole appeared in George Street
Guardian	Floods hit Scotland, closing roads and forcing residents to evacuate	02/11/2009	River flood occurred in Aberdeen area
BBC News	Rain causes roads and homes chaos	04/09/2009	Heavy rain fall in the city
Telegraph	Excessive rain causes storm surges	08/08/2009	Persistent heavy rainfall lead to increased flooding as a result of storm surges
BBC News	Snow affects schools and travel	12/02/2009	School closure and road affected
Guardian	Snowy weather's latest wave brings delay and disruption	05/02/2009	Airport closed and congestion
Press and Journal	Two badly hurt after black ice chaos on roads	08/12/2008	Man cut free from Renault Clio after it crashed with a Volvo on South Deeside Road
Press and Journal	Traffic chaos as snow & ice hit roads around North East	29/10/2008	String of schools forced to close due to snow
Press and Journal	Gusts of up to 70mph hit the North East	27/10/2008	Gusts caused damage to homes forcing roads to shut
Press and Journal	Gusts of up to 70mph hit the North East	27/10/2008	Severe winds snapped tree on Skene Street & in Duthie Park. Fallen trees also closed roads near Airport
Evening Express	Wild weather hits for Easter Weekend	22/03/2008	High winds and snow batter north-east cancelling event
Evening Express	Spate of crashes as snow falls	03/01/2008	Accident on B9077 South Deeside Rd blocked westbound lane



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### Publications

Barnett, C., J Hossell, M. Perry, C. Proctor and G. Hughes (2006) A Handbook of Climate Trends Across Scotland. SNIFFER project CC03, Scotland & Northern Ireland Forum for Environment and Research. 2PP.

Scottish Government, The Climate Change Scotland Act 2009, [[www.scotland.gov.uk/Topics/Environment/climatechange/scotlands-action/climatechangeact](http://www.scotland.gov.uk/Topics/Environment/climatechange/scotlands-action/climatechangeact)] (accessed 19/02/2014).

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[www.adaptationscotland.org.uk](http://www.adaptationscotland.org.uk), Adaptation Scotland (accessed 19/02/2014).

[www.ipcc.ch](http://www.ipcc.ch), Intergovernmental Panel on Climate Change (accessed 21/04/2014).

[www.sniffer.org.uk](http://www.sniffer.org.uk), SNIFFER (accessed 19/02/2014).

### Newspapers / Media Review (See dates and articles in Appendix 5.3)



- Airplane Pictures
- BBC News
- Daily Mail
- Daily Record
- Essential Travel
- Evening Express
- Guardian
- Mail Online
- Met Office
- Press and Journal
- Scottish Express
- STV News
- The Huffington Post
- UMAL News





Storm-force winds bring flooding, travel disruption and power cuts

## 7. Glossary

**ACC** - Aberdeen City Council

**Adaptation** - Changing the way we do things in response to expected changes in our climate

**Adaptation Plan** - A plan which identifies climate change adaptation needs and implements strategies and programmes to address those needs

**CC** - Community Councils

**Climate Change** - The term climate change refers to the changes observed in our climate over a longer time period. Most of the world's climate scientists are now sure that a rise in GHGs in the atmosphere from humans burning fossil fuels is escalating the greenhouse effect and pushing up global temperatures, affecting our regional climate and local weather patterns

**Community Risk Register** - Assessment of risks in the emergency planning process

**Fossil Fuels** - Fuels such as coal, oil and gas, which were formed in the geological past from the remains of living organisms. These fuels release GHGs when burned and are finite so will run out

**GHG** - Greenhouse Gases warm the earth by reflecting heat back to the earth's surface. The main GHGs are carbon dioxide, methane and nitrous oxide and one way they are released is through burning fossil fuels

**GEPU** - Grampian Emergency Planning Unit

**GIS** - Geographic Information System

**Industrial Revolution** - The Industrial Revolution was the transition to new manufacturing processes in the period from 1760 to 1840. This transition included going from hand production methods to machines and the change from wood to coal.

**IPCC** - Intergovernmental Panel on Climate Change

**LCLIP** - Local Climate Impacts Profile

**Qualitative** - Descriptions or distinctions based on some quality rather than quantity

**Quantitative** - Of a measurement based on quantity or number rather than some quality

**SEPA** - Scottish Environment Protection Agency

**SNIFFER** - Scotland and Northern Ireland Forum for Environmental Research

**Subsidence** - The process by which land or buildings sink to a lower level

**UK CIP** - United Kingdom Climate Impacts Programme

**WMP** - Winter Management Plan



## Contact

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Published 2014



## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	4 <sup>th</sup> September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Twinning & International Partnerships
REPORT NUMBER:	EPI/14/172
CHECKLIST RECEIVED	Yes

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### 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) £2,900 contribution to an educational visit by staff and pupils of Kincorth Academy to Gymnasium 71 in Gomel marking the tenth anniversary of the partnership, 4th-11th October 2014
- ii) £1,000 contribution towards the participation of a music group from Stavanger in the Aberdeen Christmas Tree Light Switch-On Ceremony, November 27th 2014
- iii) £2,000 contribution towards the visit of a Bavarian Marching Band in the Christmas Parade, 22nd-24th November 2014
- iv) £1,050 contribution towards the exploratory visit of three teachers from Regensburg to visit potential partner schools and organisations in Aberdeen, 3rd-6th November 2014
- v) £1,500 contribution to a reciprocal exchange by development officers of Fusion Dance Company and Danceworxxx Regensburg to explore the potential for a project in 2015 which celebrates the 60th anniversary of the twinning agreement, November 10th-13th, 2014
- vi) £1,800 contribution to an exploratory visit by two officers from TechFest-SetPoint and the International Partnerships Officer to Stavanger to meet with science communication professionals to share knowledge and discuss the potential of developing future educational projects between the two cities, 27th-29th October 2014
- vii) £2,200 contribution to a visit to Regensburg by teachers and pupils from Kincorth Academy to explore the potential of creating an

exchange programme with Albertus-Magnus Gymnasium, 6th-9th October 2014

### 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.

	<b>Balance of budget available as at April 2014</b>	<b>£102,000</b>
	<b>Opening Balance</b>	<b>£91,190</b>
i)	Contribution to an educational visit by staff and pupils of Kincorth Academy to Gymnasium 71 in Gomel marking the tenth anniversary of the partnership, 4th-11th October 2014	£2,900
ii)	Contribution towards the participation of a music group from Stavanger in the Aberdeen Christmas Tree Light Switch-On Ceremony, November 27th 2014	£1,000
iii)	Contribution towards the visit of a Bavarian Marching Band in the Christmas Parade, 22nd-24th November 2014	£2,000
iv)	Contribution towards the exploratory visit of three teachers from Regensburg to visit potential partner schools and organisations in Aberdeen, 3rd-6th November 2014	£1,050
v)	Contribution to a reciprocal exchange of development officers for Fusion Dance Company and Danceworxxx Regensburg to explore the potential for a project in 2015 which celebrates the 60th anniversary of the twinning agreement, November 10th-13th 2014	£1,500
vi)	Contribution to an exploratory visit by two officers from TechFest-SetPoint and the International Partnerships Officer to Stavanger to meet with science communication professionals to share knowledge and discuss the potential of developing future educational projects between the two cities, 27th-29th October 2014	£1,800
vii)	Contribution to a visit to Regensburg by teachers and pupils from Kincorth Academy to explore the potential of creating an exchange programme with Albertus-Magnus Gymnasium, 6th-9th October 2014	£2,200
	<b>TOTAL</b>	<b>£12,450</b>
	<b>Closing Balance (if recommendations approved)</b>	<b>£78,740</b>

### 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 to an educational visit by staff and pupils of Kincorth Academy to Gymnasium 71 in Gomel marking the tenth anniversary of the partnership, 4th-11th October 2014**

The educational partnership between Kincorth Academy and Gymnasium 71 in Gomel celebrates its tenth year in 2014. It is the only existing school partnership between the twin cities of Aberdeen and Gomel. Kincorth Academy will visit Gymnasium 71 in October 2014 to develop the educational and cultural links with this school which have been established over the previous decade.

This partnership has allowed the schools' pupils to become "global citizens" – a key element of the Scottish Curriculum. Over the previous ten years pupils have met and worked with counterparts from Gomel, building friendships outwith their school and community. Many previous pupils are still in touch with friends in Gomel they met through the exchange. Three of the pupils planning to visit Gomel were host families for the Belarussian students when they visited Aberdeen in October 2013 and visiting Gomel will provide them with a full experience of the exchange programme as they themselves are hosted by families in Gomel.

Whilst in Gomel, pupils from Aberdeen will be immersed in Belarussian culture: They will stay with host families; attend classes at Gymnasium 71; and participate in activities organised by the teachers and pupils in Gomel. Pupils from Kincorth Academy have already been studying Belarus, but visiting the country will allow them to have a greater awareness of global issues. Studying Belarus has not only made them aware of the culture and history of another country but has also raised awareness of knowledge of their home city and why Aberdeen is twinned with Gomel.

Kincorth Academy want to create a sustainable partnership with Gymnasium 71 and future exchanges will be explored during the visit. At present the Drama Department leads on the partnership but a teacher from the English Department will also be attending the exchange with a plan to discuss broader curriculum links. Pupils have already identified such cross-curricular potential and have requested a visit to Krasny Bereg – a Holocaust memorial – as the Holocaust is studied by the wider school community at Kincorth Academy. The pupils will disseminate this information back to fellow pupils and the community on their return.

Pupils from Kincorth Academy have taken ownership of this partnership. They have been involved with the planning of the programme and have also continued communications with pupils from Gomel who visited Aberdeen last year. As well as personally contributing to the project, the pupils are leading on fundraising initiatives to finance the exchange trip.

This application requests a total of £2,900 to support the fundraising initiatives of Kincorth Academy and contribute to the flight and visa costs of the exchange.

<b>Expenditure</b>	
Flights	£2,100
Visas	£800
Accommodation	£500
Transport	£200
Food costs	£1,200
Activities	£500
Contingency	£500
<b>Total</b>	<b>£5,800</b>
<b>Income</b>	
Contribution by participants	£1,200
Fundraising	£1,000
Grants	£700
<b>Total</b>	<b>£2,900</b>
Expenditure-Income	£5800-£2900
<b>Total applying for</b>	<b>£2,900</b>

ii) **Contribution towards the participation of a music group from Stavanger in the Aberdeen Christmas Tree Light Switch-On Ceremony, November 27th 2014**

Aberdeen City Council's Events Team has requested the presence of a traditional music group from Stavanger to celebrate the lighting of the Christmas Tree in the Castlegate – a gift from Aberdeen's twin city of Stavanger. Part of the Aberdeen Winter Festival Programme, the ceremony is a popular event and can attract an audience of up to 3000 people to the city centre.

The presence of a Norwegian music group at the event will engage local audiences with different music traditions and raise the profile of Aberdeen's twinning links with Stavanger. The group have been asked to dress in traditional costume and will promote Norwegian customs and traditions in keeping with the festivities. As well as playing at the Christmas Tree Ceremony in the evening, the group will perform at various venues throughout the day such as community venues and a proposed business event.

Aberdeen and Stavanger share strong business and economic links and efforts continue to build more cultural and social links into the twinning and business partnership. Our invitation to Stavanger to participate in the Christmas Tree Light Switch On will demonstrate our continued desire to work together and develop cultural and business links with their city.

The application requests a total of £1,000 to cover the cost of accommodation, food and transport of the group whilst in Aberdeen. Stavanger Kommune will cover the cost of air flights to and from Aberdeen.

<b>Expenditure</b>	
Flights	£2,000
Accommodation	£500
Food costs	£350
Local Transport	£150
<b>Total</b>	<b>£3,000</b>
<b>Income</b>	
Contribution from Stavanger Kommune	£2,000
<b>Total</b>	<b>£2,000</b>
Expenditure-Income	£3,000-£2,000
<b>Total requested</b>	<b>£1,000</b>

iii) **Contribution towards the visit of a Bavarian Marching Band in the Christmas Parade, 22<sup>nd</sup>-24<sup>th</sup> November 2014**

The organisers of Aberdeen's Winter Festival have requested the presence of a group from one of Aberdeen's twin cities to enhance and diversify the city's annual Christmas Light Switch-On Parade.

An invitation to perform at the event has been extended to a traditional Bavarian marching band who participated in the 2013 Tartan Day celebrations and was well received by spectators. The band performed in the Tartan Day Parade, public venues throughout the day, the Lord Provost civic reception and also in the evening at venues across the city.

As the City Events organisers were impressed with the standard of playing and the twinning links with Regensburg were able to be promoted so publicly, they have been invited to return to Aberdeen to participate in the annual Christmas Light Switch-On Parade which takes place on Sunday 23<sup>rd</sup> November. An estimated 15,000 to 20,000 spectators are expected to watch the Parade which provides an excellent platform for promoting the twinning links. The attendance of the group contributes to the varied programme of this annual event and engages local audiences with international festive and musical traditions. During their visit, a programme will be created for the group to perform at venues in the city throughout the day to promote the event and twinning links to new and existing audiences throughout the city.

The application requests a total of £2,000 to cover the cost of food, accommodation and transport whilst the band are in Aberdeen. Stadt-

Regensburg will cover the cost of their air flights as per the normal twinning arrangement.

<b>Expenditure</b>	
Flights	£2,500
Accommodation	£1,000
Food	£800
Transport	£200
<b>Total</b>	<b>£4,500</b>
<b>Income</b>	
Contribution from Stadt-Regensburg	£2,500
<b>Total</b>	<b>£2,500</b>
Expenditure-Income	£4,500-£2,500
<b>Total requested</b>	<b>£2,000</b>

**iv) Contribution towards the exploratory visit of three teachers from Regensburg to visit potential partner schools and organisations in Aberdeen, 3rd-6th November 2014**

The Head Teacher and two accompanying teachers from Von Mueller Gymnasium in Regensburg plan to visit Aberdeen in autumn 2014 to explore the potential of creating a partnership with a school in Aberdeen with the aim that a project would develop in 2015 which would celebrate the 60th anniversary of the twinning of the two cities. There are no current exchange programmes between Aberdeen and Regensburg and this would be the first.

The projected outcome of such a visit would be in the creation of a pupil exchange programme between Von Mueller Gymnasium and a partner school in Aberdeen. The participating department would not necessarily have to be Language orientated, as the German pupils can communicate in English, which would allow for an exploratory cross-curricular approach over many disciplines. Von Mueller Gymnasium already have funding in place to support a reciprocal visit of teachers to Regensburg in early 2015. From these two exploratory visits, a pupil exchange programme would take place later in the year with pupils from both towns participating in 60th anniversary celebrations.

Whilst in Aberdeen, the Regensburg teachers will also meet with the Community Arts Development to explore the possibility of partnership working with a youth organisation or group in Aberdeen. Pupils from Von Mueller Gymnasium visited and worked with Aberdeen City Council's Arts Development Team in 2012. During their social-enterprise based visit, they met with several local charities and on their return to Regensburg raised money to donate to these charities. Earlier this year, more than £2000 was gifted to three Aberdeen charities by the pupils. It is anticipated that a similar beneficial project will develop from this exploratory visit.

This application for £1,050 seeks to support the accommodation, food and transport of the group whilst in Aberdeen. Stadt Regensburg will contribute to the costs of the flights to and from Aberdeen.

<b>Expenditure</b>	
Flights	£1,200
Accommodation	£600
Food	£300
Transport	£150
<b>Total</b>	<b>£2,250</b>
<b>Income</b>	
Contribution from Stadt Regensburg	£1,200
<b>Total</b>	<b>£1,200</b>
Expenditure-Income	£2,250-£1,200
<b>Total requested</b>	<b>£1,050</b>

v) **Contribution to a reciprocal exchange by development officers for Fusion Dance Company to Regensburg to explore the potential for a project in 2015 which celebrates the 60th anniversary of the twinning agreement, November 10th-13th 2014**

Fusion are a youth dance company based in Aberdeen. Development Officers for the group want to develop a project with Danceworxxx, a similar organisation in Regensburg, which will culminate in public performances of this new choreography in both cities in 2015 to celebrate the 60th anniversary of the twinning agreement.

Based at Citymoves Dance Agency, Fusion are a group of young dancers aged 12-18 who audition to join the company every September. Throughout the year the dancers create and produce works which are performed at live events. They have previously performed at DanceLive, U.Dance (London 2012) and this year participated at events in Aberdeen and Glasgow which marked the 2014 Glasgow Commonwealth Games. They also work with professional dancers and choreographers, such as Errol White, Natasha Gilmore, Smallpetitklein and Janis Claxton. Fusion provides young dancers of Aberdeen with a professional dance and choreography experience with dancers from the company often going on to study and perform at national organisations.

Danceworxxx are a similar company based in Regensburg. This project would bring young professional dancers from Aberdeen and Regensburg together on a unique collaboration. The two companies will regularly communicate and come together to create dance works which will be performed by both companies in each city in summer 2015 – complementing and adding to Aberdeen’s existing Summer Festival programme. The development of such a project not only



enhances Aberdeen’s events programme – engaging new and existing local audiences with contemporary dance – but it provides an international experience to dedicated young dancers in Aberdeen and will support their future professional development.

The first step for this project is for the Development Officers from both companies to meet to research and discuss the project: co-ordinating communication plans; identifying key themes; meeting members of the dance companies; and exploring potential venues for performances in 2015. Fusion have invited officers from Danceworxxx to Aberdeen in October discuss to showcase the potential of Aberdeen’s dance companies and venues at DanceLive – Scotland’s largest contemporary dance festival. The officers from Fusion would then visit Regensburg the following month to continue developing the project and will meet with the Danceworxxx dancers and view potential venues in Regensburg.

This application supports the development of the project by contributing to £1,500 to the flights, accommodation, food and internal transport costs of two Fusion Dance Development Officers to visit Regensburg. Stadt-Regensburg will contribute to the costs of the Danceworxxx Officers’ visit to Aberdeen.

<b>Expenditure</b>	
Flights	£1,600
Accommodation	£800
Food	£400
Internal transport	£200
<b>Total</b>	<b>£3,000</b>
<b>Income</b>	
Contribution from Stadt-Regensburg	£1,500
<b>Total</b>	<b>£1,500</b>
Expenditure-income	£3,000-£1,500
<b>Total requested</b>	<b>£1,500</b>

- vi) **Contribution to an exploratory visit by two officers from TechFest-SetPoint and the International Partnerships Officer to Stavanger to meet with science communication professionals to share knowledge and discuss the potential of developing future educational projects between the two cities, 27th-29th October 2014**

Based in Aberdeen, TechFest-SetPoint are one of Scotland’s leading science communication organisations. Aberdeen and Stavanger share several common science and engineering links, but there are currently no active partnerships in this field between public organisations. Two members of TechFest-SetPoint will join the Twinning and International Partnerships Officer in Stavanger to meet with fellow professionals and

organisations to exchange knowledge of current best practice and discuss the potential for future collaborative projects and events between the two cities.

TechFest-Setpoint promotes Science, Technology, Engineering and Mathematics (STEM) to an annual audience of 45 000. This is achieved through a formal learning outreach programme to primary and secondary schools, which reaches approximately 20 000 young people throughout Scotland in one year, and attendance at other events, such as Aberdeen University's May Festival, attracts audiences of between 5 000 to 10 000. 'TechFest in September' is Aberdeen's annual STEM festival and is a major event in the city's calendar – last year the event attracted 17 000 participants to its schools and public programmes.

'TechFest in September' is widely recognised as one of the country's leading STEM festivals. Science communication professionals from JaerMuseet in Stavanger have expressed interest in discovering how the event is managed with an aim of participating in the event in future years or hosting a similar event in Stavanger. The organisers of TechFest are enthusiastic to explore the idea of a satellite station in Stavanger during the festival. This would add an international dimension to the event and bring TechFest and Aberdeen's reputation for scientific communication to an international audience.

Whilst in Stavanger, the exploratory party would also meet with other leading organisations in the city. Promoting engineering as a viable career path for females has been recognised as a key priority for organisations at national level. Norway has an excellent reputation for having already developed this from early years to university level. Whilst in Stavanger the party will visit educational institutions and other science communication organisations to see how this is implemented with a view of developing a programme which would incorporate this back in Aberdeen.

An exchange of knowledge would not only professionally develop the individuals going but would also greatly benefit future audiences whom this information is disseminated to. This exploratory visit has the great potential to create a learning programme that will meet national priorities and reach an audience of thousands. TechFest-SetPoint have already been in discussions with key sponsors about future funding potential to make this a viable, sustainable project.

This application seeks to support the exploratory visit of two TechFest-SetPoint Officers and the International Partnerships Officer to Stavanger by contributing £1, 800 to cover the flights and transport of all three and two nights' accommodation and subsistence for the International Partnerships Officer. TechFest-SetPoint will cover their own accommodation and subsistence costs.

<b>Expenditure</b>	
Flights	£1,200
Accommodation	£900

Internal transport	£200
Food	£300
<b>Total</b>	<b>£2,600</b>
<b>Income</b>	
Contribution by participants	£800
<b>Total</b>	<b>£800</b>
Income-expenditure	£2,600-£800
<b>Total requested</b>	<b>£1,800</b>

**vii) Contribution to a visit to Regensburg by teachers and pupils from Kincorth Academy to explore the potential of creating an exchange programme with Albertus-Magnus Gymnasium, 6th-9th October 2014**

A group of delegates from Kincorth Academy wish to visit Regensburg to explore the potential of creating a sustainable partnership with Albertus-Magnus Gymnasium. There are no existing school links between the two cities and this would be the first. The development of this relationship would provide young people in both towns with an understanding of the history of the twinning agreement and would enhance 60th anniversary celebrations in both cities in 2015.

Pupils and teachers from Albertus-Magnus Gymnasium visited Aberdeen in March 2014 as part of the city's World War I Conference, organised by the International Partnerships Officer. During this visit they met with staff and pupils from Kincorth Academy and both expressed a mutual desire to establish an exchange programme for young people in the two cities. Staff from Albertus-Magnus Gymnasium have invited a group from Kincorth Academy to discuss this project further.

Consisting of two pupils and two teachers, the exploratory party will visit Regensburg in October 2014. During their visit the delegation will spend time attending classes at Albertus-Magnus Gymnasium and participate in cultural activities in Regensburg. Particular emphasis will be placed on exploring future exchanges based on the curricular links of History and English, as well as global citizenship.

Global citizenship is one of four main components of Scotland's Curriculum for Excellence. Providing pupils of Kincorth Academy with the opportunity to become global citizens creates confident and successful learners. The pupils participating in this visit will disseminate learning outcomes from this visit to the wider school community and teachers will work to establish this as a sustainable learning exchange for pupils in future years. The Deputy Head Teacher is working with the Twinning & International Partnerships Officer to identify future funding sources to support this exchange programme in future years, such as through UK-German Connection.

The young people taking part in this exchange will report and present their findings to the wider Aberdeen community, such as through local church groups. This will highlight the twinning relationship between Aberdeen and Regensburg to local communities, celebrating the 60th anniversary of the relationship and promoting the International Twinning Grant to new audiences. The participating pupils have taken ownership of this project and are fundraising to support attending cultural activities whilst in Regensburg.

This application seeks a total of £2,200 to support the flights of the entire party and accommodation of two teachers whilst in Regensburg. Stadt Regensburg will support the accommodation of two pupils and food and internal transport of entire party. The participants will fundraise to support the costs of additional cultural activities.

<b>Expenditure</b>	
Flights	£1,600
Accommodation	£1,200
Subsistence	£800
Internal transport	£400
Activities	£400
<b>Total</b>	<b>£4,400</b>
<b>Income</b>	
Contribution from Stadt-Regensburg	£1,800
Fundraising	£400
<b>Total</b>	<b>£2,200</b>
Expenditure-income	£4,400-£2,200
<b>Total Requested</b>	<b>£2,200</b>

## 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

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COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	4 <sup>th</sup> September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Planning Performance Framework 3 – 2013-14
REPORT NUMBER:	EPI/14/233

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### 1. PURPOSE OF REPORT

The purpose of this report is for Members to note the draft Planning Performance Framework (PPF) for 2013-14 which requires to be submitted to the Scottish Government prior to 30 September 2014. It should be noted that the report does not currently include a full list of reference documents and supporting information which will be compiled in time to be submitted with the final document.

The draft PPF is included as Appendix 1 to this report. Last year's report is available on the Council's website.

Annual PPF reports are currently required by the Scottish Government to be prepared in the autumn. They compare performance levels over past years across the planning service of the Council and seek to provide a focus for incremental improvements in performance for the Council's Planning Service as a whole.

### 2. RECOMMENDATION(S)

It is recommended that the Committee note the draft PPF for the City Council's Planning Service for submission to the Scottish Government. This includes an action plan of service improvements planned for the coming year that included separately for information in Table 1 in Part 5 of this report.

### 3. FINANCIAL IMPLICATIONS

The production of an annual PPF report is an integral part of the planning service function and as such is accounted for in budgets and work programmes.

The Government has recently increased planning application fees but has made it clear that a condition of that increase is that planning authorities demonstrate a sustained improvement in performance. Whilst the PPF takes a holistic approach to measuring performance the Government's key focus is on the average timescales for determining planning applications. Authorities that do not demonstrate an improved performance may have the fee levels that they are entitled to charge reduced by the Scottish Government.

The content of the attached PPF (Appendix 1) clearly demonstrates that performance levels associated with the speed of processing and determining planning applications continue to be below national targets and have been particularly affected by the upsurge in development proposals across the city in recent years. It is considered that in order to address the level of performance being experienced additional resources are required within the Planning and Sustainable Development Service, particularly in Development Management, Roads Projects and Application Support teams.

A business case for additional resources, financed from planning application fee income, is currently being prepared, which will set out actions considered as being required to improve performance.

#### 4. OTHER IMPLICATIONS

Continuous improvements are required by the Scottish Government, particularly in those areas identified above and annual feedback is provided on the submitted PPF documents. The PPF process records year on year areas where progress is being made or where actions are required. These matters will be reviewed at regular intervals such that areas requiring action are identified and service improvements undertaken. Clearly action is required to address the performance issues set out within the PPF.

#### 5. BACKGROUND/MAIN ISSUES

Feedback received from the Scottish Government on the PPF for 2012-13 was generally positive but identified a number of areas where improvements were required. A report setting out that feedback was presented to members at the ESP&I Committee in January 2014. To summarise that feedback, within the otherwise positive response received one area stood out and was recognised as requiring to be addressed urgently, being: decision making timescales on planning applications, which had slowed in comparison with the 2011-12 PPF figures. At that time steps were to be taken to deal with this issue, both in terms of changing practices and in staff recruitment. However, significant increases in workload during the reporting period have



compounded these performance issues. Latest figures for Q1 of 2014 show yet further increases in workloads.

In the past year the figures show that the average time for determining both major applications and householder applications has increased slightly when compared to 2012-13. From 87.8 to 88.6 weeks in the case of major applications and from 9.8 to 10.0 weeks in the case of householder application. These figures do not compare well to the Scottish averages of 53.8 weeks for major applications and 7.7 weeks for householder developments. It should be noted, however that figures are distorted by a small number of legacy applications from before 2009. If these are removed from the figures then the figure for major applications is a much more respectable 34.6 weeks.

The PPF 2013-14 before this Committee seeks to address these performance issues and it is anticipated that this will drive an improvement of performance over the coming year. It should also be noted that the Scottish Government has the ability to reduce fee levels if planning authorities do not demonstrate improvements in performance and this is a risk for future years if the measures specified in PPF 2013-14 are not implemented.

It is recommended that the Committee note the draft PPF for the City Council's Planning Service for submission to the Scottish Government. This includes an action plan of service improvements planned for the coming year that included separately for information below:

<b><u>TABLE 1</u></b>
<b><u>PPF Action Plan</u></b>
<b>Local Development Plan Team</b>
<ul style="list-style-type: none"> <li>• Gain Council approval for the ALDP Proposed Plan and submit it for Examination by Scottish Ministers.</li> <li>• Continue to monitor the infrastructure constraints to the delivery of development through the ALDP Action Programme and, where appropriate, instigate Action Programme Delivery Days with developers and relevant key agencies to overcome barriers.</li> </ul>
<b>Environmental Policy Team</b>
<ul style="list-style-type: none"> <li>• Ensure that computerised application system can accommodate environmental consultations as described in the communications, engagement and customer service section in Part 2 above</li> <li>• Ensure that tree protection measures arising from planning conditions are more effective by specifying more rigorous protection in the conditions and by monitoring that the measures are in place before development commences</li> </ul>
<b>Development Management (Applications) Team</b>

- Carry out a comprehensive project managed review of resourcing, procedures and information systems in relation to the application administration and consider and implement any recommendations of the review
- Consider reconfiguring team structure/new ways of working in accordance with new structure of P&SD and to address current staff resource including recruitment of new staff and introduction of Major Projects team
- Introduce a Pre-application forum for Councillors to discuss major development proposals at the pre-application stage in line with Scottish Government guidance
- Continue the programme of continuous improvement of the information systems with the aim of improving efficiency, effectiveness and customer service focussing on;
  - web site improvements implemented through an inter-service focus group and assisted by a newly recruited web developer to enable amongst other things real time tracking of application progress and a map based application search and planning alerts facility
  - recording of pre-application enquiries/discussions
  - electronic workflow and mail monitoring
  - full implement electronic payment (phone payment by credit/debit card)
- Implement a programme of measures to address application determination speed including
  - an update and streamlining Processing Agreement template and guidance and
  - a procedure for reconsideration of applications with legal agreements within 6 months of “willingness to approve”
- Continue to work together with the Community Council Forum to finalise a concordat and planning training

**Masterplanning, Design and Conservation Team**

- Develop a City Centre Masterplan and Delivery Programme including:
  - Co-ordinating procurement of multi-disciplinary team
  - Working with key partners and external agencies
  - Ensuring effective public engagement and ownership of the masterplan
  - Co-ordinate the preparation of detailed phased masterplans supporting development frameworks for Countesswells, Newhills and Grandhome
  - Develop a masterplan for a new harbour at Nigg Bay with Aberdeen Harbour Board
  - Introduce a design surgery to support development management application assessment
  - Review the Design Review Panel remit, membership and operations
  - Develop detailed design policy to support the ALDP
  - Complete appraisals for 4 conservation areas
  - Old Aberdeen, Pitfodels, Cove and Footdee
  - Continue IHBC accreditation training
- Continue to support the Aberdeen City Heritage Trust

## 6. IMPACT

Community Plan – The themes of PPF fit well with the two main aims of Community Planning which are described as: making sure people and communities are genuinely engaged in the decisions made on public services which affect them; allied to a commitment from organisations to work together, not apart, in providing better public services.

Single Outcome Agreement – The improvement of planning performance will support the aims of outcomes 1, 2, 10, 12, 14, and in particular 15 which relates to high quality, continually improving and efficient public services which are responsive to local people's needs.

5 year Corporate Business Plan – The PPF recognises the priorities of Aberdeen City Council and takes account of budgets. It also recognises the skills, expertise and experience the Council needs, and that staff are our most important asset. In terms of business planning, long term planning and review of past years means that planning can occur in anticipation of external pressures on service delivery. In terms of the priorities stated for 2012-13 the PPF particularly supports Aberdeen's 'Smarter Economy', which works towards ensuring the economic future of the city. Additionally it assists in maintaining financial stability through the elements identified in the business plan: achieving financial targets; using priority based budgeting to guide service delivery; engaging with staff, the public, businesses, local communities, the voluntary sector and partners in service delivery; seeking more ways to work with the community; and working with the

Scottish Government and COSLA to achieve funding which affects the contribution the city makes to the Scottish and UK economy.

EP&I Service Plan – The PPF seeks to support the priorities and outcomes of the service plan by: encouraging future economic and business development; delivering an up to date development plan for the city; protecting and enhancing our high quality natural and built environment; delivering our statutory responsibilities effectively and efficiently; ensure that the ACSEF strategic priorities in relation to the city are developed; facilitate the continuous improvement of service delivery; and engage effectively with our partners, stakeholders, service users and staff.

Interest to the Public – The PPF aims to facilitate a high quality service that meets peoples' needs and makes a visible difference to the quality of the city's urban and natural environment by promoting high quality development and providing an effective infrastructure to make Aberdeen a world class strategic location.

This report is seeking agreement to undertake further work to improve performance and there is no impact on equalities and human rights resulting from this report.

## 7. MANAGEMENT OF RISK

Failure to address the decision making timescales on planning applications could lead to the slowing of delivery of development across the City and a reduced level of quality both in decision making and development on the ground; additionally it is likely that the Scottish Government will make further negative feedback in relation to the lack of progress in this particular area. There is the risk of a reduction in fee levels in subsequent years. These factors represent a Hazard and Control Risk to the Council. In contrast, increased resources will facilitate a high quality service that meets people's needs and makes a visible difference to the quality of the city's urban and natural environment by promoting high quality development and providing an effective infrastructure to make Aberdeen a world class strategic location.

## 8. BACKGROUND PAPERS

Planning Performance Framework – Scottish Government Guidance Notes 2013-14:

[See the details](#) here

## 9. REPORT AUTHOR DETAILS

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**ABERDEEN CITY COUNCIL**  
**PLANNING PERFORMANCE FRAMEWORK**

**2013 - 14**

## Part 1: National Headline Indicators (NHIs)

Key outcomes	2013-2014	2012-2013
<p><b>Development Planning:</b></p> <ul style="list-style-type: none"> <li>age of local/strategic development plan(s) (full years)<sup>1</sup> <i>Requirement: less than 5 years</i></li> <li>development plan scheme: on track? (Y/N)<sup>2</sup></li> </ul>	<p>2</p> <p>Y</p>	<p>1</p> <p>Y</p>
<p><b>Effective Land Supply and Delivery of Outputs</b></p> <ul style="list-style-type: none"> <li>effective housing land: years supply<sup>3</sup></li> <li>effective housing land supply (units)<sup>3</sup></li> <li>housing approvals (units)<sup>3</sup></li> <li>effective employment land supply (ha)<sup>4</sup></li> <li>employment land take-up<sup>4</sup></li> </ul>	<p>6.2</p> <p>11,664</p> <p>2,278</p> <p>166.3</p> <p>1 (Complete)</p> <p>25 (Under construction)</p>	<p>5.7</p> <p>11,013</p> <p>2,312</p> <p>125.3</p> <p>2.46 (Complete)</p>
<p><b>Development Management</b></p> <p><b>Project Planning</b></p> <ul style="list-style-type: none"> <li>percentage of applications subject to pre-application advice</li> <li>number of major applications subject to processing agreement or other project plan<sup>5</sup></li> <li>percentage planned timescales met<sup>6</sup></li> </ul> <p><b>Decision-making</b></p> <ul style="list-style-type: none"> <li>application approval rate</li> <li>delegation rate</li> </ul>	<p>38%</p> <p>3</p> <p>100%</p> <p>95.8%</p> <p>94.3%</p>	<p>28.3%</p> <p>1</p> <p>100%</p> <p>94.6%</p> <p>90.3%</p>
<p><b>Decision-making timescales</b></p> <p>Average number of weeks to decision:</p> <ul style="list-style-type: none"> <li>major developments</li> <li>local developments (non-householder)</li> <li>householder developments</li> </ul>	<p>88.6</p> <p>15.9</p> <p>10.0</p>	<p>87.8</p> <p>16.2</p> <p>9.8</p>
<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>time since enforcement charter published / reviewed (months) <i>Requirement: review every 2 years</i></li> </ul>	<p>4</p>	<p>3</p>

• number of breaches identified / resolved	<b>160/121</b>	134 / 106
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**Superscript bullet notes**

1. Aberdeen Local Development Plan 2012 (2.083 years at 31 March 2014)
2. Updated DPS approved January 2014
3. Both housing land years and land supply are for the Aberdeen Housing Market Area. Figures not available for the City alone. The Housing Land Audit information is for the calendar year to 31<sup>st</sup> December 2013.
4. Employment land figures provided from 2014 Employment Land Audit (information is for the year to 1<sup>st</sup> April 2013).
5. The service has a policy of encouraging all applicants for major developments to enter into a processing agreement and it is anticipated this figure will increase in future reports on the PPF
6. Based on the timescale in the processing agreement which was the target date of reporting to Committee with a recommendation on the application

**Contextual Statement**

*The average number of weeks for determining planning applications is a continuing concern that is being actively addressed. The timescale for local and householder developments at 15.9 and 10 weeks respectively has remained almost static compared with last year and it is recognised that this exceeds the two month target. A review of the Scheme of Delegation half way through the year has increased the delegation rate by 4% to 94.3% and this should have a positive impact on determination times in the coming year.*

*The timescale for determining major development applications is also of concern remaining static at 88.6 weeks compared with 87.8 weeks last year. Whilst this figure is still far from satisfactory in terms of the 4 month target, a careful look at the figures reveals that it has been disproportionately affected by a the length of time to determine 4 “historic” major applications originally lodged between 2007 and 2010. If these 4 applications are removed from the figures to give a more accurate reflection of performance the timescale for the remaining 18 major applications determined is reduced significantly to 33 weeks. As was the case last year, the time taken to determine the legal agreements had a significant impact on the figures and is a factor over which the planning service has limited control. The Development Management Manager and the Team Leader in the relevant legal team are now working closely together through regular monthly meetings to identify and address the problem and reduce, as far as possible, the delay imposed by the legal agreement process. It is also hoped that a reconfiguration of the legal team structure that occurred during the year will facilitate the more rapid progression of legal agreements. The capacity of the Roads Projects team (as statutory roads consultee) to respond quickly to the volume and complexity of major development proposals has also been a significant factor influencing application determination speeds. This is also being looked at, as part of the*

*next step of a phased restructuring within the Council, with a view to providing additional capacity in the team.*

*As was the case last year the Development Management Team has been striving to adapt to an unprecedented volume of major and significant applications: a consequence of Aberdeen's buoyant economy. The complexity and significance of the proposals and the associated workload can be measured approximately by using fee income as a proxy for workload. Based on the fees received in 2012-13 of just over £1M, Aberdeen City averaged £47.62K fee income per case officer compared with an average of £23.03K fee income per case officer for the other 31 Scottish Local Authorities. Fee income is projected to rise to above £1.5 million this financial year. To address this a Senior Planner and a Planner have been added to the staff complement in DM but more staff resource is required as a matter of utmost priority. A business case has been put together and recruitment is expected in the next few months to address this staffing shortfall and it is anticipated that this will improve determination times next year. In addition, an administration review will take place in the coming year to identify further measures to improve application determination times.*

*Notwithstanding the foregoing, it is clear that some of the measures to address application processing speeds proposed in last year's PPF are starting to have a positive effect on the determination of major developments (eg. notably the recruitment of one additional Senior Planner and backfilling of a Team Leader Post).*

*Enforcement activity has picked up significantly over the last two years and this is placing additional burdens not just on the Enforcement Team but on planning case officer time.*



## **Part 2: Defining and measuring a high-quality planning service**

The report focuses on the improvements and new developments in the planning service since the submission of PPF 2012-13. Unless otherwise indicated it should be taken as read that all the activities and service actions detailed the PPF 2012-13 are still being undertaken.

In accordance with the request from the Planning Minister, Appendix I - Performance Markers, cross references to relevant evidence in the main PPF report and service actions (e.g. PM1,2,3 etc.) to show how the planning service is specifically addressing each of the Performance Markers produced by the Heads of Planning Scotland High Level Group and, if not met, the steps being taken to meet the marker.

### **Open for business**

#### **Trinity Group**

The Council (officers and elected members) has continued its active involvement in the Trinity Group: a high level partnership panel that provides a forum for public and private sector leaders to help facilitate the delivery of development in and around the City. Activity has included:

- Two evening Trinity meetings
- High level meeting with Scottish Water Management Team on 2<sup>nd</sup> June.

Scottish Water is now active in the twice yearly Key Agencies Liaison meeting and has a dedicated representative for liaison with the City. As an example of partnership working - agreement has been reached with SEPA for a joint workshop to be held on co-ordination of enforcement action in relation to breaches of condition related to sustainable drainage systems (SUDS) to be held in September.

#### **Aberdeen Local Development Plan**

The Aberdeen Local Development Plan (ALDP) has a very strong focus on development delivery providing the development industry and the general public with clear guidelines on the likely infrastructure requirements that are needed to support development. This level of transparency helps to promote certainty, trust and confidence that necessary infrastructure, such as new schools and medical facilities, will be delivered alongside new development.

The infrastructure requirements for each masterplan area are set out in the ALDP Action Programme – a live document which is updated quarterly to reflect changes and to identify any new actions, keeping the development

industry, Elected Members and the public are kept as up to date as possible on the likely infrastructure requirements for development within masterplanned areas.

The updates to the Action Programme are supported through delivery days which provide developers with an opportunity to discuss development on a particular site with the Council and representatives from relevant key agencies.

Since the ALDP's adoption in 2012, the Council has worked closely with developers to bring forward area-based Development Frameworks and Masterplans. There are currently 34 such documents which provide clear and specific guidelines for the development of sites on the ground.

New and updated topic-based Supplementary Guidance (SG) has also been adopted in response to changing circumstances and emerging issues, for example in relation to Serviced Apartments.

Elected Members are kept up to date and are engaged in all key stages of LDP preparation. ([Link to PM 7, 8, 9, 10 and 11](#))

*The Council has approved a Strategic Infrastructure Plan (SIP) focused on developing and enabling infrastructure to maximise growth and diversify Aberdeen's economy. The SIP brings together the work that is being delivered through a variety of plans and strategies and will help act as a mechanism for ensuring that the City has the infrastructure in place to support the delivery of the Development Plan.*

### **Development Management**

In tandem with the foregoing, some progress has been made on a number of priority strands of "Planning Reform: The Next Steps"

- **Processing Agreements (PAs)** ([Link to PM 2 and 3](#)): The uptake of PAs by applicants has again been disappointing; with an increase from just one last year to three this year, despite active encouragement for every "major" application (for example all acknowledgement letters for Proposal of Application Notices specifically outline the benefits of, and include a link to, the PA template). One of the barriers to greater take up has been the pressure from clients for applications to be lodged before scoping, preparation and agreement has been reached on key supporting documents (eg. transportation assessment, bat survey) that have to be submitted with the application in order to set target dates for determination. It should also be noted that such lack of front loading of application results in immediate delay to timescales, as such activities are undertaken during the processing of applications.

A second barrier to greater take up has been the complexity of the PA template. A key lesson from last year was that PAs have to be

simple, brief and focussed to work effectively as a project management tool. Work to simplify the PA template in consultation with private sector was scheduled for completion in 2013-2014 but has fallen behind schedule due to lack of staff resource to undertake the review as a result of the unprecedented volume of work in the last year and outlined in the Contextual Statement above. Staff recruitment is underway and this piece of work will be completed as a priority this year as soon as staff resource permits.

**Aligned consents:**

The development management and roads projects teams have been liaising with Stuart Watson from the Scottish Government on the aligned consents project and ACC's approach was presented to the Construction Scotland Aligning Consents event at Ravenscraig in November 2013

Subsequently a joint meeting of ACC, developer, agents and roads consultants was held on 9<sup>th</sup> December 2013. As a result of this meeting a number of actions were identified. The most significant of these items was the introduction of a two stage RCC process with submission of first stage RCC always required at the time of lodging any associated planning application so that the two consents are run in parallel rather than separately. This is now being implemented and the intention is to introduce this approach on the majority of RCC applications from August 2014.

**Infrastructure Contributions:** These are negotiated by a specialist Aberdeenshire-based Planning Obligations Team, operated as a shared service and constantly monitored to ensure an audit trail to targeted spend by Council Services. To ensure consistency of procedure a comprehensive Developer Contribution Procedural Guidance Note has been put in place this year. Developer Contributions Supplementary Guidance is being reviewed and updated as part of the review of the Local Development Plan that is currently underway. This guidance ensures impartiality and consistency between applications in Aberdeenshire and the City and proportionate requests for developer contributions. (*Link to PM 15*)

## **High quality development on the ground**

### **Masterplanning**

.A review of the Aberdeen Masterplanning Process in 2012 highlighted potential duplication in adopting development frameworks and subsequent phased masterplans as supplementary guidance and identified the need for the provision of a clearer, more structured framework for subsequent applications for planning permission. The process was revised accordingly and in the last year this has resulted in a much better relationship and tie in between masterplans and subsequent applications for planning permission in principle. Both Masterplans and development frameworks now clearly

specify the phasing, timing and mechanism for delivery of key infrastructure for larger Masterplan sites.

A full EU procurement process has been undertaken to appoint a multi-disciplinary design-led team to develop a strategic masterplan for Aberdeen City Centre supported by a 20 year delivery programme and business case(s) for arising project(s). This is steered by a City Centre Regeneration Board comprising elected members (cross party leaders) and key agencies: the Robert Gordon University, University of Aberdeen, Aberdeen Inspired, Aberdeen and Grampian Chamber of Commerce, Scottish Enterprise and Visit Aberdeen.

Five detailed Masterplans or Development Frameworks have been adopted as Supplementary Guidance to the Local Development Plan in the last year including Countesswells, Persley Den and Newhills. The early phases of many MPs and DF areas are under construction across the City, including Stoneywood, Kingswells Prime 4, Dubford and Charleston.

**In the last year the work undertaken on taking forward the Newhills Development Framework** and the Newhills expansion, which includes Dyce Drive and a new Aberdeen Exhibition and Conference Centre at Rowett North, have highlighted the importance of infrastructure delivery programming. Development pressure in this area has exceeded expectation, resulting in the need to address roads infrastructure more holistically and more comprehensively than the masterplans for the various sites proposed. The Council has agreed the scope of a transport infrastructure study with the various developers and landowners prior to the determination of further major planning applications or masterplans in the area. Lessons learned from this include:

- Ensuring that the planning authority co-ordinates a development framework for the full development area in a transport corridor catchment area;
- Ensuring that the developers are all “signed up” to the principles of such a development framework;
- Transport assessments supporting masterplanning provide enough detail to give certainty on outcomes.

Development at **Charleston, Cove, (one of the first masterplans to be adopted in the City)** is now sufficiently underway to highlight issues of consistency in how design principles were applied at the detailed planning application stages. . The submission of detailed applications over the last year by two further developers have resulted in a dilution and erosion of the design principles in the original masterplan have been Lessons learned from this include:

- Ensuring that the planning authority remain consistent in the application of design principles contained in supplementary guidance;
- Ensuring that the developers are all “signed up” to those principles;
- Development frameworks covering sites in multiple ownership or control require detailed phased masterplans.

## **Design**

The Service has provided specialist design advice to applicants, agents and Council colleagues and in the procurement stages of Council projects such as the redevelopment of St Nicholas House, the new Aberdeen Exhibition and Conference Centre and Union Street pedestrianisation, as well as on planning applications and design policies and technical advice notes.

The Local Design Review Panel (DRP), run jointly with Aberdeenshire Council has considered 17 number of applications. For 7 of these the peer review informed design improvements. For 2 the review confirmed the quality of the developments as they were. The outcomes of the DRP have been a material consideration in determining 9 planning applications. A full review of Panel has been undertaken to ensure relevance, consistency and value.

In addition to the Design Review Panel the MD+C Team has continued its positive links with the Aberdeen Society of Architects through their annual awards. The MD+C Team Leader is part of the judging panel.

The MD+C Team link to the final year Masters in Architecture at the Scott Sutherland School of Architecture to assist in relating urban design projects to real situations in the City and provide advice on planning and placemaking to students.

The Service has a representative on the board of Architecture and Design Scotland and staff participate in the annual A+DS Design Symposium.

A Senior Urban Designer has been recruited to expand the capacity of the service to deliver design objectives set out in the masterplans, ALDP and nationally. This post now provides additional support to ensure consistency and quality are maintained.

## **Conservation**

The Conservation team has continued to operate a development management “surgery” twice weekly for DM case officers that has provided benefits of additional staff resource and increasing confidence in addressing issues early in the process. The volume and complexity of conservation related applications has led to a review of operations which identified some issues of consistency in decision making and a lack of capacity to process. A business case is currently being prepared for the recruitment of a planner to provide a more effective link between development management and conservation functions.

Conservation Area Character Appraisals & Management Plans for 6 of 11 of the City’s conservation areas have been completed to establish conservation area management plans to assist in DM decision making. 4 of the remaining 5 are programmed for completion by end 2014 with the final (Union Street) appraisal to be reviewed in conjunction with the City Centre Masterplan. The latest appraisals in the programme have identified areas of improvement for the service in terms of engagement with local

communities by providing completed draft documents rather than “a work in progress”. Early engagement is essential to the success of projects but this must be balanced with providing complete information.

The team continues to support the Aberdeen City Heritage Trust to deliver conservation grant schemes in the City Centre and is working with the Trust to apply for a Conservation Area Regeneration Scheme for the east end of the City Centre.

Successful delivery of the Green Townscape Heritage Initiative (end 2013) is now complete with a number of properties restored and refurbished, including the Tivoli Theatre.

## **Certainty**

### **Aberdeen Local Development Plan**

The ALDP is up to date and robustly and consistently applied. In 2013-14 only 5 applications were approved that were identified as being contrary to the adopted LDP and all were justified on grounds that other material considerations outweighed the provisions of the Plan.

In accordance with the up to date Development Plan Scheme, the review of the ALDP is on course to produce a revised document within the 5-year statutory time frame and involves collaborative working across the Planning and Sustainable Development Service as well as other Council Services. The Main Issues Report was published for public consultation in January 2014. The Proposed Plan is now being prepared and will be published for consultation early in 2015. (*Link to PM 7 and 8*)

### **Environmental Policy**

A trainee environmental planner has been recruited to undertake a review of all existing Tree Preservation Orders to ensure that all historic TPOs have been confirmed and that they are valid, accurate and relevant.

A policy approach to dealing with High Hedges legislation was approved by Committee in March 2014 to ensure transparency and clarity on issues such as fees.

### **Development Management**

Service protocols are in place with all key internal/external consultees to ensure consistency and reliability of application advice (MD+C, Roads, Environmental Health, Legal Services, Planning Obligations Team, Key Agencies). Regular scheduled liaison meetings are held between the Development Management Manager and all internal consultees. (*Link to PM 12*)

Although still a significant factor affecting application determination times, progress has been made on the time taken to negotiate legal agreements. With that in mind:

- The legal teams have been reconfigured to increase the number of legal officers dealing with legal agreements
- There has been commitment this year from the legal service to active involvement and sign up to timescales in legal agreements
- All legal agreements are reviewed/progress chased with the Legal Manager at the monthly liaison meeting using a live spreadsheet <sup>5</sup>
- A legal instruction sheet/guidance note has been developed to ensure earlier legal engagement and establish clear roles, responsibilities and timescales

A priority action for next year which has been held up by lack of staff time and capacity is:

- Consideration of a mechanism for conclusion (or reconsideration) of applications with legal agreements within 6 months of ‘willingness to approve’ (*Link to PM 4*)

The Development Management Portal (internal website) has been further enhanced as a structured and easy to navigate web based tool and information source for case officers (e.g. addition of Committee Schedule and legal agreement status spread sheet). This has proved to be an invaluable reference for officers and new employees and helps to train and inform staff and ensure procedural consistency and clarity. The Portal provides a comprehensive easily accessible compendium of legislative updates, policies, guidance and protocols related to validation and processing of applications from cradle to grave. (*Link to PM 11*).

## **Communications, engagement and customer service**

### **Web site development**

It has been recognised that the Council’s planning web pages require to be redesigned. This responds to customer feedback and recognition of the customer service benefits of planning web pages that are easily navigable and provide real time readily comprehensible information on the planning process and on application progress. A temporary dedicated web developer is currently being recruited to carry out this redesign.

**Customer Service Excellence Award (CSE)** The CSE Accreditation achieved last year by the Development Management Team was audited and reconfirmed this year by the CSE Auditor with the number of partial compliances dropping from 7 to just 2. A CSE project plan is in place to take continuous improvement forward over the coming year. This requires compliance with a broad range of customer service and customer focussed criteria.

- Customer, Development Management and Enforcement Charters are up to date and being monitored and are publicised on the Council website (*Link to PM5*).

- Performance is being monitored against targets and timescales detailed in the Charters and areas are being identified for improvement. Mystery shopping and internal monitoring ensure compliance with charter targets and the results are published online. Examples of associated service improvements are the implementation of a customer contact protocol, mobile working and the introduction of smart phones.
- A staff suggestion scheme (post box/e-mail folder) has been initiated and suggestions are considered for action and an annual award at Service Management Team Meetings. For example a project on recording pre-application advice both written, walk in and over the phone has been initiated as a result of a staff suggestion.
- Customer insight is sought through surveys of all customers (hardcopy, e-mail signature and web based questionnaire) and actions arising are being implemented. For instance the identification of the need to enhance the website as a mechanism for customer service delivery leading to the appointment of a web developer to take identified improvements forward over the coming year. Feedback on customer satisfaction levels is provided online
- It is recognised that engagement with the Community Council's is not as good as it should be. With this in mind a Community Council concordat has been drafted, regular liaison meetings have been initiated and three meetings have been held. This will be advanced over the coming year

The Customer Service Excellence Standard is being rolled out in the coming year to other teams in Planning and Sustainable Development, including Local Development Plan, Environmental Policy, Transport Strategy and the Public Transport Unit

### **Aberdeen Local Development Plan**

Through consultation, the community and business bodies are fully engaged in the Local Development Plan process, in accordance with the Development Plan Scheme Participation Statement, and kept informed of the process, for example through the ALDP Newsletter.

All stakeholders are actively engaged in delivering the LDP Action Programme, through delivery workshops. Elected Members are also engaged through regular Members' drop-in sessions, held at key stages in the process. All Members are invited to attend to ask questions and discuss the LDP. This format was arrived at as a result of direct feedback from Elected Members on how they wished to be involved in plan preparation.

The results of all consultation exercises that are undertaken as part of the production of the ALDP are reported to Committee and published online.



The representations to the Main Issues Report are now online. The Local Development Plan e-newsletter continues to be an efficient and effective means of reaching stakeholders.

### **Environmental Policy**

A protocol has been agreed for consultations on all environmental issues arising from planning applications. (*Link to PM 12*) The Environmental Policy Team will feed comments directly into APP (the electronic planning application processing/management system).

### **Development Management**

The service has continued its biannual meetings with agents (Agents Focus Groups<sup>1</sup>) and this has informed customer service improvements – for instance triggering the requirement of focus on real time web based information on application progress which will be implemented in the coming year.

For a second year there was a shared stand with Aberdeenshire at the Scottish Homes Show weekend event to promote the development management service and give advice to the public.

The duty planner service has been enhanced with the addition of a dedicated mobile line and adapted protocol to ensure that there is always an officer with the necessary expertise available to provide advice during opening hours of the Council.

The percentage of valid Development Management applications submitted online continues to increase (36% for 2013-14) including more large scale applications (online applications accounting for 44% of all fees).

99% of all Development Management applications are now published on TellMeScotland

## **Efficient and effective decision-making**

### **Development Management**

It is recognised that the existing application support team staff resource and structure as well as the procedures and information systems that are in operation are no longer functioning efficiently. This in terms of the current configuration of the Planning and Sustainable Development Service as a whole and also in terms of the desirability of realising the benefits of electronic service delivery and workflow. Amongst other things, this is having a negative impact on end to end processing time for dealing with planning applications. With this in mind a comprehensive review of the administrative function has been launched and is being project managed by the Council's Programme Management Team. It is hoped that at least some of the recommendations of this review will be implemented this year and that some of the benefits will start to be reflected in the performance reported in next year's PPF.

In the last year the Council's Scheme of Delegation for all applications not covered by the Section 43A scheme has been amended to bring it entirely in line with the Section 43A scheme. This will ensure that all applications are treated consistently with regard to their decision pathway and will help increase the speed of decision making.

A concerted effort has been made to target legacy applications for determination and withdrawal - with considerable success (*Link to PM 14*). Paradoxically, the determination of some of these applications has had a negative effect on the "average" time for determining applications (see NHIs and contextual statement).

An officer working group is actively looking at validation of applications and the creation of a validation checklist to ensure consistency and certainty in the validation process incorporating work on Scotland wide guidance produced by HOPS. This work will feed into the administrative review which aims to consolidate the validation function in the Application Support Team (*Link to PM 3 and 11*)

New guidance on the structure and content of reports of handling has been introduced and adapted to reduce the length and complexity of reports and help to increase clarity relating to the issues taking into account in decision making (*Link to PM 11*)

### **Effective management structures**

A Council wide structural review is underway – currently down to Head of Service level and due to be Team level in the next year. A review of the Management structure in the Planning and Sustainable Development Service has been on hold pending the results of this higher level review and will be a priority in the coming year.

Manager, Team Leader, Senior Planner, Planner, Trainee and Technician posts in the planning service all have generic job profiles facilitating the transfer of officers and posts between teams according to the need for staff development and service delivery e.g. two staff members have moved from development management to the local development plan team in the last year. Staff have also been seconded between sections and to other services within the Council eg the secondment of a Senior Planner to the team delivering 2,000 new affordable houses for the City.

Staff resource for the coming year is being planned through a comprehensive costed business case justified by workload and increased planning fees including the recruitment of two additional Senior Planners responding to the significance and complexity of current development pressure.

Regular liaison groups have been continued with key agencies, internal

Council consultees (see earlier) and a regular development management liaison meetings have also been continued with Aberdeenshire Council

Managers are active participants in the Heads of Planning Scotland Executive Committee, Policy and Practice, Development Management and Local Development Plan Sub-Groups and the newly formed Group 4 Benchmarking Group. Meetings of the Four Cities Development Management Benchmarking Group have also continued. This has been extremely useful in terms of sharing of good practice, skills and knowledge (*Link to PM 13*)

Team Plans are up to date for all teams in Planning and Sustainable Development and are fully aligned with Council Priorities, the Enterprise, Planning and Infrastructure Service Plan and the Planning Performance Framework.

Regular Service-wide “Town Hall” meetings are held (3 last year) providing a forum to discuss corporate and service-wide issues, policy and service development, change management, team planning and networking opportunities. There are also weekly scheduled meetings of Senior Management and Team Managers as well as weekly programmed Team Meetings and monthly minuted Full team meetings to communicate information and discuss current issues.

### **Financial management and local governance**

Income from planning fees (£1.38M) in the financial year 2013-14 was £450K ahead of budget and this increased fee income is being reinvested in the planning service to cater for workload resulting from Aberdeen’s buoyant economy with two new Senior Planner Posts filled in the last year. In the coming year business cases are being pursued for filling all vacancies and up to 8 new posts.

This includes both professional planning staff and administration staff to be determined by a comprehensive review of the planning service’s administrative function and associated information systems that has been launched to ensure that resources and procedures are streamlined and aligned to priorities.

A review of Local Review Body procedures is underway given the recent significant upsurge in the number of Local Review Notices lodged.

The planning service participated in the Scottish Government’s “Costing the Planning Service” initiative last year providing valuable information to inform the use of resources as part of the service review.

### **Culture of continuous improvement**

The Development Management Service's Customer Service Excellence Accreditation has been successfully accredited again by the CSE auditor with the number of partial compliances dropping from 7 to just 2. A CSE project plan is in place to take continuous improvement forward over the coming year.

Three training sessions have been undertaken to train a further 8 Councillors to be Members of the Local Review Body.

A programme of tailored continuous professional development is an integral part of the Performance Review and Development programme (yearly review meeting and monthly 1-2-1 with line manager) for all staff.

All Teams have participated in dedicated workshops focussed on embedding organisational behaviours (professionalism, respect, customer focus, communication) and action plans from these workshops have been produced and are being implemented.

Workshops have been held on key messages for the Service and a new strapline "Shaping Aberdeen Together"

The Service has completed the first year of pioneering an Institute of Historic Building Conservation accreditation scheme for 6 internal mentees in the DM Team – working closely with the IHBC national director. The pilot scheme embeds conservation knowledge and experience across teams as each candidate progresses through their training.

The Council's submissions to the Scottish Awards for Quality in Planning for the Sustainable Urban Fringes Project (SURF) and the Local Development Plan Youth Engagement Project and the Strategic Infrastructure Plan have been shortlisted for awards, demonstrating commitment to quality and continuous improvement.

## **ACTION PLAN**

In the coming year we will:

### **Local Development Plan Team**

- Gain Council approval for the ALDP Proposed Plan and submit it for Examination by Scottish Ministers.
- Continue to monitor the infrastructure constraints to the delivery of development through the ALDP Action Programme and, where appropriate, instigate Action Programme Delivery Days with developers and relevant key agencies to overcome barriers.

### **Environmental Policy Team**

- Ensure that computerised application system can accommodate environmental consultations as described in the communications, engagement and customer service section in Part 2 above
- Ensure that tree protection measures arising from planning conditions are more effective by specifying more rigorous protection in the conditions and by monitoring that the measures are in place before development commences

### **Development Management (Applications) Team**

- Carry out a comprehensive project managed review of resourcing, procedures and information systems in relation to the application administration and consider and implement any recommendations of the review
- Consider reconfiguring team structure/new ways of working in accordance with new structure of P&SD and to address current staff resource, including recruitment of new staff and introduction of Major Projects team
- Introduce a Pre-application Forum for Councillors to discuss major development proposals at the pre-application stage in line with Scottish Government guidance
- Continue the programme of continuous improvement of the information systems with the aim of improving efficiency, effectiveness and customer service focussing on;
  - web site improvements implemented through an inter-service focus group and assisted by a newly recruited web developer to enable amongst other things real time tracking of application progress and a map based application search and planning alerts facility
  - recording of pre-application enquiries/discussions
  - electronic workflow and mail monitoring
  - full implement electronic payment (phone payment by credit/debit card)

- Implement a programme of measures to address application determination speed including
  - an update and streamlining Processing Agreement template and guidance and
  - a procedure for reconsideration of applications with legal agreements within 6 months of “willingness to approve”
- Continue to work together with the Community Council Forum to finalise a concordat and planning training

### **Masterplanning, Design and Conservation Team**

- Develop a City Centre Masterplan and Delivery Programme including:
  - Co-ordinating procurement of multi-disciplinary team
  - Working with key partners and external agencies
  - Ensuring effective public engagement and ownership of the masterplan
- Co-ordinate the preparation of detailed phased masterplans supporting development frameworks for Countesswells, Newhills and Grandhome
- Develop a masterplan for a new harbour at Nigg Bay with Aberdeen Harbour Board
- Introduce a design surgery to support development management application assessment
- Review the Design Review Panel remit, membership and operations
- Develop detailed design policy to support the ALDP
- Complete appraisals for 4 conservation areas
  - Old Aberdeen, Pitfodels, Cove and Footdee
- Continue IHBC accreditation training
- Continue to support the Aberdeen City Heritage Trust

## **DELIVERY OF OUR SERVICE IMPROVEMENT ACTIONS IN 2013-14:**

Committed improvements and actions	Complete?
<p><b>Local Development Plan Team</b></p> <ul style="list-style-type: none"> <li>• <u>Committed Improvements and Actions</u> Monitor the infrastructure constraints to the delivery of development through the LDP Action Programme and, where appropriate, instigate Action Programme Delivery Days with developers and relevant key agencies to overcome barriers</li> <li>• <u>Action Taken</u> 2 Delivery Day Workshops held which have included developers, representatives from across the Planning Service and relevant key agencies.</li> <li>• <u>Evidence</u> See “Open for Business” Section of PPF Report. Delivery Day agendas (electronic attachment).</li> </ul>	Yes
<p><b>Development Management (Applications) Team</b></p> <ul style="list-style-type: none"> <li>• <u>Committed Improvements and Actions</u> Reconfigure planning service in line with any proposed new Structure</li> <li>• <u>Action Taken</u> The restructuring of P&amp;SD has been put on hold pending the outcome of a wider restructuring at Directorate level that is currently being proposed at Service level. Restructuring. P&amp;SD restructuring will be considered again this year in the light of this wider restructure.</li> </ul>	No
<ul style="list-style-type: none"> <li>• <u>Committed Improvements and Actions</u> Consider formation of a Major Applications Team</li> <li>• <u>Action Taken</u> This has been put on hold pending the restructuring exercise outlined above which may affect the configuration of any such team. Consideration of whether a Major applications steam is appropriate will be prioritised following the restructure</li> </ul>	No
<ul style="list-style-type: none"> <li>• <u>Committed Improvements and Actions</u> Continue alignment of Roads Projects and Development Management Teams and consenting process</li> <li>• <u>Action Taken</u></li> </ul>	Ongoing

Workshops held, participation in seminars, imminent implementation of two stage RCC (see Open for Business Section of PPF above)

- Evidence  
Documents referenced in Supporting information section above

- Committed Improvements and Actions Ongoing  
Actively address the factors that are slowing the determination of applications (especially Major developments):
  - ensure involvement/sign up of legal team to processing agreements
  - review processing agreement template and guidance
  - implement “stop the clock” facility for stalled applications
  - consider conclusion/reconsideration of applications with legal agreements within 6 months of ‘willingness to approve”
  - target determination of legacy applications
- Action Taken
  - The Legal Team has been reconfigured to make it more focused and better resourced. A subsequent joint legal/DM team workshop has resulted agreement onto early engagement from designated legal case officers , and commitment to timescales within Processing Agreements
  - The review of the Processing Agreement template has been delayed due to workload (see contextual statement) and is a priority for the coming year
  - Stop the Clock procedures have been configured in the application processing system and have been initiated
  - Consideration of a procedure for conclusion /reconsideration of applications with legal agreements within 6 months of ‘willingness to approve” has been delayed due to workload (see contextual statement) and is a priority for the coming year
  - A concerted effort has been made to target legacy applications for determination and withdrawal - with considerable success. Paradoxically, the determination of some of these applications has had a negative effect on the “average” time for determining applications (see contextual statement)
- Evidence
  - E-mail confirmation from Legal Manager
  - Computerised application system configured
  - Determination and withdrawal of legacy applications



	[Yes/No]
<ul style="list-style-type: none"> <li>• <u>Committed Improvements and Actions</u> In partnership with stakeholders continue the programme of continuous improvement of the information systems (eService programme) with the aim of improving efficiency and effectiveness: overseen by a eService programme board and implemented via an eService project team focussing on; <ul style="list-style-type: none"> <li>- web site improvements implemented through an inter-service focus group</li> <li>- real time tracking of application progress</li> <li>- map based application search and planning alerts facility</li> <li>- recording of pre-application enquiries</li> </ul> </li> <li>• <u>Action Taken</u> <ul style="list-style-type: none"> <li>- Recruitment of a web developer to reconfigure the planning pages of the web site is currently well underway to take forward the committed improvements and actions from last year</li> <li>- Inter-service web site focus group has met regularly and is pursuing a programme of website improvements</li> </ul> </li> <li>• <u>Evidence</u> <ul style="list-style-type: none"> <li>- Applicants shortlisted for temporary web development position</li> </ul> </li> </ul>	

**Environmental Policy Team**

[Yes/No]

- Committed Improvements and Actions  
Establish Environmental Policy Monitoring Group
- Action Taken  
Committee approval received August 2013
- Evidence  
Group has yet to be formed

- Committed Improvements and Actions  
Ensure maximum benefit is gained from Developer Contributions towards access and environmental improvements
- Action Taken  
A system is now in place to monitor developer contributions: the sum involved, the purpose, the area in which it can be used and the timescale (*Link to PM 15*).
- Evidence  
A programme of projects is now underway to implement the improvements sought from the developer contributions

**Masterplanning, Design and Conservation**

- Committed Improvements and Actions  
Prepare 4 Conservation Area Character Appraisal and Management Plans.
- Action taken  
MD+C Team project managed and prepared an overall conservation strategy and management plan appended with conservation area appraisals for 8 conservation areas
- Evidence  
Bon Accord/Crown Street, Marine Terrace, Cove Bay, Ferryhill, Great Western Road, Old Aberdeen, Albyn Rubislaw and Pitfodels Conservation Area Appraisals have been completed and reported to Committee. Old Aberdeen and Pitfodels to be updated and re-publicised following Committee decision.
- Committed Improvements and Actions  
Develop a conservation accreditation programme for staff with the IHBC.

- **Action taken**  
Overall programme agreed with IHBC. Individual work plans agreed and appropriate “on the job” and external training underway.
- **Evidence**  
Courses such as Lime Mortar Training undertaken by all mentees. Workplans agreed through annual appraisals with targets set. Each mentee participating in preparation of conservation area appraisals.
- **Committed Improvements and Actions**  
Adopt 5 Masterplans as supplementary guidance to the development plan.
- **Action taken**  
MD+C Team has project managed the preparation and consultation on each of the masterplans below in accordance with the Council’s adopted Masterplanning Process.
- **Evidence**  
Grandhome Development Framework, Countesswells Development Framework, Countesswells Phase 1 Masterplan, Hopcroft Planning Brief, Persley Den Masterplan all approved by Scottish Ministers as supplementary guidance.
- **Committed Improvements and Actions**  
Work with our partners to develop a City Centre Vision
- **Action Taken**  
City Centre Regeneration Board established with Council Members, public and private sector partners. Detailed project brief developed with partners. Full OJEU procurement process undertaken to appoint design team to prepare a City Centre Masterplan and Delivery Programme.
- **Evidence**  
Published Pre-Qualification Questionnaire and Invitation to Tender, consultancy team approved and appointed by Council.

**PLANNING PERFORMANCE FRAMEWORK**  
**Part 5: Official Statistics**

**A: Decision-making timescales**

Category	Total number of decisions 2013-2014	Average timescale (weeks)	
		2013-2014	2012-2013
<b>Major developments</b>	22	75	53.7
<b>Local developments (non-householder)</b>	531	15.9	14.8
<ul style="list-style-type: none"> <li>• Local: less than 2 months</li> <li>• Local: more than 2 months</li> </ul>	42% 58%	6.6 22.6	7.1 18.0
<b>Householder developments</b>	696	10.0	9.8
<ul style="list-style-type: none"> <li>• Local: less than 2 months</li> <li>• Local: more than 2 months</li> </ul>	60.1% 39.9%	7.4 13.9	7.6 14.7
<b>Housing developments</b>			
<b>Major</b>	8	110	68.9
<b>Local housing developments</b>			
<ul style="list-style-type: none"> <li>• Local: less than 2 months</li> <li>• Local: more than 2 months</li> </ul>	33.8% 66.2%	8.5 35.5	7.4 22.6
<b>Business and industry</b>			
<b>Major</b>	10	38	28.4
<b>Local business and industry</b>	92	16	15.8
<ul style="list-style-type: none"> <li>• Local: less than 2 months</li> <li>• Local: more than 2 months</li> </ul>	44.4% 55.6%	7.6 24.2	7.4 17.9
<b>EIA developments</b>	1	12.3	20.8
<b>Other consents*</b>	269	17.3	13.0
<b>Planning/legal agreements**</b>	25	82.3	76.2
<b>Local reviews</b>	7	5	5

\* Consents and certificates: Listed buildings and Conservation area consents, Control of Advertisement consents, Hazardous Substances consents, Established Use Certificates, certificates of lawfulness of existing use or development, notification on overhead electricity lines, notifications and directions under GPDO Parts 6 & 8 relating to agricultural and forestry development and applications for prior approval by Coal Authority or licensed operator under classes 60 & 62 of the GPDO.

\*\* Legal obligations associated with a planning permission; concluded under section 75 of the Town and Country Planning (Scotland) Act 1997 or section 69 of the Local Government (Scotland) Act 1973

## B: Decision-making: local reviews and appeals

Type	Total number of decisions	Original decision upheld			
		2013-2014		2012-2013	
		No.	%	No.	%
Local reviews	7	3	42.8	1	33.3
Appeals to Scottish Ministers	9	5	55.5	6	66.7

## C: Enforcement activity

	2013-2014	2012-2013
Cases taken up	198	170
Breaches identified	160	134
Cases resolved	121	106
Notices served***	11	13
Reports to Procurator Fiscal	0	0
Prosecutions	0	0

\*\*\* Enforcement notices; breach of condition notices; planning contravention notices; stop notices; temporary stop notices; fixed penalty notices, and Section 33 notices. Of the 198 cases taken up and investigated, 160 were identified as having planning related breaches warranting further action to resolve either through negotiation or formal enforcement action. The remaining 38 cases were, after investigation, identified to be 'permitted development', or works/activities established to be in compliance with a valid planning approval or permitted planning uses

## D: Context

*The average number of weeks for determining planning applications is a continuing concern that is being actively addressed. The timescale for local and householder developments at 15.9 and 10 weeks respectively has remained almost static compared with last year and it is recognised that this exceeds the two month target. A review of the Scheme of Delegation half way through the year has increased the delegation rate by 4% to 94.3% and this should have a positive impact on determination times in the coming year.*

*The timescale for determining major development applications is also of concern remaining static at 88.6 weeks compared to 87.8 weeks last year. Whilst this figure is still far from satisfactory in terms of the 4 month target, a careful look at the figures reveals that it has been disproportionately affected by a the length of time to determine 4 "historic" major applications originally lodged between 2007 and 2010. If these 4 applications are removed from the figures to give a more accurate reflection of performance the timescale for the*

*remaining 18 major applications determined is reduced significantly to 33 weeks. As was the case last year, the time taken to determine the legal agreements had a significant impact on the figures and is a factor over which the planning service has limited control. The Development Management Manager and the Team Leader in the relevant legal team are now working closely together through regular monthly meetings to identify and address the problem and reduce, as far as possible, the delay imposed by the legal agreement process. It is also hoped that a reconfiguration of the legal team structure that occurred during the year will facilitate the more rapid progression of legal agreements. The capacity of the Roads Projects team (as statutory roads consultee) to respond quickly to the volume and complexity of major development proposals has also been a significant factor influencing application determination speeds. This is also being looked at, as part of the next step of a phased restructuring within the Council, with a view to providing additional capacity in the team.*

*As was the case last year the Development Management Team has been striving to adapt to an unprecedented volume of major and significant applications: a consequence of Aberdeen's buoyant economy. The complexity and significance of the proposals and the associated workload can be measured approximately by using fee income as a proxy for workload. Based on the fees received in 2012-13 of just over £1M, Aberdeen City averaged £47.62K fee income per case officer compared with an average of £23.03K fee income per case officer for the other 31 Scottish Local Authorities. Fee income is projected to rise to above £1.5 million this financial year. To address this a Senior Planner and a Planner have been added to the staff complement in DM but more staff resource is required as a matter of utmost priority. A business case has been put together and recruitment is expected in the next few months to address this staffing shortfall and it is anticipated that this will improve determination times next year. In addition, an administration review will take place in the coming year to identify further measures to improve application determination times.*

*Notwithstanding the foregoing, it is clear that some of the measures to address application processing speeds proposed in last year's PPF are starting to have a positive effect on the determination of major developments (eg. notably the recruitment of one additional Senior Planner and backfilling of a Team Leader Post).*

*Enforcement activity has picked up significantly over the last two years and this is placing additional burdens not just on the Enforcement Team but on planning case officer time.*

## Part 6: Workforce and Financial Information

The information requested in this section is an integral part of providing the context for the information in parts 1-5. Staffing information should be a snapshot of the position on 31 March. Financial information should relate to the full financial year.

	Tier 1	Tier 2	Tier 3	Tier 4
<b>Head of Planning Service</b>			1	

Note: Tier 1= Chief Executive, Tier 2= Directors, Tier 3= Heads of Service, Tier 4= Managers

		DM	DP	Enforcement	Other
<b>Managers</b>	No. Posts	<b>3</b>	<b>1.86</b>		<b>2.5</b>
	Vacant		<b>0.14</b>		
<b>Main grade posts</b>	No. Posts	<b>11.5</b>	<b>8</b>	<b>2.5</b>	<b>9.5</b>
	Vacant	<b>1</b>	<b>1</b>		
<b>Technician</b>	No. Posts	<b>3</b>			<b>2</b>
	Vacant	<b>1</b>			
<b>Office Support/Clerical</b>	No. Posts	<b>6.5</b>			
	Vacant				
<b>TOTAL</b>		<b>26</b>	<b>11</b>	<b>2.5</b>	<b>14</b>

Note: These figures have been refined from last year. Staff in the Masterplanning, Design and Conservation Team which sits within the larger DM team but who do not handle applications and staff in Environmental strategy with more than 50 percent planning related workload are now both recorded as Other. The Application Support team is split 50/50 in terms of work between Development Management and Building Standards so the total number of posts has been halved to indicate the resource exclusive to the planning function.

Staff Age Profile	Number
Under 30	12
30-39	15
40-49	12.5

50 and over	12
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<b>Committee &amp; Site Visits*</b>	<b>Number per year</b>
Full council meetings	7-8
Planning committees	11
Area committees (where relevant)	N/A
Committee site visits	4
LRB**	7
LRB site visits	0

Notes:

\*References to committees also include National Park Authority Boards. Number of site visits is those cases where visits were carried out by committees/boards.

\*\*this relates to the number of meetings of the LRB. The number of applications going to LRB are reported elsewhere.

	<b>Total Budget</b>	<b>Costs</b>		<b>Income***</b>
		<b>Direct*</b>	<b>Indirect**</b>	
Development management	493,132	1,399,499	76,871	1,409,214
Development planning	626,546	360,529	96,747	54,541
Enforcement	Subsumed in DM Budget			
Other				
<b>TOTAL</b>	<b>1,119,679</b>	<b>1,760,028</b>	<b>173,618</b>	<b>1,463,755</b>

Notes:

\* Direct staff costs covers gross pay (including overtime, national insurance and superannuation contribution). The appropriate proportion of the direct cost of any staff member within the planning authority spending 30% of more of their time on planning should be included in costs, irrespective of what department they are allocated to (for example, legal advice, administration, typing). Exclude staff spending less than 30% of their time on planning.

\*\*Indirect costs include all other costs attributable to the planning service. Examples (not exhaustive) include accommodation, IT, stationery, office equipment, telephone charges, printing, advertising, travel & subsistence, apportionment of support service costs.

\*\*\* Include fees from planning applications and deemed applications, and recharges for advertising costs etc. Exclude income from property and planning searches.



## **APPENDIX 1 - PERFORMANCE MARKERS**

The performance markers linked to Section 41 of the Regulatory Reform (Scotland) Act 2014 are set out below links to these are evidenced within the body of the PPF report - referenced PM 1, 2,3 etc in appropriate section.

### **DRIVING IMPROVED PERFORMANCE**

<b>Performance Marker</b>	<b>Measure</b>	<b>Source/Evidence</b>	<b>Policy Support</b>	<b>PPF</b>	
1.	Decision making: authorities demonstrating continuous evidence of reducing average timescales for all development types	Evidence of continuous improvement.	Statistics and National Headline Indicators	Official Statistics and PPF reports	NHIs
2.	Project management: offer of processing agreements (or other agreed project plan) made to prospective applicants in advance of all major applications <u>and</u> availability publicised on planning authority website	Y/N	PA to provide	Modernising the Planning System (Audit Scotland); SG website / template	NHIs; Certainty
3.	Early collaboration with applicants and consultees on planning applications: - availability and promotion of pre-application discussions for all prospective applications - clear and proportionate requests for supporting information	Y/N  Examples	PA to provide	White Paper; Delivering Planning Reform; Planning Reform Next Steps	NHIs; Open for Business; Certainty
4.	Legal agreements: conclude (or reconsider) applications within 6 months of 'resolving to grant' *	Reducing number of live applications more than 6 months after resolution to	PA to provide	Official statistics; PPF reports; evidence of delays to major developments	Certainty; Efficient and Effective Decision-Making

	<i>* this will require production of supporting guidance, following wider stakeholder input</i>	grant (from same time last year)			
5.	Enforcement charter updated / re-published	Within 2 years	PPF report	Planning Act (s158A)	NHIs
6.	Continuous improvement: - show progress/improvement in relation to PPF National Headline Indicators - progress ambitious and relevant service improvement commitments identified through PPF report	Progress on all commitments	PPF report	Delivering Planning Reform; PPF Report	Culture of Continuous Improvement; Service Improvement Plan

#### **PROMOTING THE PLAN-LED SYSTEM**

	<b>Performance Marker</b>	<b>Measure</b>	<b>Source/Evidence</b>	<b>Policy Support</b>	<b>PPF</b>
7.	LDP less than 5 years since adoption	Yes	LDP adopted February 2012	NHIs; Certainty, High Quality Development on the Ground	NHIs; Certainty; High Quality Development on the Ground
8.	Development Plan Scheme demonstrates next LDP is: - on course for adoption within 5-year cycle and project planned and - - expected to be delivered to planned timescale.	Yes Yes	See PPF 'High Quality Development on the Ground' and 'Certainty' sections	NHIs; High Quality Development on the Ground, Certainty	NHIs; Certainty; High Quality Development on the Ground
9.	Elected Members engaged at key milestones in LDP preparation	Yes Evidence of activity	See PPF 'Communications, Engagement and Customer Focus'	'Communications, Engagement and Customer Focus'	Certainty; Efficient and Effective Decision-Making
10.	Cross-sector stakeholders including industry, agencies and	Yes Evidence of activity	See PPF 'Certainty'	Certainty	Certainty; Efficient and Effective Decision-

	Scottish Government engaged at key milestones in LDP preparation				Making
11.	Production of regular and proportionate policy advice, for example through SPG on (i) information required to support applications and (ii) expected developer contributions	Yes Evidence of activity	See PPF 'Open for Business'	Open for Business	Open for Business; Certainty

#### **SIMPLIFYING AND STREAMLINING**

	<b>Performance Marker</b>	<b>Measure</b>	<b>Source/Evidence</b>	<b>Policy Support</b>	<b>PPF</b>
12.	Corporate working across services to improve outputs and services for customer benefit (e.g. protocols; joined-up services; single contact; joint pre-application advice)	Examples from the year	PA to provide		
13.	Sharing good practice, skills and knowledge between authorities	Evidence of activity to pass on and adopt good practice	PPF report	Delivering Planning Reform; Planning Reform Next Steps	

#### **DELIVERING DEVELOPMENT**

	<b>Performance Marker</b>	<b>Measure</b>	<b>Source/Evidence</b>	<b>Policy Support</b>	<b>PPF</b>
14.	Stalled sites/legacy cases: conclusion/withdrawal of planning applications more than one year old	Reducing number of applications more than one year old (from same time last year)	Statistics from SG Analytical Services		
15.	Developer contributions: clear and proportionate expectations - set out in development plan	Y/N Examples	LDP PA to provide		

	(and/or emerging plan,) and - in pre-application discussions				
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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	4 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Adoption of Supplementary Guidance in support of the Local Development Plan - Newhills Development Framework
REPORT NUMBER:	EPI/14/234
CHECKLIST RECEIVED	Yes

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### **1 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to outline the results of the Newhills Development Framework 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. Appendix 3 shows the additional pitch provision on the site.
- 1.2 The report also includes further detail on the additional information that was required as a result of the 3 June ESP+I committee.

### **2 RECOMMENDATION(S)**

- 2.1 It is recommended that the Committee:
- a) Note the representations received on the draft Newhills Development Framework 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 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 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 it consists of 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, placemaking and the efficient use of land will contribute towards the Council's aim of promoting sustainable economic development.

4.2 Given the length of the delivery programme for these large sites, the Development Framework sets both a vision and clear guidance on how the structure of place will be developed. Encouraging acceptable forms and uses of new development to be agreed publicly 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 meeting housing demand in the City, including 25% affordable housing provision across

the site 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 address requirements for cumulative and local transport infrastructure; public transport along with walking and cycling.
- 4.5 A Strategic Environmental Assessment (SEA) 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 for the Newhills Development Framework document. This concluded there is unlikely to be any significant environmental effect from the proposed. 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 the landowners. The Development Framework aims to create a residential led mixed use urban expansion to the west of the city. A multi-disciplinary team has contributed to the preparation of the Framework, consisting of:
- Scotland's Rural College SRUC – Landowner OP29 Craibstone South
  - CALA Management Ltd – Development Partner OP29 Craibstone South
  - The University of Aberdeen – Landowner OP30 Rowett South
  - Bon Accord Land Promotion Ltd – Development Partner OP30 Rowett South
  - Aberdeen City Council – Landowner OP31 Greenferns Landward
  - 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](http://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.
- 5.5 The Newhills Development Framework was then presented to the Enterprise, Strategic Planning and Infrastructure Committee on the 3 June 2014 (item 7.6) where the committee resolved to:
- (i) Approve the Newhills Development Framework in principle, subject to the completion of an agreed delivery programme.
  - (ii) Instruct officers to ensure that the delivery programme includes detailed information on points 1 to 4 in paragraph 5.7 of this (3 June 14) report, to the satisfaction of the Planning and Sustainable Development Service, prior to the document being reported back to this committee.
  - (iii) 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.

### **Consultation Process**

- 5.6 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.
- 5.7 The Bucksburn and Newhills, Kingswells, and Dyce and Stoneywood Community Councils were given advance notification of the consultation more than 3 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.



5.8 Statutory consultees were advised of the public consultation prior to the start date. The following list highlights those that were consulted:

Bucksburn and Newhills Community Council	Dyce and Stoneywood 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 Obligations	

5.9 The Newhills Development Framework 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 Newhills Development Framework.
- Hard Copies were available in the Central and Bucksburn Libraries during their opening times.
- A Press Release from Aberdeen City Council was issued on 26 March 2014.

### Consultation Results

5.10 Representations to the Newhills Development Framework were submitted by email or post. A total of 10 representation were received during the consultation from the following:

- NESTRANS
- Aberdeen Cycle Forum
- Bucksburn and Newhills Community Council
- Scottish Water

- Forestry Commission
- Transport Scotland
- sportscotland
- SNH
- SEPA
- Historic Scotland

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:

- Access onto the A96
- Sports provision
- Education
- Flood Risk Assessment
- Bus provision
- Open Space Management

### **1. Access onto the A96**

Concern was raised about the impact on the existing road network and in particular the A96. It was noted that detailed modelling and a strategy for the junctions is required.

The developers and landowners at Newhills and the surrounding area met and agreed to participate in a wider modelling, delivery programme exercise and costing for roads infrastructure in the Dyce area to determine the future delivery of roads improvements. This exercise will determine the form, timing, funding, delivery mechanism and the phasing of the necessary improvements. At the same meeting the Council committed itself to take the lead on this as a matter of priority.

The modelling exercise began in early August and will be followed by an options appraisal in October to determine the proposed mitigations. The appraisal will take into account the impact on adjacent land uses as well as the financial and environmental impact of the mitigations. The appointed consultant will then submit the final traffic modelling report and mitigations plan to the Council for its consideration.

For the purpose of the Framework the following paragraph will be added:

“A traffic modelling exercise is currently being undertaken to identify the impact of all the developments in the A96 corridor to the North West of the City. The modelling will inform a strategy which will determine the form, timing, funding, delivery mechanism and the phasing of the necessary improvements to the A96 corridor. The detailed

masterplan(s) will determine design, mitigation and final layout of the Rowett South and Craibstone South sites adjacent to the A96 once the junction strategy and necessary improvements have been determined for the corridor.”

## **2. Sport Provision**

The isolated location of some of the pitches was of concern, particularly to the west of the site. Concern was also raised about the onsite provision of sports pitches. Given the topography of the site, it is very difficult to accommodate significant areas of pitches without carrying out substantial earthworks.

Further analysis has been carried out with pitch provision now identified in Rowett South and Greenferns and a games hall (should it be required) identified adjacent to the southern school (appendix 3). The pitch provision will be delivered as part of the phase of development it is situated in. Further detail on phasing will be provided as part of the relevant Masterplan. Should there be a shortfall in the onsite provision there are options for offsite contributions within proximity of the site. Any offsite contributions would be dealt with via separate legal agreements for each site. The exact provision requirement will be determined via the relevant Masterplan in discussion with Aberdeen City Council’s Education, Culture and Sport Service.

## **3. Education**

A Developer Obligations report is being produced for the Newhills Development Framework area. Although parts of the site will be subject to different planning applications and legal agreements, the Developer Obligations Team will produce a joint assessment to ensure obligations across all three sites are proportionate.

The Development Framework highlights the requirement for both a two and a three stream primary school with interim arrangements likely being Dyce/Stoneywood. The trigger date for the first new school will be approximately 600 houses based on the 0.20 pupil ratio (120-150 pupils), with the second primary school likely being required after the 1800<sup>th</sup> unit.

Infrastructure requirements for education provision is based on the anticipated number of pupils from a proposed development and their effect on the Primary and Secondary school rolls serving that development averaged out over a 5 year period from the anticipated development start date.

The preferred option for secondary school provision is an extension to Bucksburn Academy. Feasibility and costing exercises are currently on-going. A representative from Education, Culture and Sport will provide an update at the Committee.

#### **4. Flood Risk Assessment**

Initially SEPA recommended that a Flood Risk Assessment be prepared prior to finalisation of the Newhills Development Framework. SEPA have since confirmed that they are satisfied that the Flood Risk Assessment can be carried out through the detailed design stage. This will be at the Masterplan stage for the relevant site. For the purpose of the Framework, SEPA are satisfied that the flood risk is managed through the use of the Council's Buffer Strip Guidance, with a minimum of 6m zone between watercourses and development areas.

#### **5. Bus provision**

A number of representations have highlighted that in order to influence the travel patterns, public transport options need to be present onsite from a very early stage. A paragraph should be added to the Framework to confirm that this will be further investigated and implemented as early as possible through the development process. More detail in relation to route and implementation will be provided within the detailed Masterplans for each site. This should also be considered in line with the phasing for each development.

Comments were received relating to the provision of bus only routes to the east of the site into the Bucksburn Area. Full details of connections to the east will be considered as part of the Transport Assessment for OP30 and OP31.

#### **6. Open Space management.**

Given the different ownerships within the site it is more appropriate to consider the detail of the open space management as part of the relevant Masterplan(s). The following paragraph will be added into the Development Framework that confirms this will take place:

“The long-term maintenance of open space areas is particularly important and needs to be considered at an early stage. Pressure on limited Council maintenance resources for adopted areas must be considered and alternatives in the form of private factoring or community trusts are likely to be the most appropriate management mechanism. Dialogue on such arrangements should be entered into as early as possible and further detail provided via the relevant Masterplans.”

5.13 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,
- Encourage the use of energy saving technology,
- Information in the Framework is not sufficient to cover the archaeology or cultural heritage of the site,
- Due to the potential impact of water abstraction from the River Dee the development must consider the use of water saving technologies,
- Lack of energy efficiency statement or mention of energy saving technology, additional text should be added.

5.14 Following analysis of the representations, the Newhills Development Framework 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 few minor textual changes required to the document as a result of the internal consultation.

## **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 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 also a risk that the housing allocations identified in the Structure Plan and the adopted Aberdeen Local Development Plan will not be met.

## 7 BACKGROUND PAPERS

- The Newhills Development Framework January 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](http://www.aberdeencity.gov.uk/masterplanning)
- Aberdeen Local Development Plan 2012  
<http://www.aberdeencity.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.asp](http://www.aberdeencity.gov.uk/Planning/pla/pla_planningbriefs.asp)
- 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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## Newhills Development Framework

<b>Newhills Development Framework</b>		
<b>1. Aberdeen Cycle Forum</b>		
<i>Summary of Representations</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
The Forum is slightly concerned some of the evasive language regarding the cycle links to the proposed development. The proposed cycle ways cannot end at the site boundaries. To accommodate larger number of potential commuting cyclists, links must be improved.	There are a number of paths identified within the Framework area connecting into the existing wider network (fig 44).  Further detail on the path network will be provided as part of the Masterplans for each site.	No actions required as a result of this representation.  Comments passed onto the developers.
The document relies on dual use paths which are poorly marked and inadequate. Given the proximity to Dyce and Aberdeen better links for community are required to the north east and south west.	There are a number of paths identified within the Framework area connecting into the existing wider network (fig 44). In particular the north-south dual use path through a site will be provided. This connects to three areas where it will be possible to cross the A96.	No action required as a result of this representation.
The NCN1 is in proximity to the site, but it is not useful for commuting purposes to most desired points.	This is one aspect of the path network that has been identified. There is an extensive path network through the site that provides access and connection to the surrounding area and wider network.	No action required as a result of this representation.
More concrete plans for cycle infrastructure are required.	The path network for all users has been clearly identified within fig 44. Further detail on this topic will be provided as part of detailed Masterplans for each phase of development.	Further detail will be required within the relevant Masterplan for each site, to ensure successful connectivity of the path

		networks.
<b>2. Bucksburn and Newhills Community Council – pre committee comments</b>		
<i>Summary of Representations</i>		
<i>Officers Response</i>		
<b>Community facilities</b>	<p>There will be pitches associated with both primary schools along with some MUGAs.</p> <p>Further analysis has been carried out and pitches and a potential games hall location have been identified (should the hall be required) (Appendix 3). These areas are shown as pitch options, with the exact requirement being determined via the relevant Masterplan and through discussions with Aberdeen City Council's Education, Culture and Sport Service.</p>	<p>Amend framework in accordance with the revised sports pitch provision diagram.</p> <p>Add text to Framework under 5.5 to describe the additional pitch provision available onsite but subject to detailed input from Education, Culture and Sport in relation to what particular uses are required. The details will come forward in the relevant Masterplan.</p> <p>Update the pitch provision totals accordingly.</p>
<p>It states in the document: "Existing facilities at Forrit Brae and around Bucksburn Academy ensure that much of the expansion area falls within the accessibility standards set by the Council's guidance on open space provision."</p> <p>Need to be aware that the community council receive a number of complaints from local sports groups who used to play on pitches prior to the building of the new school. They are now being denied access to the pitches and some local teams now have to play matches at Inverurie.</p> <p>This is unacceptable and provision must be made available in the expansion area to encourage these teams to return to Bucksburn/Newhills.</p>	<p>There will be one Gypsy Traveller site provided within the Newhills Development Framework area but at this time there are two options being put forward. The most</p>	<p>Action as a result of Representation</p> <p>Add text in the Delivery section stating: "An agreement on the chosen site and equalisation</p>
<p><b>Opposition to Gypsy/ Traveller site</b></p> <p>The number of sites being proposed in or adjacent to the Newhills Expansion Area are too many and recommend that if a site has to be included it should be on the land in</p>		

<p>the ownership of the council to the extreme south of OP31.</p>	<p>appropriate location for the Gypsy Traveller site will be assessed and determined prior to any Planning Application in Principle being granted.</p>	<p>mechanism to be utilised to calculate the respective contributions and compensation for accommodating the site must be reached between the developers prior to consent being granted for any of the subsequent PPIP applications. This mechanism will be agreed through the Section 75 negotiations.”</p>
<p><b>Community Requirements</b> We would ask at this stage that either the new school be reinstated in the Framework, or a commitment be made at this stage to Bucksburn Academy being extended, if that proves necessary due to pupil numbers.</p>	<p>The school provision is dependent on a number of factors including rezoning, school provision and capacity in other areas of the City. Given all these factors the provision of a secondary school on this site is not deemed appropriate. Extending Bucksburn Academy is the preferred option and is currently being pursued by Education. Feasibility and costing exercises are ongoing but it is likely that the extension would be required in 2019 to accommodate pupils from Newhills. A representative from Education, Culture and Sport will provide an update at the Committee meeting.</p>	<p>Amend the text under 5.6.9 in accordance with the most up to date information as of 4 September Committee.</p> <p>It should be noted within the Framework that this is an ongoing process and more detail on the School provision and associated facilities will be provided as part of the Masterplan and planning application process for the relevant phase.</p>

<p><b>AECC</b></p> <p>Disappointment at the late stage in proceedings that the Community Council have become involved. Concern with the traffic to and from the venue and noise impact for those living nearest the new building.</p>	<p>The AECC consultation and proposals are not part of Newhills Development Framework Area. Detailed assessments and consultation will be carried out for the AECC site and any comments should be specifically made during this process.</p> <p>The traffic impact on the A96 and the junction strategy is being considered via a wider A96 modelling exercise. A detailed strategy will be produced as a result of this exercise. ( see later comments in the Appendix for further detail)</p>	<p>No action required as a result of this representation.</p>
<p><b>3. Scottish Water</b></p>		
<p><i>Summary of Representations</i></p>		
<p>Newhills have been in contact with Scottish Water and as a result of this engagement Scottish Water have no issues with the information provided in the document in relation to water and drainage.</p> <p>The original main from Fernhill DSR to Dyce was upsized to accommodate these developments and the new AECC. A Water Impact Assessment will be required for the sites.</p> <p>A Drainage Impact Assessment will not be required in this instance as a strategic wastewater study of Aberdeen is being undertaken which will identify where in the network investment is required.</p>	<p><i>Officers Response</i></p> <p>Noted</p> <p>Noted: the requirement for a Water Impact Assessment is already noted within the Delivery section of the Framework.</p> <p>Clarification on timescales for Scottish Water undertaking the strategic wastewater study was sought. It was confirmed this was as yet unknown but</p>	<p><i>Action as a result of Representation</i></p> <p>No action required as a result of this representation.</p> <p>No action required as a result of this representation.</p> <p>No action required as a result of this representation.</p>

	unlikely to be until 2015. Given this, it should be noted that planning applications will be assessed as normal. DIAs will be required in accordance with the Aberdeen Local Development Plan Action Programme.	
Note that Sewers for Scotland 2 will be superseded by Sewers for Scotland 3 in the next few months.	Noted	Update text accordingly if the document has been superseded at time of Committee.
Current design standards will need to be met if the developers want the water and drainage infrastructure to be vested by Scottish Water.	Noted	Comments forwarded onto the developers for information.
<b>4. Forestry Commission</b>		
<i>Summary of Representations</i>		
A strong Green Network has been planned through this proposal, this network includes the retention of all the existing woodland on the development site and is very welcomed, and the current plan meets the objectives of the Scottish Governments Policy on the Control of Woodland Removal.	Noted	Action as a result of Representation No action required as a result of this representation.
<b>5. NESTRANS</b>		
<i>Summary of Representations</i>		
Welcome the emphasis that the development framework places on the creation of a sustainable community	Noted	Action as a result of Representation No action required as a result of this representation.

<p>designed to create a place where people can live and work without relying on private transport.</p>	<p>Noted</p>	<p>No action required as a result of this representation.</p>
<p>Welcome the emphasis on the provision of safe cycling and walking links within and connecting to strategic routes beyond with specific provision for accommodating commuting trips.</p>	<p>Noted. Consideration should be given to early public transport delivery as part of the Transport Assessment process.</p> <p>Text should be added to clarify that discussions are still on going with bus operators and that this will be pursued.</p>	<p>Add text under paragraph 5.3.5 and in the delivery section 6.2 to clarify that the developers for the sites will pursue the delivery of public transport provision. It should also be noted that further detail will be provided in the relevant Masterplans.</p>
<p>Note that more detailed modelling is required and welcome the further testing that has been identified on the A96 corridor. It is noted that connections to Hopetoun Grange and Kepplehills Road are proposed and while such connections would be beneficial for public transport provision, it would not be desirable to increase traffic on these routes which are not designed to cope with significant increase in traffic levels.</p> <p>Full examination of the likely impacts of traffic on these routes should be undertaken and consideration given to installing bus gates to maintain access for public transport without increasing general traffic.</p>	<p>Noted: There is the requirement for a detailed transport assessment to inform the junction strategy for the site. This includes the east, south and west access points. Particular consideration should be given to the east of the site given the existing communities.</p> <p>Until such a time as the assessment of these junctions and routes has been agreed, detail as shown on fig 52 is not appropriate.</p>	<p>Fig 52: delete the red circles identifying key access points to the existing road network from the eastern boundary.</p> <p>The easterly connections should be considered further as part of the Masterplan for the relevant phase.</p>

	<p>At this stage these are potential connections that need to be explored and possible mitigation identified. The routes and connections should be shown but the key access point annotation removed.</p>	
<p>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>This is indeed an excellent opportunity and this should be further explored by the developer. This could reduce the reliance on cars and reduce the over dominance of car parking that can sometimes be present in developments.</p>	<p>Add a section that states car clubs or similar will be considered as part of the Masterplan(s) for each site.</p>
<p>Welcome recognition of the requirements of the STF and that contribution will be required in line with the policy set out in the SPG "Delivering Identified Projects through a Strategic Transport Find.</p>	<p>Noted</p>	<p>No action required as a result of this representation.</p>
<p><b>6. Transport Scotland</b></p>		
<p><i>Summary of Representations</i></p>		
<p>It is noted, that the LDP indicates that Masterplan Zone 4 includes OP26 (Craibstone North and Walton Farm) and OP28 (Rowett North) in addition to the sites identified above.</p>	<p><i>Officers Response</i></p> <p>OP26 and OP28 will be covered by separate Masterplans from the Newhills site; table 6 on of LDP notes this.</p>	<p><i>Action as a result of Representation</i></p> <p>No action required as a result of this representation.</p>
<p>Transport Scotland understood that the requirement for the Masterplan Zone 4 was that developers would be expected to work together to prepare Masterplans for each zone and coordinate the planning and delivery of associated infrastructure requirements. The last part of this is considered critical.</p>	<p>The developers for sites in the A96 area have agreed to participate in a modelling, costing and delivery programme exercise for roads infrastructure in the A96 corridor, to determine the future delivery of roads improvements. It is expected that this will</p>	<p>Add the following text to the Development Framework:  "A traffic modelling exercise is currently being undertaken to identify the impact of all the</p>

	<p>be concluded by October and will inform a junction strategy for the Newhills Development Framework site.</p>	<p>developments in the A96 corridor to the north west of the City. The modelling will inform a strategy which will determine the form, timing, funding, delivery mechanism and the phasing of the necessary improvements to the A96 corridor. The detailed Masterplan(s) will determine design, mitigation and final layout of the Rowett South and Craibstone South sites adjacent to the A96 once the junction strategy and necessary improvements have been determined for the corridor.”</p>
<p>The Newhills Masterplan does not appear to give any consideration to the development areas on the north side of the A96. It also makes statements such as “vehicle access arrangements are still to be determined”, “key connections are being investigated”, “access to the A96 from the site is still to be determined with strategic modelling assessing the impact of these proposals on the local and strategic network” and “until a junction strategy has been fully investigated in detail the form and type of junction arrangement with the A96 cannot be</p>	<p>Noted – see comments above.</p>	<p>As above.</p>



<p>determined”.</p> <p>We have received no information on any access strategy to date and it is therefore difficult to make any comment on the Masterplan from a strategic transport perspective, until such an access strategy has been developed and agreed. We would advise that such a process will also need to consider the implications of the access requirements for the proposed Exhibition Centre to the north and the implications arising from the TA for AIBP Phase 2.</p>	<p>Noted – see comments above.</p>	<p>As above.</p>
<p><b>7. sportscotland</b></p>		
<p><i>Summary of Representations</i></p>		
<p><b>Impact on existing sports facilities</b></p> <p>Sports facilities within the site include a small synthetic pitch, gym and table tennis within the SRUC Campus. The Craibstone Golf Course lies directly to the west of the site boundary and the Forrit Brae playing fields to the east 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 facilities would not be affected.</p>	<p><i>Officers Response</i></p> <p>The AWPR will be located between Craibstone Golf course and the development so it is unlikely there will be any conflict. It is however agreed that where there is a potential conflict of users this will need to be fully assessed and dealt with through the relevant Masterplan.</p>	<p><i>Action as a result of Representation</i></p> <p>No action required as a result of this representation.</p>
<p>There is likely to be an increase in use of the existing sports facilities in the area. It is important that existing facilities are not put under undue pressure from increased demand. sportscotland recommends that consideration is given to any upgrade and improvement</p>	<p>Noted: There would only be undue pressure on existing facilities if there is a shortfall on the site. Further analysis has been carried out. Pitch options have been identified in Rowett South and Greenferns.</p>	<p>Amend Framework in accordance with the revised sports pitch diagram.</p> <p>Add text to Framework</p>

<p>works to existing facilities, as appropriate and by way of developer contributions or legal agreement, to ensure facilities have capacity for both existing and future users.</p>	<p>A games hall (should it be required) has been identified adjacent to the southern school (Appendix 3). The detail of sport provision phasing will be provided as part of the relevant Masterplan.</p> <p>Any off site contributions will be dealt with via a legal agreement for each respective application.</p> <p>The exact pitch requirement will be determined via the relevant Masterplan in discussion with Aberdeen City Council's Education, Culture and Sport Service.</p>	<p>under 5.5 to describe the additional pitch provision which will be subject to detailed input from Education, Culture and Sport in relation to specific requirements for the site. The details will be developed via the relevant Masterplan.</p> <p>Update the pitch provision totals accordingly.</p> <p>Add text to the Framework that states any offsite contribution will be secured via the relevant legal agreement.</p>
<p><b>Neighbourhood space</b> Section 5.5 of the Development Framework sets out the landscape framework for the site covering a variety of open space typologies. Section 5.5.6 refers to 'neighbourhood open space' identifying 40 hectares of space across the site.</p>	<p>Agreed. The function and use of these sites will be developed through the Masterplans for each site.</p>	<p>Add a sentence to 5.5.6 that states further detail for the Neighbourhood Open Spaces will be provided as part of the Masterplan for the relevant site.</p>
<p><i>N1 Craibstone Park and Driveway</i> - Includes reference to the retention of Core Path 38 alignment through the parkland. sportscotland supports this approach alongside aspirations to provide improved links to this and paths</p>	<p>Comment is noted.</p>	<p>Comments will be passed onto the developer.</p>

<p>throughout the wider area which will provide opportunities for active travel and recreation.</p> <p>In relation to other 'local open space', reference is made to the need for these to support pedestrian and cycle movements. sportscotland supports the commitment to linking up and providing for these users. Noted that the design principles and functions will be determined at Masterplan or design stage, we would recommend that the Development Framework identifies opportunities to provide for active travel. The provision of paths and the planning for these should, however, consider their use for sports as well as active travel. It is important not to develop active travel in isolation from recreational walking and cycling but to develop an integrated network.</p>	<p>Agreed, add a section under 5.3 Access and Connectivity to explain the opportunities for active travel in greater detail.</p> <p>Further detail on the active travel routes should be provided in the Masterplans, particularly looking at connection into the wider network of desirable routes, such as Dyce Drive.</p>	<p>Add reference to active travel under 5.3 in the Development Framework explaining where they connect to the desirable active travel routes.</p>
<p><i>N3 Brimmond Fields</i> - This space is located to the far west of the site. The Development Framework states it should accommodate playing fields, play zones and associated changing facilities. sportscotland support the inclusion of tree belt planting to protect the amenity of users, although consideration will need to be given to how this is managed adjacent to sports surfaces.</p> <p>The size of this is not stated nor is it outlined what the configuration of sports facilities will be. It is unfortunate this facility will be on the edge of the community, we would suggest that co-locating this with one of the new primary schools to create a facility that is more accessible and could save costs by co-locating changing.</p>	<p>The isolated location of the Brimmond Fields is noted. Revised plans have relocated the pitch provision from Brimmond Fields to the east of the site. An area of playing fields and games hall provision (if required) has also been identified in OP31 adjacent to the primary school. (Appendix 3)</p>	<p>Amend Framework in accordance with the revised sports pitch provision diagram.</p>

<p>As previously mentioned, sportscotland has produced good-practice guidance regarding the design of playing fields and other outdoor sports facilities. We request that this guidance is used at the point that design principles and proposals are being developed.</p>		
<p><i>N4 Hopetoun Meadows</i> - The Development Framework states this neighbourhood space should be a multi-functional area including a variety of open space typologies including Multi-Use Games Areas (MUGAs).</p>	<p>Acknowledged</p>	<p>No action required as a result of the representation.</p>
<p><b>Level of proposed outdoor sports provision</b>  The Development Framework states that 15 hectares of outdoor sports and recreation area will be required. It is not clear, how this is calculated. The Development Framework then attributes 4.5 hectares provision in total which is less than a third of the identified requirement representing a significant shortfall. We do note that the document (e.g. page 10) notes that the topography of the site is such that substantial earthworks would be required to accommodate large areas of playing fields. While accepting we do not know the topography of the site we would request this be explored further to understand to how much could be provided, what size and what the costs and visual impact would be, before this is ruled out.</p> <p>There is a lack of clarity regarding the overall quantum of space. The text refers to a total of 4.5ha then breaks down the different areas contributing to this which do not appear to equate to this (refer to section 5.5.10; areas within text and p60 breakdown.) The delivery of this area</p>	<p>These comments have been covered by responses elsewhere within this Appendix. Clarification was sought and received on the outdoor sports provision. Areas have been identified in two locations across the site that can accommodate Sports Pitches.</p> <p>The pitch provision has been relocated from the Brimmond Fields area to the east of the site adjacent to the A96. (Appendix 3.)</p>	<p>Amend as highlighted elsewhere in the appendix.</p>

<p>is also dependant on the gypsy/traveller site being located in OP31, creating a further degree of uncertainty. Four MUGAs are proposed clustered around the primary school areas to off-set the lack of provision of larger facilities. These are intended to measure 37m x 18.5m. While MUGAs are good for providing opportunities for informal activity, they are not a substitute for pitches of appropriate size and surface to allow for training, coaching and match play. While they are a good addition to sports pitches, they are not an acceptable alternative to them.</p> <p>In efforts to provide alternative outdoor sports provision more suited to the site's topography, the Development Framework includes a network of cross-country trails (for running, biking, horse riding). These are intended to be wide (5-7.5m) trails, with set track lengths and mixed natural and artificial surfaces for a variety of uses. These will be a good resource for the new community but are not an alternative to other sports uses, e.g. pitches, and the requirement for these needs to be quantified and provided for.</p>	<p>Additional pitches have now been provided in two locations across the Framework area. Final makeup of these areas will be determined via the Masterplan process for that area and in discussion with the Council's Education, Culture and Sport service.</p>	<p>Relevant amendments have already been recommended elsewhere in this appendix.</p>
<p>Further analysis has been carried out and pitches and a potential games hall location identified (should the hall be required) (diagram appended to the committee report).</p> <p>Noted: There would only be undue pressure on existing facilities if there is a shortfall on the site. Further analysis has been carried out. Pitch options have been identified in Rowett South and Greenferns. A games hall (should it be required) has been identified adjacent to the southern school (Appendix 3). The detail of sport provision phasing will be provided as part of the relevant Masterplan. Any off site contributions will be dealt with via a legal agreement for each respective application.</p>	<p>Further analysis has been carried out and pitches and a potential games hall location identified (should the hall be required) (diagram appended to the committee report).</p> <p>Noted: There would only be undue pressure on existing facilities if there is a shortfall on the site. Further analysis has been carried out. Pitch options have been identified in Rowett South and Greenferns. A games hall (should it be required) has been identified adjacent to the southern school (Appendix 3). The detail of sport provision phasing will be provided as part of the relevant Masterplan. Any off site contributions will be dealt with via a legal agreement for each respective application.</p>	<p>Relevant amendments have already been recommended elsewhere in this appendix.</p>

	<p>The exact pitch requirement will be determined via the relevant Masterplan in discussion with Aberdeen City Council's Education, Culture and Sport Service.</p> <p>Please note as described in 5.5.10 the corridors accommodating the routes are 5-7.5m wide, however the trails themselves would be of an appropriate scale to the surrounding landscape and likely to be 2-3m wide.</p>	
<p>In terms of 'off-site' contributions, the document states these will be reviewed at the Masterplan stage in consultation with the Planning Gain Team. Given the difficulties in identifying sites for pitch facilities within the Development Framework boundary, sportscotland suggests that further consideration needs to be given to the extent to which sports needs can be met on site (e.g. by using synthetic surfaces which provide greater capacity) or whether the needs of those living in the new community will need to be met off site at nearby facilities, and if so, whether there is the capacity to do so or whether new capacity requires to be created.</p> <p>The Development Framework refers to 'additional indoor sports area' within the Scotland's Rural College SRUC including a 470sqm main hall with gym and changing which will be open for community use. Clarification as to the delivery mechanisms for this facility would be useful, and it's intended use. sportscotland has produced good</p>	<p>As highlighted in the comments above additional land within the site has been identified for sport pitch provision.</p> <p>Possible locations have been identified for offsite contributions within the close vicinity of the site should they be deemed necessary.</p>	<p>Relevant amendments have already been recommended elsewhere in this appendix.</p>
	<p>SRUC/Cala will provide detail of delivery mechanism through subsequent Masterplan.</p>	<p>Forward comments to agents and advise that further detail required within the Craibstone Masterplan.</p>

<p>practice guidance for the provision of sports facilities and we suggest this be used in developing the design of this.</p> <p><b>New Schools</b></p> <p>Section 5.6.9 state that 2 new primary schools will be provided. Consideration should be given to whether either of the schools could also meet some of the community need for sports facilities, e.g. sports halls, gym, pitches etc.</p> <p>The two primary schools are proposed to be 1 three stream and 1 two stream school. In order to deliver P.E., the requirement for sports spaces is greater than a single stream school and we suggest that reference be made to sportscotland's guidance (in relation to internal sports areas and external pitches) in the detailed design of the schools.</p>	<p>Further detail on the facilities in each school will be provided within the relevant Masterplan in discussion with Education, Culture and Sport.</p>	<p>The information provided will be forwarded onto the design team for information and action at the relevant stage of the planning application/Masterplan process. – add text accordingly to the Framework.</p>
<p><b>Phasing and Delivery</b></p> <p>There is no reference within Chapter 6 'Phasing strategy and delivery' on the requirement for sports facilities, nor co-location of these within schools. While, as described, it is appreciated that the scope and extent of infrastructure requirements will be developed as planning applications and Section 75 agreements come forward, the included table is intended to summarise these requirements. sportscotland would encourage the inclusion of outdoor sports facilities at this stage to provide a more robust approach in safeguarding their delivery through Masterplan and application steps.</p> <p>We note the Primary School is identified as being</p>	<p>The sports facilities within the school grounds will be delivered alongside the schools. The detail of sport provision phasing will be provided as part of the relevant Masterplan.</p> <p>The Development Framework should also include the open space provision in the phasing strategy for the site.</p>	<p>Add a phasing strategy that includes open space delivery.</p> <p>Add text to state that details on housing, sport and open space phasing will be dealt with through the relevant Masterplan for each site.</p>
<p>We note the Primary School is identified as being</p>	<p>Agreed, the delivery of sport facilities</p>	<p>Add a note within the</p>

<p>delivered by ACC with planning gain / contributions from landowners and developers. It is assumed this includes associated sports facilities and sportsotland would again note our guidance documents in terms of level of provision and design for these elements.</p>	<p>should be tied to the delivery of the school.</p>	<p>document that confirms the sports facilities will be delivered at the same time as the school. The guidance note will be passed onto the developers.</p>
<p><b>8. SNH</b></p>		
<p><i>Summary of Representations</i></p>		
<p>Welcome the consideration that has been given to open space and access throughout the framework and particularly support the emphasis on active travel with links to nearby employment centres.</p>	<p>Comments noted.</p>	<p>No action required as a result of this representation.</p>
<p>The development framework will be adopted as supplementary guidance to the Local Development Plan and as such needs to be considered in terms of HRA. Although the site does not lie within the catchment of the River Dee SAC, water to supply the proposed 4400 new houses will be abstracted from the River Dee. Reductions in river water levels can have impacts on freshwater pearl mussel one of the qualifying features of the SAC. We therefore advise that there is connectivity between this development framework and the SAC.</p>	<p>Comments agreed.</p>	<p>Must include a statement that Water Saving Technologies and Water Efficiency will be incorporated within the development. Further detail on this topic will be provided within the relevant Masterplan for each site.</p>
<p>The recently approved Aberdeen City and Shire Strategic Development Plan (SDP) considered this issue and contains measures designed to avoid any likely significant effects on the SAC. These safeguards include: - Lower-tier plans and strategies should undertake HRA</p>		<p>Add text that states a Water Efficiency Statement will be required in each subsequent planning application detailing the measures employed to demonstrate</p>



<p>and EIA to ensure that adverse effects are fully mitigated.</p> <ul style="list-style-type: none"> <li>- 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.</li> </ul> <p>In line with the above we advise that if a statement requiring water saving technologies and water efficiency is included within the development framework a likely significant effect on the qualifying interests can be avoided and an appropriate assessment will not be required.</p> <p>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.</p>	<p>that they would not have a significant effect on the qualifying interests.</p>
<p>Note that there is a simultaneous consultation on an application for planning permission in principle for Craibstone South. We expect that the development framework and subsequent masterplans for each individual development site are finalised and approved before PIP 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.</p> <p><b>Sustainability Issues</b> As advised in the main letter, the development framework</p>	<p>Agreed.</p> <p>No action required as a result of this representation.</p>
<p>Agreed</p>	<p>Must include a statement that water saving</p>

<p>should include a statement encouraging water efficiency and water saving technologies in order to prevent a likely significant effect on the River Dee from water abstraction.</p>		<p>technologies and water efficiency will be incorporated within the development.</p>
<p><b>Access and Connectivity</b>  We welcome the consideration and proposed linkages with strategic onwads connections both traffic free and dual use. The framework promotes good linkages with existing recreational, employment and transport links including the two existing and one aspirational core paths.  Safe crossing points onto and across the A96 and access routes over the AWPR will be important considerations.</p>	<p>Agreed. Further detail should be provided in relation to the crossing of the A96 within the Masterplans. There are currently underpasses connecting the land to the north and south of the A96, these will be retained and enhanced. Further consideration to the connections must be considered as part of the detailed Masterplan and transport modelling exercise.</p> <p>Proposed routes to cross the AWPR from the east have been identified as part of the mitigation scheme for the AWPR. These should be shown on a plan within the Framework to ensure connectivity.</p>	<p>Add text under 5.3 that state Masterplan(s) for OP29 and OP30 will be required to provide further detail in relation to the delivery, enhancement and phasing of the ped/cycle crossing points over the A96. Taking into account the transport modelling exercise outcomes.</p> <p>Add a plan under 5.3 to show the AWPR crossings in the vicinity and how this Newhills Development Framework area connects into them.</p>
<p><b>Landscape Framework</b>  Agree that the retention of existing woodland and tree lines will help to define neighbourhoods and the boundary of open space areas. We advise that further structural planting would increase connectivity throughout the site, tying into the existing woodland to the north and west and new planting associated with the AWPR.</p>	<p>Additional planting would be of benefit across the site. More detailed planting should be identified within the Masterplan for each site.</p>	<p>Add text under 5.5 that confirms further detail on the open spaces and the landscaping will be provided within the relevant Masterplan.</p>

<p><b>Open Space</b> Open space within the framework is defined as major, neighbourhood or local in addition to green space network areas. We support the concept of a matrix of inter-connected open space linking the framework area from north to south and east to west. We advise that priority should be given to addressing deficits in the type and quality of open space identified in the open space audit. For this area these include a lack of neighbourhood parks and natural / semi-natural greenspace. We recommend: - Additional tree planting within open space areas, widening shelterbelts and tree avenues and connecting these with existing woodland. - Management of open habitats within Burnbrae Commons and neighbourhood parks as natural / semi-natural greenspace instead of amenity grassland.</p>	<p>Agreed text should be added to confirm that these will be considered in more detail as part of the Masterplan Process.</p>	<p>Add text to the Framework that confirms that additional tree planting will be considered within the Masterplans to provide connectivity to the woodland blocks.</p>
<p><b>Potential for biodiversity enhancement</b> Section 5.5.2 recognises the framework has a role in maintaining and creating connections between habitats and avoiding fragmentation. We recommend that more emphasis is required on increasing biodiversity through the design of open space.</p>	<p>The Development Framework should state that biodiversity improvements will be considered across the whole site as part of the detailed Masterplans.</p>	<p>Add text under 5.5 to show the commitment across the site for the improvement to biodiversity.  Add text that confirms further detail on biodiversity will be provided as part of the detailed Masterplans.</p>
<p>Increasing the extent of woodland within open/green space would contribute to one of the key considerations of the development framework which is the protection</p>	<p>Agreed: the Development Framework shows the extensive open space and green connections throughout the site.</p>	<p>Add detail into section 5.5 of the Framework that highlights further</p>

<p>and enhancement of biodiversity capital. Even a band of trees 10m wide (3 or 4 trees) is sufficient to act as a wildlife corridor for species such as bats and red squirrels. Planting of larger woodland blocks would provide greater benefits for wildlife movement and strategic landscaping than simply retaining and extending tree lines. Reference to LBAP species and habitats could be used to promote and enhance habitats in preference to merely maintaining what's already there.</p>	<p>This opportunity has been taken in some areas but could be made more of in others. The Landscape Features section on page 47 highlights the importance of the woodland structure within the site.</p> <p>The landscape strategy will provide more detail as will the relevant Masterplans.</p>	<p>consideration will be given to the provision of wildlife corridors as part of the relevant Masterplans.</p>
<p>There is the potential to naturalise the drainage channel along the southern boundary at Burnbrae Moss and create wetland habitats. This would benefit a number of LBAP species and habitats.</p>	<p>On page 56, bullet point 5 the Framework states there is potential to improve character and biodiversity of the drainage channel which defines southern boundary.</p> <p>Additional text should be added to confirm that this will be looked at in more detail as part of the Masterplan for OP31.</p> <p>Noted this should be further investigated as part of the Masterplan for OP31.</p>	<p>Add text under - M2. Burnbrae Commons (page 56) that states the creation of a wetland habitat will be looked at for Burnbrae Moss as part of the Masterplan for OP31.</p>
<p>We support the proposal to restore the watercourse to the north of Kepplehills Road by de-culverting and suggest that a more natural channel could be created, providing a wetland feature for the Kepplehills Green open space.</p>		<p>Add an additional bullet point under N5. Keppleshill Green which states there is potential to create a wetland feature in this area.</p>
<p>The loss of an area of green space network at Brimmond Fields through conversion to playing fields should be compensated for by the creation of a similar sized area of green space elsewhere within the framework area.</p>	<p>Policy NE1 confirms that Masterplanning of new developments should determine the location and extent of the Green Space Network within these allocated sites. The connections and green space areas that have been shown within the Development Framework are more extensive than the</p>	<p>No action required as a result of this representation.</p>

<p>Other methods of increasing biodiversity benefits within residential and local open space areas include:</p> <ul style="list-style-type: none"> <li>- Planting of areas of species rich grassland or meadow. Not only can these be attractive areas, they requires less frequent cutting than typical amenity grassland.</li> <li>- Nectar rich species of plants. These could be planted to benefit bees in residential and business areas, neighbourhood and local parks.</li> <li>- Use of green walls or green roofs. This approach which can enhance biodiversity, aid management of water runoff and add aesthetic value, is included in guidance provided by the Landscape Institute<sup>1</sup></li> <li>- Planting of street trees.</li> </ul>	<p><b>Green Space Network in the LDP.</b></p> <p>The Development Framework should state that biodiversity improvements will be considered throughout the whole site.</p> <p>It is more appropriate for individual Masterplans to consider this in more detail.</p>	<p>These comments will be passed onto the developer.</p> <p>Add text under 5.5 to show the commitment across the site to improve biodiversity, with detail being considered further as part of the Masterplan for each phase of development.</p>
<p><b>9. SEPA</b></p>		
<p><i>Summary of Representations</i></p>	<p><i>Officers Response</i></p>	<p><i>Action as a result of Representation</i></p>
<p>Though outwith the flood map the site has a number of small watercourses that may be at risk of flooding.</p> <p>A Flood Risk Assessment (FRA) for the Gough Burn is required as part of the planning application which also takes into account the smaller unnamed water courses and existing drainage network within the site.</p>	<p>Noted</p> <p>Subsequent discussions have taken place between the Developers and SEPA and it has been confirmed that a FRA is not required for the Development Framework. The Flood Risk Assessment should be carried out as part of the Masterplan for the relevant site.</p> <p>Noted</p>	<p>Comments passed onto the developers.</p> <p>Add text to the Development Framework under 5.8 that confirms any Flood Risk Assessment will be carried out as part of the detailed Masterplan Process for the relevant site.</p> <p>Comments passed onto the developers.</p>
<p>SPP should be followed in relation to drainage ditches and culverts and therefore watercourses should not be</p>		

<p>culverted unless there is no practical alternative. Additionally existing culverts should be opened up.</p> <p>As this is a large development on a greenfield site we would advise that the potential for flooding to be increased elsewhere should be considered as part of the FRA. This is particularly important as part of the site may be at risk from surface water flooding, and the Masterplan walkover highlighted evidence of overland flow being an issue at the site. We support the proposal that potential surface water flooding will be incorporated into the drainage design.</p>	<p>Noted: The potential issue of surface water flooding should be considered as part of any FRA.</p>	<p>Comments passed onto the developers.</p>
<p>We would strongly advise that any water course crossings follow good practice guidelines and should be adequately sized to enable them to convey the 1 in 200 year design flow at each point without causing constriction of flow or exacerbation to flood risk elsewhere. A Good Practice Guide for River Crossings can be found on the SEPA website</p>	<p>Noted</p>	<p>These comments and details of the guide will be passed onto the developers.</p>
<p>We therefore recommend that a FRA is prepared prior to finalisation of the Development Framework and look forward to providing advice once more detailed flood risk information is available.</p>	<p>Subsequent discussions have taken place and it has been confirmed that a FRA is not required as part of the Development Framework. The Flood Risk Assessment should be carried out as part of the Masterplan for the relevant site.</p>	<p>Add text to the Development Framework under 5.8 that confirms any necessary Flood Risk Assessment will be carried out as part of the detailed Masterplan Process for the relevant site.</p>
<p><b>Watercourses Environmental management</b> We support the recognition that existing watercourses and drainage channels on the site ranging from the Gough Burn to functional agricultural drainage ditches</p>	<p>Comments have been forwarded onto the developers for action.</p>	<p>Add text to 5.5.12 to state that appropriate buffers will be provided between the</p>

<p>should be retained and appropriately sized buffer strips should be provided. This should include appropriate buffers between allotments and watercourses to minimise risk of nutrient pollution from fertilisers or siltation due to overland flow from bare soil.</p> <p>We request that wetlands on the site are also identified and protected with mitigation including appropriately sized buffer strips.</p>	<p>Further details will be provided within any relevant Masterplan.</p>	<p>allotments and any watercourse.</p>
<p>We note that the Gough Burn and all the smaller tributaries drain to the Green Burn. We note that the Stoneywood Papermill actively abstracts water from the Green burn at the mid east boundary of the site. The water supply to Stoneywood Mill is extremely susceptible to any potential silt pollution of the Green Burn via the Gough Burn and any of the smaller tributaries that drain into the Green Burn including from construction activities.</p> <p>We note that small watercourses and field drains within OP30 and OP31 drain to the River Don which is an important habitat for salmon and must also be adequately protected from silt pollution. During, wetter winter months it is very likely that there is a very good flow in these ditches which can become an issue if not managed adequately.</p>	<p>Agreed: Any wetlands within the site should be identified on a plan under section 5.5.</p>	<p>Add text that states additional information on wetland enhancement and improvement will be provided as part of the relevant Masterplan.</p> <p>These comments will be passed onto the developers.</p> <p>Add text: Construction and Environmental Management Plans will be required for any subsequent planning application.</p> <p>These comments will be passed onto the developers.</p> <p>Construction and Environmental Management Plans will be required for any subsequent planning application.</p>
<p>We strongly support the suggestion that the existing culvert should be opened up to form part of N5</p>	<p>Noted</p>	<p>Comments will be passed onto the developers.</p>

<p>Kepplehills Green and recommend that a more natural channel should be created with associated wetlands.</p>		
<p>We also recognise the potential to naturalise the drainage channel along the southern boundary at Burnbrae Moss and create wetland habitats.</p>	<p>Further detail on this will be provided as part of the detailed Masterplan for each site/phase.</p>	<p>Comments will be passed onto the developers.</p>
<p>We <b>support</b> the proposals for SUDS features to be integrated into the wider landscaping throughout the sites.</p>	<p>Noted</p>	<p>No action required as a result of this representation.</p>
<p>We will require detailed, site specific and plan based construction environmental management plans for all applications. These must include an assessment of ground conditions, appropriately designed temporary construction stage SUDS installed first, on-site monitoring including weather forecasts and emergency action contingency plans for a spillage response.</p>	<p>Noted text should be added to the Development Framework accordingly.</p>	<p>Add text to the Development Framework stating the requirement for a site specific, plan based construction environmental management plan as part of the detailed application for any part of the site.</p>
<p><b>Foul Drainage</b> We agree that Persley sewer requires upgrading prior to the commencement of development and understand that agreement will require to be reached with Scottish Water regarding connections.</p>	<p>Noted</p>	<p>No action required as a result of this representation.</p>
<p><b>Flood Risk</b> We refer the applicant to the document entitled: “<i>Technical Flood Risk Guidance for Stakeholders</i>”. Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding.</p>	<p>Noted</p>	<p>These comments will be forwarded onto the developers for their information and action.</p>



10. Historic Scotland Summary of Representations	Officers Response	Action as a result of Representation
<p>I welcome the recognition within the Development Framework of the need to protect and enhance the historical assets within and in the vicinity of the Framework area. As noted in the Development Framework there are three Category B listed boundary markers within the OP30 section of the site and I welcome that further specific cultural heritage assessment will be carried out. This provides opportunity to consider how to suitably incorporate these into the development.</p> <p><b>Internal ACC</b></p> <p>Information in the Framework is not sufficient to cover the archaeology or cultural heritage of the site. Larger developments need to consider the scope for incorporating combined heat and power schemes (CHP) as highlighted in the SDP.</p> <p>Lack of energy efficiency statement or mention of energy saving technology, additional text should be added.</p>	<p>Agreed; the Masterplan for site OP30 should consider how best to incorporate the B listed boundary markers into the site. The cultural heritage section for the whole site is to be updated on page 27 to include more information and detail on topics such as Archaeology, the addition of this text should be added here.</p>	<p>Add text to cultural heritage section stating that the incorporation of the B listed boundary markers will be considered as part of the Masterplan for OP30.</p>
<p><b>Internal ACC</b></p> <p>Information in the Framework is not sufficient to cover the archaeology or cultural heritage of the site. Larger developments need to consider the scope for incorporating combined heat and power schemes (CHP) as highlighted in the SDP.</p> <p>Lack of energy efficiency statement or mention of energy saving technology, additional text should be added.</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>An updated statement has been submitted.</p>	<p>Additional text should be added to the Development Framework/ Masterplan to explaining what is being done in Newhills to meet the carbon reduction targets</p> <p>Incorporate the revised text in the Development Framework.</p>

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Laura Robertson

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**Subject:** FW: Newhills Development Framework

Subject: Newhills Development Framework

Hello,

This is the response from the Aberdeen Cycle Forum to the Newhills Development Framework.

The Forum is slightly concerned some of the evasive language regarding the cycle links to the proposed development.

While the development is not yet in progress (which we allow makes concrete plans more difficult), the plans for cycle ways cannot end at the boundaries of the development. In order to accommodate larger numbers of potential cyclists commuting from the development, links must be improved to ensure a continuous journey.

At present, the links mentioned in the document rely on dual use paths that are not well marked or are inadequate in width for purpose. If the housing proposed in the document will be assumed to be working in Dyce or Aberdeen, better links in a north east and south west direction should be available.

The NCN1 is in proximity to the site, but it is not useful for commuting purposes to most desired points.

The Forum looks forward to more concrete plans for cycle infrastructure connecting the development. We also hope that all infrastructure will undergo scrutiny from a cycling perspective before infrastructure is realised.

Cheers,

Jyll Skinner  
Chair, ACF

## Newhills Development Framework

February 2014

### Comments from Bucksburn & Newhills Community Council

Initially we would like to congratulate the Planning Department on producing a high quality document that is easily read and understood, even though we may still have comments to make on some of the content.

Please find detailed below the comments we would wish you to reconsider in the Framework.

**1)Community Facilities (Page 10) :** It states in the document: “ Existing facilities at Forrit Brae and around Bucksburn Academy ensure that much of the expansion area falls within the accessibility standards set by the Council's guidance on open space provision.” We are not in a position to argue against that but you should be aware that we are constantly receiving complaints from local sports groups who used to be able to play on pitches in the area of the new school, prior to the school being built. Whether it is because the new school does not belong to the local authority or not, they are now being denied access to the pitches and some local teams are now having to play their home matches in Inverurie. We find that totally unacceptable and think that provision must be made in the expansion area to encourage the return of these teams to Bucksburn/Newhills.

**2)Opposition to Gypsy / Traveller Site (Page 11) :** The Community Council are fully aware of the City Council's requirement to provide facilities for Gypsy Travellers and would not want to be unreasonable in this regard. We would stress however the number of these sites being proposed in,or adjacent to the Newhills Expansion Area and would strongly recommend that if a site has to be included in this area then it is situated on land in the ownership of the Council to the extreme south of OP31.

**3)Community Requirements (Page 12) :** It would appear to us that there is a complete change in regard to provision of a new secondary school for the area and we would wish to appeal against this change. For many years before the change from Bankhead Academy to Bucksburn Academy there was a definite barrier against children from Kingswells coming over to Bucksburn to attend secondary school. We in this community tried hard to break down that obstacle and I think we have been successful, considering the numbers who now make the journey from Kingswells. It would appear that the City Council now want to create the barrier again by saying that children from Kingswells “will be drawn to Countesswells”. To build this new development, bigger than communities like Ellon, and say that the children from it can go to Dyce or Northfield Academies, if there is no room at Bucksburn Academy is short sighted at the least. We would ask at this stage that either the new school be reinstated in the Framework, or a commitment be made **at this stage** to Bucksburn Academy being extended, if that proves necessary due to pupil numbers.

**4)Aberdeen Exhibition and Conference Centre:** Although to be situated in Rowett North this appeared at a very late stage in proceedings, much to the surprise of the Community Council. It would appear retrospectively, that discussions were being held with the Airports Authority for a number of years prior to it becoming public knowledge and for a matter of this significance, this is disappointing. The obvious concerns of the Community Council are obviously related to traffic, mainly going to and from the venue and noise for those living nearest to the new buildings.

**Charles Shepherd (Planning Officer for Community Council)**

2<sup>nd</sup> April 2014



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Dear Development Plan Team,

**Newhills Expansion Area Development Framework: Statutory Public Consultation**

I write with reference to your letter dated 17<sup>th</sup> of March 2014, requesting comments in relation to the above consultation.

As identified in the Newhills Development Framework, the project team have been in contact with Scottish Water to discuss this development. As a result of this engagement Scottish Water have no issues with the information provided in the document in relation to water and drainage.

In regards to water infrastructure, this development has been taken into account for the mains upgrade from Fernhill District Service Reservoir (DSR) to Dyce. The original main from Fernhill DSR to Dyce was upsized to accommodate the Craibstone, Rowatt and Greenferns developments, including the new AECC. A Water Impact Assessment will be required to determine the impact of such a large development on the existing network, and also to identify whether the water will require to be pumped.

Usually a development of this size would call for a Drainage Impact Assessment; however this will not be required as a strategic wastewater study of Aberdeen is being undertaken. This will identify where in the network investment is required.

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 water or drainage infrastructure to be vested by Scottish Water, current design standards will need to be met.

Please contact me should you have any queries.

Yours Sincerely

**Susanne Steer**  
Development Planner

**Laura Robertson**

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**From:** PI  
**Sent:** 09 April 2014 10:21  
**To:** Laura Robertson  
**Subject:** FW: Newhills Expansion Area Development Framework

**From:** Cowe, Ian [<mailto:Ian.Cowe@forestry.gsi.gov.uk>]  
**Sent:** 08 April 2014 13:08  
**To:** PI  
**Subject:** Newhills Expansion Area Development Framework

Dear Sir/Madam  
Thank you for the opportunity to comment on the Newhills Expansion Area Development Framework.

I recognise that a strong Green Network has been planned through this proposal, this network includes the retention of all the existing woodland on the development site and is very welcomed, the current plan meets the objectives of the Scottish Governments Policy on the Control of Woodland Removal.

Thank you for your effort in relation to this matter.  
Regards  
Ian Cowe

Ian Cowe - Development Officer  
Forestry Commission Scotland  
Portsoy Road  
Huntly  
AB54 4SJ

Phone: 01224 441664  
Mobile: 07973 534979  
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Archibald Simpson House t. 01224 625524  
27-29 King Street f. 01224 626596  
Aberdeen AB24 5AA www.nestrans.org.uk



9<sup>th</sup> 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

**Newhills Expansion Area Development Framework – Consultation Response**

Thank you for the opportunity to comment on the Newhills Development Framework. Nestrans welcomes the publication of this development framework and in particular the emphasis it places on the creation of a sustainable community designed to create a place where people can live and work without relying on private transport.

We welcome the emphasis that has been placed on the provision of safe cycling and walking links, not just within the development but linking to strategic routes and other destinations with specific provision for accommodating commuting trips. Such connections, in place in the early phases of the development will be vital in encouraging travel by sustainable modes.

As well as walking and cycling, bus service provision makes up a key part of the access strategy and key to ensuring sustainable travel both within and to/from the site. It is welcomed that potential bus routes have been considered at this early stage. In order to positively influence the travel patterns of residents and those working within the site, these travel options need to be present from a very early stage of development, recognising that it will take time for demand to increase.

In terms of the road access strategy, we recognise that more detailed modelling is required and welcome the further testing that has been identified on the A96 corridor, Bucksburn junctions, Kingswells junction and Craibstone junction. It is noted that connections to Hopetoun Grange and Kepplehills road are proposed and while such connections will be beneficial for public transport provision it would not be desirable to increase traffic on these routes which are not designed to cope with significantly increased levels of traffic. Full examination of the likely impacts of traffic on these routes should be undertaken and consideration given to installing bus gates to maintain access for public transport without increasing general traffic.

There is limited reference to parking provision in the Development Framework and 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".

Thank you again for the opportunity to comment.

Yours sincerely



Kirsty Chalmers  
Transport Executive (Strategy & Delivery)



**Laura Robertson**

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**From:** PI  
**Sent:** 28 April 2014 11:38  
**To:** Laura Robertson  
**Subject:** FW: Newhills Expansion Area Development Framework - Statutory Consultation

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Lesley Logan [<mailto:Lesley.Logan@jmp.co.uk>]  
**Sent:** 25 April 2014 15:58  
**To:** PI  
**Cc:** Jason Gillespie; [Malcolm.Forsyth@transportscotland.gsi.gov.uk](mailto:Malcolm.Forsyth@transportscotland.gsi.gov.uk)  
**Subject:** FW: Newhills Expansion Area Development Framework - 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 the development of 4,440 homes in the period to 2030 over three adjoining sites totalling around 220 ha; identified as OP29 Craibstone South (1,000 homes), OP30 Rowett South (1,940 homes) and OP31 Greenferns Landward (1,500 homes), collectively referred to as Newhills. It is noted however, that the LDP indicates that Masterplan Zone 4 includes OP26 (Craibstone North and Walton Farm) and OP28 (Rowett North) in addition to the sites identified above.

Transport Scotland understood that the requirement for the Masterplan Zone 4 was that developers would be expected to work together to prepare Masterplans for each zone and coordinate the planning and delivery of associated infrastructure requirements. The last part of this is considered critical.

The Newhills Masterplan does not appear to give any consideration to the development areas on the north side of the A96. It also makes statements such as "vehicle access arrangements are still to be determined", "key connections are being investigated", "access to the A96 from the site is still to be determined with strategic modelling assessing the impact of these proposals on the local and strategic network" and "until a junction strategy has been fully investigated in detail the form and type of junction arrangement with the A96 cannot be determined".

We have received no information on any access strategy to date and it is therefore difficult to make any comment on the Masterplan from a strategic transport perspective, until such an access strategy has been developed and agreed. We would advise that such a process will also need to consider the implications of the access requirements for the proposed Exhibition Centre to the north and the implications arising from the TA for AIBP Phase 2.

We trust these comments are of assistance, however, we would be happy to have further discussion on the access strategy as and when information becomes available.

Regards  
Lesley Logan  
Senior Transport Planner  
JMP Consultants Ltd, 250 West George Street, Glasgow G2 4QY

[D] 0141 226 6942

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**Newhills Development Framework**  
Response on behalf of **sportscotland**

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Putting sport first



## 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 guidance on *Pitches and Pavilions*. These are available in the Facilities section of our web site.

**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 web site.

**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 Newhills are provided below. For clarity, we have grouped comments thematically.

### Impact on existing 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.

Sports facilities within the site include a small synthetic pitch, gym and table tennis within the SRUC Campus. The Craibstone Golf Course lies directly to the west of the site boundary and the Forrit Brae playing fields to the east 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 these facilities 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 to the eastern boundary, will be required to assist in protecting the future amenity of all users. We would highlight that **sportscotland** is a statutory consultee where development will affect the operation of pitches or golf courses and that we should be consulted when the planning applications in this area are made.

Reference is made within the Development Framework to establishing connections with existing community centres and amenities, including Craibstone Golf Club and Brimmond Country Park. Other sports facilities and recreational areas not within the site boundary, but within the local area include:

- Beacon Centre, Bucksburn Community Campus - multi-activity sports hall, dance studio, gym and squash court;
- Bucksburn Pool, Bucksburn Community Campus;
- Newhills Primary School – new build school with associated sports facilities currently under construction;
- Kirkhill Forest – orienteering course, walking trails, mountain bike fun park; and
- Tyrebagger Forest – walking and cycling trails, links to 'Aberdeen Four Hills Walk'

Given the scale of growth in the number of local residents that would result from the delivery of the Newhills 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 increased demand.

**sportscotland** recommends that consideration is given to any upgrade and improvement works to existing facilities, as appropriate and by way of developer contributions or legal agreement, to ensure facilities have capacity for both existing and future users.

### Neighbourhood space

Section 5.5 of the Development Framework sets out the landscape framework for the site covering a variety of open space typologies. Section 5.5.6 refers to 'neighbourhood open space' identifying 40 hectares of space across the site. While it is appreciated that the precise function and character of these will be determined at masterplan stage, the framework provides principles to be considered for each space.

*N1 Craibstone Park and Driveway* - Includes reference to the retention of Core Path 38 alignment through the parkland. **sportscotland** supports this approach alongside aspirations to provide improved links to this and paths throughout the wider area which will provide opportunities for active travel and recreation.

In relation to other 'local open space', reference is made to the need for these to support pedestrian and cycle movements. **sportscotland** supports the commitment to linking up and

providing for these users. While it is appreciated the design principles and functions will be determined at masterplan or design stage, we would recommend that the Development Framework identifies opportunities to provide for active travel. 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 the aim should be developing 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.

*N3 Brimmond Fields* - This space is located to the far west of the site. The Development Framework states it should accommodate playing fields, play zones and associated changing facilities. The site is noted for its suitability due to existing levels and potential low ecological value. **sportscotland** support the inclusion of tree belt planting to protect the amenity of users, although consideration will need to be given to how this is managed adjacent to sports surfaces.

The size of this is not stated nor is it outlined what the configuration of sports facilities will be. The area may be reduced if the gypsy/traveller site is located here. It is considered unfortunate that this facility will be located on the edge of the community, we would suggest that co-locating this with one of the new primary schools would create a facility that is more accessible to the community and could save costs by co-locating changing etc at the school. Careful consideration will need to be given to the make up of the area to ensure maximum sporting benefit is delivered.

As previously mentioned, **sportscotland** has produced good-practice guidance regarding the design of playing fields and other outdoor sports facilities. We request that this guidance is used at the point that design principles and proposals are being developed for sports facilities at Newhills in order to ensure that they are appropriately designed for school and/or community use.

*N4 Hopetoun Meadows* - The Development Framework states this neighbourhood space should be a multi-functional area including a variety of open space typologies including Multi-Use Games Areas (MUGAs).

#### Level of proposed outdoor sports provision

The Development Framework states that 15 hectares of outdoor sports and recreation area will be required (section 5.5.10). It is not clear, however, how this is calculated. The Development Framework then attributes 4.5 hectares provision in total which is less than a third of the identified requirement representing a significant shortfall. We do note that the document (eg page 10) notes that the topography of the site is such that substantial earthworks would be required to accommodate large areas of playing fields. While accepting we do not know the topography of the site we would request this be explored further to understand to how much could be provided, what size and what the costs and visual impact would be, before this is ruled out.

There is a lack of clarity regarding the overall quantum of space. The text refers to a total of 4.5ha then breaks down the different areas contributing to this which do not appear to equate to this (refer to section 5.5.10; areas within text and p60 breakdown.) The delivery of this area is also dependant on the gypsy/traveller site being located in OP31, creating a further degree of uncertainty.

Four MUGAs are proposed clustered around the primary school areas to off-set the lack of provision of larger facilities. These are intended to measure 37m x 18.5m. While MUGAs are good for providing opportunities for informal activity, they are not a substitute for pitches of appropriate size and surface to allow for training and match play. Due to their size and surface they are also unlikely to be suitable for the provision of coaching and they cannot be programmed and managed as easily as larger pitches. While they are a good addition to sports pitches, they are not an acceptable alternative to them.

In efforts to provide alternative outdoor sports provision more suited to the site's topography, the Development Framework includes a network of cross-country trails (for running, biking, horse riding). These are intended to be wide (5-7.5m) trails, with set track lengths and mixed natural and artificial surfaces for a variety of uses. These will be a good resource for the new community but are not an alternative to other sports uses, eg pitches, and the requirement for these needs to be quantified and provided for.

In light of the above comments, **sportscotland** requests that the required level of provision and amount proposed through the framework is fully clarified.

In terms of 'off-site' contributions, the document states these will be reviewed at the masterplan stage in consultation with the Planning Gain Team. Given the difficulties in identifying sites for pitch facilities within the Development Framework boundary, **sportscotland** suggests that further consideration needs to be given to the extent to which sports needs can be met on site (eg by using synthetic surfaces which provide greater capacity) or whether the needs of those living in the new community will need to be met off site at nearby facilities, and if so, whether there is the capacity to do so or whether new capacity requires to be created.

The Development Framework refers to 'additional indoor sports area' within the Scotland's Rural College SRUC including a 470sqm main hall with gym and changing which will be open for community use. Clarification as to the delivery mechanisms for this facility would be useful, and it's intended use. **sportscotland** has produced good practice guidance for the provision of sports facilities and we suggest this be used in developing the design of this.

### New Schools

Section 5.6.9 state that 2 new primary schools will be provided. Consideration should be given to whether either of the schools could also meet some of the community need for sports facilities, eg sports halls, gym, pitches etc.

The two primary schools are proposed to be 1 three stream and 1 two stream school. In order to deliver P.E., the requirement for sports spaces is greater than a single stream school and we suggest that reference be made to **sportscotland's** guidance (in relation to internal sports areas and external pitches) in the detailed design of the schools.

### Phasing and Delivery

There is no reference within Chapter 6 'Phasing strategy and delivery' on the requirement for sports facilities, nor co-location of these within schools. While, as described, it is appreciated that the scope and extent of infrastructure requirements will be developed as planning applications and Section 75 agreements come forward, the included table is intended to summarise these requirements. **sportscotland** would encourage the inclusion of outdoor sports facilities at this stage to provide a more robust approach in safeguarding their delivery through masterplan and application steps.

We note the Primary School is identified as being delivered by ACC with planning gain / contributions from landowners and developers. It is assumed this includes associated sports facilities and **sportscotland** would again note our guidance documents in terms of level of provision and design for these elements.

Thank you for your consultation on the Newhills Development Framework and we would encourage the Council to contact us if it would be helpful to discuss our comments further.

**sportscotland**  
Doges  
Templeton on the Green  
62 Templeton Street  
Glasgow  
G40 1DA

28 April 2014

Contact: Lorraine Jones 0141 534 6530, [lorraine.jones@sportscotland.org.uk](mailto:lorraine.jones@sportscotland.org.uk)



## 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  
Ground Floor North  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB  
[By email]

28 April 2014  
Our ref: CPP129881

Dear Laura

### **Newhills Development Framework: Statutory Public Consultation**

Thank you for letter of 17 March 2014 informing us of the above consultation.

We support the production of a single development framework covering the large residential and mixed use developments at Craibstone South, Rowett South and Greenferns Landward. We welcome the consideration that has been given to open space and access throughout the framework and particularly support the emphasis on active travel with links to nearby employment centres. We broadly support the measures proposed and make several recommendations to augment these in the attached annex. We also make recommendations to enhance the benefits for biodiversity.

### Habitats Regulations Appraisal – River Dee SAC

The development framework will be adopted as supplementary planning guidance to the Local Development Plan and as such needs to be considered in terms of HRA. Although the site does not lie within the catchment of the River Dee SAC, water to supply the proposed 4400 new houses will be abstracted from the River Dee. Reductions in river water levels, particularly at times of low flow conditions can have impacts on freshwater pearl mussel one of the qualifying features of the SAC. We therefore advise that there is connectivity between this development framework and the SAC.

The site's status means that the requirements of the Conservation (Natural Habitats &c.) Regulations 1994, as amended (the "Habitats Regulations") apply. Consequently, Aberdeen City Council is required to consider the effect of the proposal on the River Dee SAC before it can be consented (commonly known as Habitats Regulations Appraisal). The SNH website has a summary of the legislative requirements (<http://www.snh.gov.uk/docs/A423286.pdf>).



SMILE FOR IN PEOPLE

Scottish Natural Heritage, Inverdee House, Baxter Street, Aberdeen, AB11 9QA  
Tel 01224 266500 Fax 01224 895958 [www.snh.gov.uk](http://www.snh.gov.uk)



The recently approved Aberdeen City and Shire Strategic Development Plan (SDP) considered this issue and contains measures designed to avoid any likely significant effects on the SAC. These safeguards include:

- 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.

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 local development plans and other supplementary guidance to 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 requiring water saving technologies and water efficiency is included within the development framework a likely significant effect on the qualifying interests 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. 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. 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 for the Craibstone South section of the framework area. We expect that the development framework and subsequent masterplans for each individual development site are finalised and approved before PiP 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 Fiona Mutch at this office or [fiona.mutch@snh.gov.uk](mailto:fiona.mutch@snh.gov.uk).

Yours sincerely

**Ewen Cameron**  
Operations Manager  
Tayside & Grampian

## Annex

### The Development Framework

#### Sustainability Issues

As advised in the main letter, the development framework should include a statement encouraging water efficiency and water saving technologies in order to prevent a likely significant effect on the River Dee from water abstraction.

#### Access and Connectivity

We welcome the consideration and proposed linkages with strategic onwards connections both traffic free and dual use. The framework promotes good linkages with existing recreational, employment and transport links including the two existing and one aspirational core paths.

Safe crossing points onto and across the A96 and access routes over the AWPR will be important considerations.

#### Landscape Framework

We suggest this section is renamed landscape and open space framework.

The landscape character of the north of the framework area is heavily influenced by the mature policy woodland of Craibstone and along the Gough Burn. The centre and south of the area contains shelterbelts and lines of trees along field boundaries. We agree that the retention of existing woodland and tree lines will help to define neighbourhoods and the boundary of open space areas. We advise that further structural planting would increase connectivity throughout the site, tying into the existing woodland to the north and west and new planting associated with the AWPR.

#### Open Space

Open space within the framework is defined as major, neighbourhood or local in addition to green space network areas. We support the concept of a matrix of inter-connected open space linking the framework area from north to south and east to west. We advise that priority should be given to addressing deficits in the type and quality of open space identified in the open space audit. For this area these include a lack of neighbourhood parks and natural / semi-natural greenspace.

We recommend:

- Additional tree planting within open space areas to provide larger connected woodland blocks, widening shelterbelts and tree avenues and connecting these with existing woodland.
- Management of open habitats within Burnbrae Commons and neighbourhood parks as natural / semi-natural greenspace instead of amenity grassland.

#### Potential for biodiversity enhancement

Section 5.5.2 recognises the framework has a role in maintaining and creating connections between habitats and avoiding fragmentation. We recommend that more emphasis is required on increasing biodiversity through the design of open space.

Increasing the extent of woodland within open/green space would contribute to one of the key considerations of the development framework which is the protection and enhancement of biodiversity capital. Even a band of trees 10m wide (3 or 4 trees) is sufficient to act as a wildlife corridor for species such as bats and red squirrels. Planting of larger woodland blocks would provide greater benefits for wildlife movement and strategic landscaping than simply retaining and extending tree lines. Reference to Local Biodiversity Action Plan species and habitats could be used to promote and enhance habitats in preference to merely maintaining what's already there.

There is the potential to naturalise the drainage channel along the southern boundary at Burnbrae Moss and create wetland habitats. This would benefit a number of LBAP species and habitats.

We support the proposal to restore the watercourse to the north of Kepplehills Road by de-culverting and suggest that a more natural channel could be created, providing a wetland feature for the Kepplehills Green open space.

The loss of an area of green space network at Brimmond Fields through conversion to playing fields should be compensated for by the creation of a similar sized area of green space elsewhere within the framework area.

Other methods of increasing biodiversity benefits within residential and local open space areas include:

- Planting of areas of species rich grassland or meadow. Not only can these be attractive areas, they require less frequent cutting than typical amenity grassland.
- Nectar rich species of plants. These could be planted to benefit bees in residential and business areas, neighbourhood and local 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 Institute<sup>1</sup>.
- 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.

---

<sup>1</sup> Green Infrastructure: An integrated approach to land use – Landscape Institute Position Statement 2013



Our ref: PCS/132335  
Your ref: MDC/DF/Newhills/con

Laura Robertson  
Aberdeen City Council  
Planning and Sustainable Development  
Business Hub 4, Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

If telephoning ask for:  
Clare Pritchett

29 April 2014

By email only to: [LaRobertson@aberdeencity.gov.uk](mailto:LaRobertson@aberdeencity.gov.uk)

Dear Ms Robertson

**Town and Country Planning (Scotland) Acts  
Statutory Public Consultation: MDC/DF/Newhills/con  
Newhills Expansion Area Development Framework:  
OP29 Craibstone South, OP30 Rowett South, and OP31 Greenferns Landward**

Thank you for your consultation email of 14 March 2014. We have the following comments on the Development Framework (February 2014).

**Advice for the planning authority**

**1. Flood risk**

- 1.1 We have reviewed the information provided in this consultation and it is noted that, although the site appears to lie out with the SEPA Flood Map, the application site has a number of small watercourses within it and consequently the site may be at risk of flooding.
- 1.2 Scottish Planning Policy (SPP) states in paragraph 203, that "For planning purposes the functional flood plain will generally have a greater than 0.5% (1:200) probability of flooding in any year. Development on the functional flood plain will not only be at risk itself, but will add to the risk elsewhere." Built development should not therefore take place on the functional flood plain.
- 1.3 Small watercourses are often poorly understood with respect to the severity of the flood hazard that can be generated on a catchment of this scale. SEPA holds a wealth of information on past small catchment flooding in Scotland which has led to significant impacts upon people and property.
- 1.4 We note from Section 2.8.4 of the Newhills Masterplan that a site walkover was carried out, where it was thought that water would remain in or close to the bank during a flood. However, for a development of this scale, we would **object** to a planning application without the submission of a FRA. The FRA should include an assessment of Gough Burn



David Sigsforth  
Chief Executive  
James Curran

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Torry, Aberdeen AB11 9QA  
tel 01224 266600 fax 01224 896657  
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which runs through the middle of OP30, and also take into account the smaller unnamed water courses and existing drainage network within the site.

- 1.5 As the site includes a number of small drainage ditches and culverts we would advise that Scottish Planning Policy is followed and therefore watercourses should not be culverted as part of a new development unless there is no practical alternative. Additionally existing culverts should be opened whenever possible.
- 1.6 We would highlight that culverts are a frequent cause of local flooding, particularly if design or maintenance is inadequate. Although not within the boundary of the proposed development, we do have records of flooding caused by blocked drains/culverts in the residential areas adjacent to the proposed site that some of the smaller watercourses drain into.
- 1.7 As this is a large development on a greenfield site we would advise that the potential for flooding to be increased elsewhere should be considered as part of the FRA. This is particularly important as part of the site may be at risk from surface water flooding, and the Masterplan walkover highlighted evidence of overland flow being an issue at the site. We support the proposal that potential surface water flooding will be incorporated into the drainage design. The Roads Department of Aberdeen City Council can advise further on this matter.
- 1.8 We would strongly advise that any water course crossings follow good practice guidelines and should be adequately sized to enable them to convey the 1 in 200 year design flow at each point without causing constriction of flow or exacerbation to flood risk elsewhere. A Good Practice Guide for River Crossings can be found on the SEPA website [http://www.sepa.org.uk/water/water\\_regulation/guidance/engineering.aspx](http://www.sepa.org.uk/water/water_regulation/guidance/engineering.aspx).
- 1.9 We therefore **recommend** that a FRA is prepared prior to finalisation of the Development Framework and look forward to providing advice once more detailed flood risk information is available.

## **2. Watercourses - Environmental Management and Pollution Prevention**

- 2.1 We **support** the recognition that existing watercourses and drainage channels on the site ranging from the Gough Burn to functional agricultural drainage ditches should be retained and appropriately sized buffer strips should be provided. This should include appropriate buffers between allotments and watercourses to minimise risk of nutrient pollution from fertilisers or siltation due to overland flow from bare soil.
- 2.2 We **request** that wetlands on the site are also identified and protected with mitigation including appropriately sized buffer strips. Wetlands in the water environment are protected under WEWS (2003) Part 1; Groundwater dependent and surface water dependent wetlands. This protection also includes wetlands outside designated nature conservation sites. We **recommend** using 'SNIFFER (2009) A Functional Wetland Typology for Scotland' available at [http://www.sepa.org.uk/science\\_and\\_research/what\\_we\\_do/biodiversity/wetlands.aspx](http://www.sepa.org.uk/science_and_research/what_we_do/biodiversity/wetlands.aspx) to help identify wetlands that may be positively or negatively impacted by development proposals.
- 2.3 We note that the Gough Burn and all the smaller tributaries drain to the Green Burn. We note that the Stoneywood Papermill (NJ 8979 1104) actively abstracts water from the

Green burn at the mid east boundary of the site (NJ 8899 1062) where a small building controls a weir and valve assembly which typically draws off under gravity about one third of the flow in the burn. This water is then fed down to the Stoneywood pond. The pond is filled by a major abstraction from the River Don mill lade and the abstraction from the Green Burn keeps the pond topped up. The pond provides storage and pre-treatment of water before it gravity feeds down to the mill's water treatment plant (WTP). Therefore the water supply to the mill is extremely susceptible to any potential silt pollution of the Green Burn via the Gough Burn and any of the smaller tributaries that drain into the Green Burn including from construction activities.

- 2.4 We note that small watercourses and field drains within OP30 and OP31 drain to the River Don which is an important habitat for salmon and must also be adequately protected from silt pollution. During, wetter winter months it is very likely that there is a very good flow in these ditches which can become an issue if not managed adequately.
- 2.5 We strongly **support** the suggestion that the existing culvert should be opened up to form part of N5 Kepplehills Green and **recommend** that a more natural channel should be created with associated wetlands.
- 2.6 We also recognise the potential to naturalise the drainage channel along the southern boundary at Burnbrae Moss and create wetland habitats.
- 2.7 We **support** the proposals for SUDS features to be integrated into the wider landscaping throughout the sites.
- 2.8 We will require detailed, site specific and plan based construction environmental management plans for all applications. These must include an assessment of ground conditions, appropriately designed temporary construction stage SUDS installed first, on-site monitoring including weather forecasts and emergency action contingency plans for a spillage response.

### 3. Foul Drainage

- 3.1 We agree that Persley sewer requires upgrading prior to the commencement of development and understand that agreement will require to be reached with Scottish Water regarding connections.

### Detailed advice for the applicant

#### 4. Flood risk

- 4.1 We refer the applicant to the document entitled: "*Technical Flood Risk Guidance for Stakeholders*". This document provides generic requirements for undertaking Flood Risk Assessments and can be downloaded from [www.sepa.org.uk/flooding/planning\\_flooding.aspx](http://www.sepa.org.uk/flooding/planning_flooding.aspx). Please note that this document should be read in conjunction Policy 41 (Part 2). Our Flood Risk Assessment checklist should be completed and attached within the front cover of any flood risk assessments issued in support of a development proposal which may be at risk of flooding. The document will take only a few minutes to complete and will assist our review process. It can be downloaded from [http://www.sepa.org.uk/flooding/planning\\_flooding/fra\\_checklist.aspx](http://www.sepa.org.uk/flooding/planning_flooding/fra_checklist.aspx).

## Regulatory advice for the applicant

### 5. Regulatory requirements

- 5.1 Details of regulatory requirements and good practice advice for the applicant can be found on our website at [www.sepa.org.uk/planning.aspx](http://www.sepa.org.uk/planning.aspx). If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the operations team in your local SEPA office.

If you have any queries relating to this letter, please contact me by telephone on 01224 266609 or e-mail at [planning.aberdeen@sepa.org.uk](mailto:planning.aberdeen@sepa.org.uk).

Yours sincerely

Clare Pritchett  
Senior Planning Officer  
Planning Service

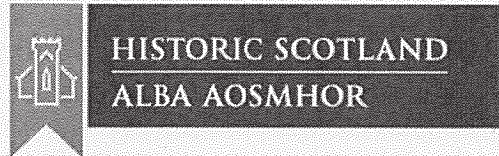
#### *Disclaimer*

*This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at the planning stage. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. If you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found in How and when to consult SEPA, and on flood risk specifically in the SEPA-Planning Authority Protocol.*

#### *Caveats*

*The SEPA Flood Maps have been produced following a consistent, nationally-applied methodology for catchment areas equal to or greater than 3km<sup>2</sup> using a Digital Terrain Model (DTM) to define river corridors and low-lying coastal land. The maps are indicative and designed to be used as a strategic tool to assess flood risk at the community level and to support planning policy and flood risk management in Scotland. For further information please visit [http://www.sepa.org.uk/flooding/flood\\_maps.aspx](http://www.sepa.org.uk/flooding/flood_maps.aspx).*

*The advice contained in this letter is supplied to you by SEPA in terms of Section 72 (1) of the Flood Risk Management (Scotland) Act 2009 on the basis of information held by SEPA as at the date hereof. It is intended as advice solely to Aberdeen City Council as Planning Authority in terms of the said Section 72 (1). Our briefing note entitled: "Flood Risk Management (Scotland) Act 2009: Flood risk advice to planning authorities" outlines the transitional changes to the basis of our advice inline with the phases of this legislation and can be downloaded from [www.sepa.org.uk/planning/flood\\_risk.aspx](http://www.sepa.org.uk/planning/flood_risk.aspx).*



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Our ref: LDP/A/2  
 Our Case ID: 201307575

24 April 2014

Dear Ms Robertson

### **Newhills Expansion Area Development Framework Consultation**

Thank you for your consultation of 14 March seeking our comments on the above Development Framework. 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 welcome the recognition within the Development Framework of the need to protect and enhance the historical assets within and in the vicinity of the Framework area. As noted in the Development Framework there are three Category B listed boundary markers within the OP30 section of the site and I welcome that further specific cultural heritage assessment will be carried out on this site as part of an Environmental Impact Assessment. This assessment will offer the opportunity to consider how to suitably incorporate these designations within the detailed design of the area.

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)



[www.historic-scotland.gov.uk](http://www.historic-scotland.gov.uk)



## 1.1 ACC Preferred option

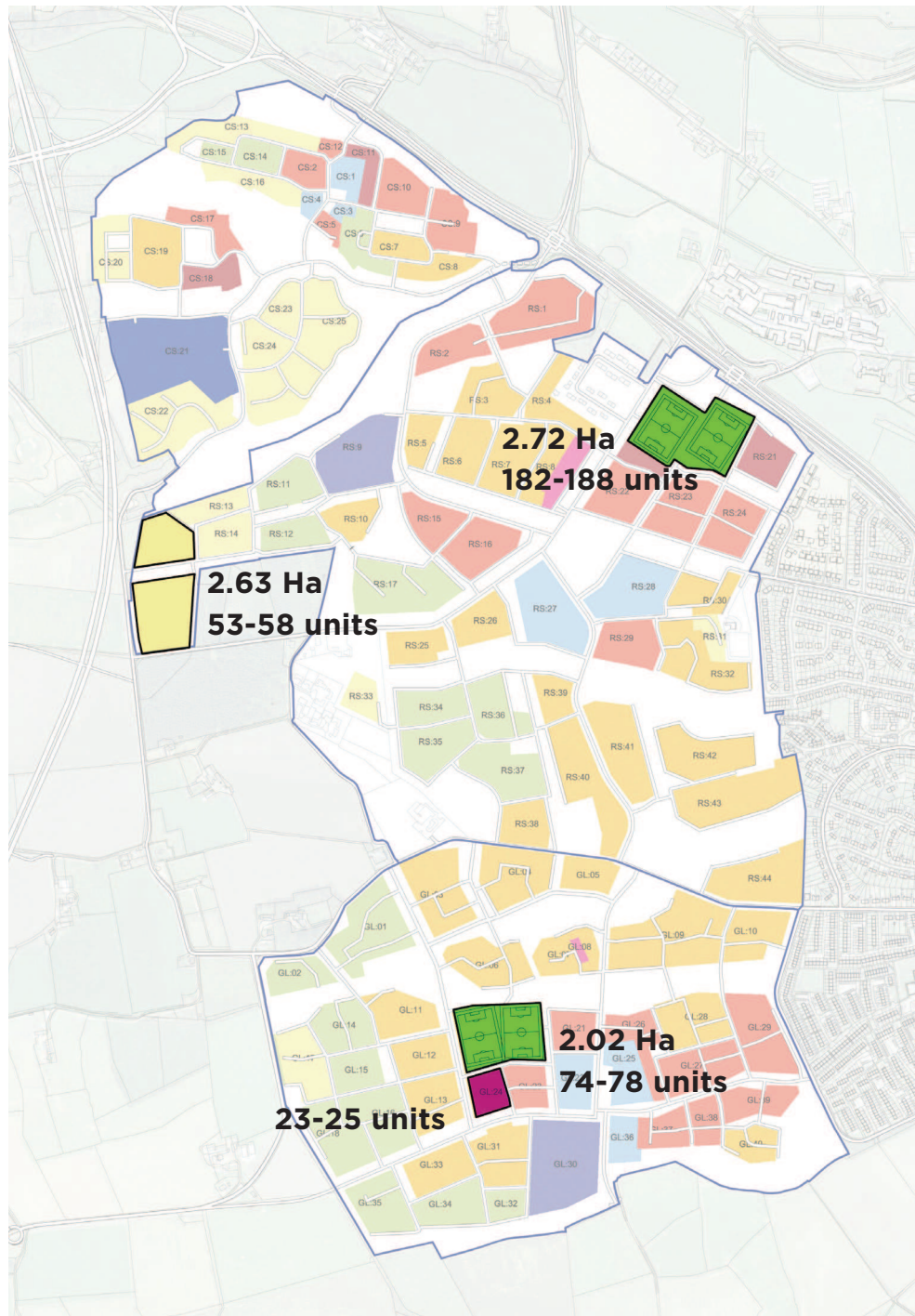
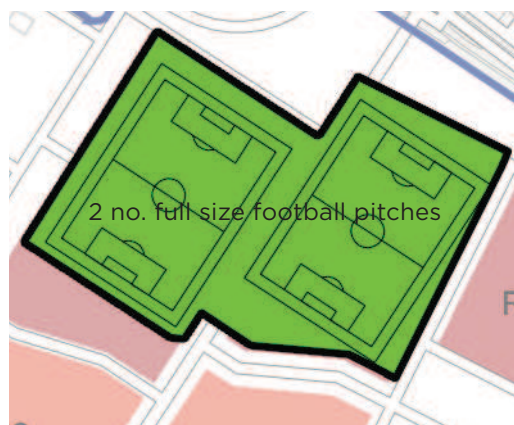
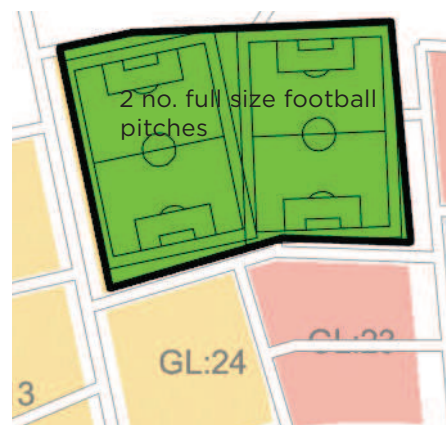


Diagram 1

- Additional playing field provision
- Games hall
- Additional residential low/lower density



Above: Rowett South layout of pitches



Above: Greenferns Landward layout of pitches

### ACC PREFERRED OPTION

"The options in Greenferns of the 2.02 hectares and the games hall provision site along with the 2.72ha at Rowett South (and the additional housing units to the west on the Brimmond Field still with and without Gypsy traveller sites) are our preferred option"

See diagram 1. Final unit numbers for the different sites based on the above changes are shown below. The numbers still show upper and lower levels and are based on Development Framework unit numbers rather than subsequent Masterplans/PPIP.

OP29: Craibstone South

- 700-800 units (includes 100 units student housing).

OP30: Rowett South

- 1811-1910 units;
- 1807-1906 units if GTS had to be accommodated (includes 6 no. pitches counting towards affordable housing requirement).

OP31: Greenferns Landward

- 1403-1497 units;
- 1397-1488 units if GTS had to be accommodated (includes 6 no. pitches counting towards affordable housing requirement).

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	4 <sup>th</sup> September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Scottish Planning Policy and National Planning Framework 3
REPORT NUMBER:	EPI/14/190
CHECKLIST RECEIVED	Yes

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### 1. PURPOSE OF REPORT

The purpose of this report is to advise Members of changes to planning policy and guidance introduced in June 2014 with the publication of the revised Scottish Planning Policy (SPP) and National Planning Framework 3 (NPF3).

### 2. RECOMMENDATION(S)

It is recommended that Members:

- (a) Note the changes to planning policy and guidance that have been introduced by the publication of the revised SPP and NPF3; and
- (b) Note the national developments identified in NPF3 that are relevant to Aberdeen City.

### 3. FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

### 4. OTHER IMPLICATIONS

Changes to planning policy and guidance have implications for the development planning and development management processes in Aberdeen. These are discussed in the main body of the report.

### 5. BACKGROUND/MAIN ISSUES

#### 5.1 Introduction

- 5.1.1 Scottish Planning Policy (SPP) and National Planning Framework 3 (NPF3) were published on 23<sup>rd</sup> June 2014. The documents were

published together for the first time to form a comprehensive vision for planning across the country.

## **5.2 Scottish Planning Policy**

5.2.1 SPP forms part of the Scottish Government's series of Planning and Architecture guidance documents. It is non-statutory but is a material consideration that carries significant weight in development management decision-making. It replaces the previous Scottish Planning Policy (SPP 2010) and Designing Places (2001).

5.2.2 The purpose of SPP is to identify how land use planning matters should be addressed across the country, setting out national policies which reflect Scottish Ministers' priorities for the planning system and the development and use of land, and promoting consistency in the application of policy across Scotland whilst allowing a degree of flexibility to reflect local circumstances. SPP directly relates to:

- The preparation of Local Development Plans (LDPs);
- The design of development from initial concept to delivery; and
- The determination of planning applications and appeals.

5.2.3 SPP arrives after a period of consultation on a draft SPP, published in 2013. The final document, which can be viewed at <http://www.scotland.gov.uk/Publications/2014/06/5823/downloads>, contains a number of changes from SPP 2010. The following sections provide a summary of these changes by topic and identifies how these may impact upon preparations for the next Aberdeen Local Development Plan (ALDP) which is anticipated to be published in 2016.

### **5.2.4 Introduction**

#### **Core Values of the Planning Services**

SPP 2014 introduces a series of core values for the planning service which should allow a high standard of performance and continuous improvement. SPP 2010 contained core principles and the new core values are a development of these, reflecting a greater emphasis on sustainability and economic growth. This change is unlikely to have a significant impact on the ALDP but will be taken into consideration during the preparation of the proposed plan.

#### **People Make the System Work**

The importance of effective engagement with the public and communities is highlighted, with the document stating that public engagement should be early, meaningful, proportionate and innovative. While not discussed in SPP 2010, this people-centered approach remains largely the same as the draft SPP and informed the consultation approach taken for the ALDP Main Issues Report 2013 (MIR 2013) which included a poster and radio campaign, public drop-in sessions across the City, newspaper ads and a social media campaign. In addition, a youth engagement project was undertaken which has since been nominated for a planning award. Officers will nevertheless continue to explore innovative opportunities to engage

with the public.

### Outcomes

Four outcomes are introduced which support the vision and goals of SPP:

- *Outcome 1: A successful, sustainable place – supporting sustainable economic growth and regeneration, and the creation of well-designed, sustainable places.*  
This will be supported through allocating *the right development in the right places*, providing opportunities for sustainable growth. A strong emphasis is to be placed on high-quality sustainable developments and strong, resilient and inclusive communities.
- *Outcome 2: A low carbon place – reducing our carbon emissions and adapting to climate change.*  
Mitigation and adaptation opportunities should be seized in support of the targets set out in the Climate Change (Scotland) 2009 Act.
- *Outcome 3: A natural, resilient place – helping to protect and enhance our natural and cultural assets, and facilitating their sustainable use.*  
This should be supported through the protection, sustainable use and building resilience within our world-class environment.
- *Outcome 4: A more connected place – supporting better transport and digital connectivity.*  
This should be supported through aligning development with transport and digital infrastructure.

The introduction of outcomes will not have a significant impact on the ALDP. Strong emphasis is already placed on Outcome 1 through land allocations and the masterplanning process. Outcome 2 is addressed through existing policies and supplementary guidance (SG) and will be enhanced in the new plan. Outcome 3 is addressed through natural environment and built heritage policies which will be improved in line with SPP, while Outcome 4 is being addressed through the introduction of new policies on communication and infrastructure. Officers will, however, examine the detail in SPP to ensure that all aspects are covered within the ALDP where practical.

#### 5.2.5 Principal Policies

These outcomes are to be achieved through a series of Principal Policies and Subject Policies. The Principal Policies, Sustainability and Placemaking, are a new addition to SPP and act as overarching policies which form the basis for subject policies which in turn deal with specific issues.

#### Sustainability

References to sustainability have increased significantly. SPP introduces a *presumption in favour of development that contributes to sustainable development*. Sustainable development in this context is the 1987 Brundtland definition, *development that meets the needs of the*

*present without compromising the ability of future generations to meet their own needs*, and requires all three pillars of sustainable development to be supported (Social, Environmental and Economic).

The document is clear that the presumption in favour of sustainable development does not change the statutory status of a plan. Where development that does not accord with an up-to-date Development Plan comes forward the primacy of the plan remains, however SPP and the presumption in favour of sustainable development become a material consideration. Where the plan is out-of-date or does not include policies that relate to the proposal, the presumption in favour of sustainable development will be a significant material consideration.

Sustainable economic growth has also been elevated in terms of importance however this has been caveated somewhat with the reference to *giving due weight to net economic benefit*.

As part of the ALDP review it will be necessary to ensure that the principles of sustainable economic growth are reflected in the plan.

#### Placemaking

In SPP 2010 the necessity for a green belt was to be determined by the Strategic Development Plan (SDP) however with SPP 2014 the responsibility passes to the LDP and this will have to be reflected in the ALDP 2016.

With SPP superceding Designing Places, significant importance is placed on design and design-led planning. The concept of placemaking is introduced as a fundamental building block of the planning process.

However, the majority of the guidance remains the same as in 2010 and should have little impact on the ALDP over and above changes already proposed through the MIR process. The current ALDP places significant importance on design and it is proposed to increase this as part of the new plan. The current Plan has allocations for over 20,000 houses which will come through the masterplanning process. It will be necessary to ensure that the design-led approach is carried through all applications.

#### 5.2.6 Subject Policies

Subject Policies form the bulk of SPP and provide more detail on specific issues. They have been grouped under four headings or themes: A Successful, Sustainable Place; A Low Carbon Place; A Natural, Resilient Place; and A Connected Place.

#### 5.2.7 A Successful, Sustainable Place

##### Promoting Town Centres

Additional indicators have been introduced to Town Centre Health Checks.

Concern over the increase in non-retail activities such as betting offices or high interest money lending premises is highlighted. Policies should

be included in the LDP to support an appropriate mix of uses and to limit over-provision and clustering where necessary.

For public or office developments over 2,500m<sup>2</sup> outwith town centres and contrary to the plan, an assessment of their impact on the town centre has been introduced.

These changes will have to be considered as part of the proposed plan and will be taken into account in the next round of Town Centre Health Checks. Modification to some polices or the introduction of new polices may be required.

#### Promoting Rural Development

While there are some changes to the rural development policy, these will not affect the City.

#### Supporting Business and Employment

SPP 2014 places more emphasis on assessing economic benefits when considering planning applications, with *due weight to net economic benefit* now the preferred approach. This will not, however, significantly impact on the ALDP.

#### Enabling Delivery of New Homes

In a change from SPP 2010 Plans are required to calculate the housing supply target based on affordable and market sectors within each housing market area. The Housing Needs and Demand Assessment (HNDA) will be used as the basis of this.

This should take into account wider economic, social and environmental factors as well as issues of capacity, resource and deliverability. Once the supply target is calculated this should be increased by 10-20% to ensure a generous supply. While the supply was in SPP 2010 the calculation method is new. This has however been applied in the recently published SDP for Aberdeen City and Shire.

SPP also changes the means by which housing land supply is defined. LDPs are required to identify a land supply for a period of up to 10 years, providing a minimum of 5 years effective supply at all times. SPP 2010 and the draft SPP maintained that housing land supply should be *effective or capable of becoming effective* within the plan period. SPP has changed this to *effective or expected to become effective* within the plan period. The impact of this will only become evident in time. Failing to maintain a 5 year supply will now result in the housing land supply policy becoming out-of-date which will trigger the *presumption in favour of sustainable development* becoming a significant material consideration.

Affordable housing requirements remain largely unchanged from SPP 2010, although the expected developer contributions, specified as a proportion of the serviced land, have been capped at 25% which removes the flexibility previously available where local need was

identified. The ALDP currently has a maximum requirement of 25% affordable housing contribution so the change in policy will not affect this.

There have therefore been a number of changes to housing policy and, while it is not expected that these will have a significant impact on the ALDP, all changes will be considered as part of the policy review.

#### Valuing the Historic Environment

There is no significant change in this policy.

### 5.2.8 A Low Carbon Place

#### Delivering Heat and Electricity

SPP 2010 identified 50% of Scotland's electricity to be generated from renewable sources by 2020. Targets have changed slightly in 2014:

- 30% of overall energy demand from renewable sources by 2020;
- 11% of heat demand from renewable sources by 2020; and
- the equivalent of 100% of electricity demand from renewable sources by 2020.

As these are national targets they will not have a significant impact on the ALDP as the Council already has policies and projects in place which contribute to these targets.

Energy efficiency has been given more weight, aligning with the recent publication of the Sullivan Panel Report and calls from the development industry to use a 'fabric-first' approach to energy saving. This is being incorporated into a new Supplementary Guidance on Resources for New Development.

SPP now requires LDPs to use heat mapping to co-locate developments that have high heat demand with those producing surplus heat. Aberdeen City Council produced a Heat Map in 2011 which will be updated in line with the Scottish Government's recently produced National Heat Map and adopted as supplementary guidance to the ALDP. The city has an existing heat network through Aberdeen Heat and Power which serves a number of public buildings and council housing developments and the planning service will look to support its expansion where possible.

A requirement for an Onshore Wind Spatial Framework (OWSF) has been introduced and the criteria for this have changed from the draft SPP to increase the areas identified as 'areas of search'. Changes include the reduction of the buffer around settlements from 2.5km to 2km, the removal of a number of historic environment constraints such as listed buildings, and the removal of the National Air Traffic Services (NATS) and Ministry of Defense (MoD) consultation areas. Many of these areas may still be relevant when planning applications are considered, however for the purposes of identifying areas of search they are no longer constrained. These changes should not have a significant impact due to the relatively small area which the City encompasses and the large built up and green belt areas. An OWSF



was produced as part of the Main Issues Report 2013 and this has been updated to reflect the changes in SPP.

While references to Low and Zero Carbon Generating Technologies (LZCGT) have been removed SPP still talks of generating electricity from natural sources. The Climate Change Scotland Act is also clear in its requirement to include such technologies in all development. LZCGTs are currently required under our current plan and will remain under the proposed ALDP.

#### Planning for Zero Waste

A greater emphasis is placed on Zero Waste and Energy from Waste, seeing waste as an opportunity rather than a burden. The current ALDP contains several policies on using resources sustainably including policies looking at waste as a resource. Policies are also in place to address the operation of new buildings in the supplementary guidance on LZCGT. This is currently being expanded as a new supplementary guidance on Resources for New Developments which will include LZCGT, waste facilities and water saving technology. It is not expected that the changes in SPP will have a significant impact on the ALDP.

#### 5.2.9 A Natural, Resilient Place

##### Valuing the Natural Environment

There is no significant change in this policy area.

##### Maximising the Benefits of Green Infrastructure

The terminology 'green infrastructure' differs from the old SPP which referred to open space and green networks. This list of what constitutes green infrastructure expands significantly on the open spaces identified in 2010 and includes open space, playing fields, pitches, outdoor access, core paths, active travel strategies, the historic environment, biodiversity, forestry and woodland, river basins, flood management, coastal zones and the marine environment.

Development Plans should enhance existing, and promote the creation of new, green infrastructure through a design-led approach, as opposed to the standards based approach advocated in SPP 2010.

The current ALDP has a number of policies covering green space, open space and the green belt. These will be examined to ensure they comply with the current SPP, although little change is anticipated.

##### Promoting Responsible Extraction of Resources

SPP 2014 contains a new section on shale gas extraction and hydraulic fracturing, suggesting that proposals for such activities will be acceptable, subject to a risk assessment, clearly identifying those onsite activities that pose a potential risk and explaining how these will be monitored, managed and mitigated. Buffer zones should be proposed to protect sensitive receptors from unacceptable risks. Where proposed distances are considered inadequate planning permission should be refused.

Because there is little in the way of shale gas reserves in this area, this is unlikely to be a significant issue for Aberdeen.

#### Supporting Aquaculture

There is no significant change between the 2010 and 2014 policies.

#### Managing Flood Risk and Drainage

A new addition to SPP states that LDPs should address significant cross-boundary flooding issues and protect land with the potential to aid the management of flood risk. A presumption against landraising is introduced. These new policies will require to be reflected in the ALDP 2016.

### 5.2.10 A Connected Place

#### Promoting Sustainable Transport and Active Travel

National maximum car parking standards for certain types and scales of development have been retained unchanged from 2010. There is a subtle difference in the wording of a policy referring to deviations from these standards between the 2010 and 2014 SPPs. In 2010, SPP states that *In rural areas where public transport is scarce, less restrictive standards may be appropriate*, while the 2014 SPP simply states that *where public transport provision is limited, planning authorities may set less restrictive standards*. The removal of the reference to 'rural' areas suggests that car parking standards can be relaxed in urban areas where public transport options are limited, although this is unlikely to be relevant to Aberdeen which benefits from a relatively dense peak-time public transport network.

Development Plans will now be required to identify active travel networks, therefore such an exercise will be undertaken for the 2016 ALDP. Guidance is introduced on preparing the case for new railway stations, although this is not likely to be relevant to the next plan.

There is stronger support for electric vehicles in the new SPP, which states that *Electric vehicle charge points should always be considered as part of any new development and provided where appropriate*. Supplementary Guidance on Transport and Accessibility is currently being prepared for the next ALDP which will include electric vehicle infrastructure standards for new development.

#### Supporting Digital Connectivity

Digital connectivity should be considered in all new development proposals. The current ALDP does not specifically mention digital infrastructure, although this issue is raised in the MIR 2013. It is likely that the next ALDP will reflect the importance of digital connectivity and the role than planning can play in enhancing this.

## 5.3 **National Planning Framework 3**

5.3.1 NPF3 replaces NPF2 (2009) and sets out the Scottish Government's development priorities for the next twenty to thirty years, identifying

fourteen national developments which support the development strategy. NPF3 should be taken into account in the preparation of all strategic and local development plans in Scotland and Scottish Ministers expect that planning decisions will support the delivery of NPF3. The full document can be viewed at: <http://www.scotland.gov.uk/Publications/2014/06/3539/downloads>.

5.3.2 Two of the national developments identified in NPF3 are directly relevant to Aberdeen:

#### Aberdeen Harbour, Nigg Bay

Development within one or more of the following Classes of Development is designated a national development:

- (a) The construction of new and/or replacement harbour facilities where the resulting building or structure is or exceeds 10,000m<sup>2</sup> or the area of development is or exceeds 2 hectares;
- (b) The construction of new and/or replacement road infrastructure from existing networks; and
- (c) The provision of water supply and related infrastructure directly for new harbour facilities.

This development will support the expansion of Aberdeen Harbour. Current constraints will increasingly limit the ability of the harbour to provide crucial services and limit opportunities for business growth. Nigg Bay has been identified as the preferred development location due to the constraints of the existing sites.

#### Strategic Airport Enhancements

Aberdeen International Airport is one of five airports identified as being of national importance. Development within one or more of the following Classes of Development is designated a national development:

- (a) Any extension of the airport site boundary for operational uses as identified in the current airport masterplan that is supported by the area's development plan;
- (b) New and/or expanded terminal buildings where the gross floor space exceeds 10,000m<sup>2</sup> or the development is or exceeds 2 hectares;
- (c) Construction of new walking and cycling routes exceeding 8km; and
- (d) Construction of surface water management schemes where the area of development would exceed 2 hectares.

These classes of development support the key gateway and hub functions of the airports

5.3.3 In addition, NPF3 identifies a further four national developments that cover the whole of Scotland:

- Carbon Capture and Storage Network and Thermal Generation;
- High Voltage Electricity Transmission Network;
- Pumped Hydroelectric Storage; and
- National Long Distance Cycling and Walking Network

Regarding these, there are no specific proposals relating to Aberdeen at present, although a national long distance cycling and walking network would certainly be expected to encompass the City. The document states that identification of such a network will be undertaken following adoption of NPF3 by a consortium of partners led by Scottish Natural Heritage (SNH).

- 5.3.4 Whilst national development status establishes the need for a project, it does not grant development consent, and planning permission, as well as all other appropriate assessments and consents, will still be required for the developments identified.
- 5.3.5 National developments will be delivered by a range of organisations, both public and private sector, and inclusion in NPF3 does not imply funding on the part of the Scottish Government or its agencies. However, the document does state that priorities identified in NPF3 will be taken into account by the Government when future spending programmes are developed or reviewed.
- 5.3.6 The only other significant change introduced by NPF3 is a requirement for future LDPs to identify green networks in City regions. This will be taken account of when preparing the ALDP 2016.

## 6. IMPACT

Adherence to Scottish Government planning policy and guidance will help the Council meet the Community Plan vision for Aberdeen of an *attractive, clean, healthy and safe place to live and work*, and a *forward looking City which values its heritage*, and will contribute towards the Community Plan priorities of increasing the levels of affordable housing in new developments, improving the quality of life in our most deprived areas, improving sustainable travel options and reducing greenhouse gas emissions.

It will contribute towards achieving the following national outcomes identified in the Single Outcome Agreement: *We live in well-designed, sustainable places where we are able to access the amenities and services we need; We value and enjoy our built and natural environment and protect it an enhance it for future generations; and We reduce the local and global environmental impact of our consumption and production.*

It will also contribute to meeting the Smarter Environment, Smarter Economy and Smarter Mobility strategic priorities outlined in the Council's Five Year Business Plan.

This report may be of interest to the public as SPP and NPF3 will influence future Development Plans and Development Management decisions.

An Equality and Human Rights Impact Assessment (EHRIA) has not been undertaken for this report as it merely advises on revisions to

Scottish Government policy and guidance. This will impact upon future Development Plans produced by, and planning decisions made by, the Council, all of which will be subject to their own individual assessments where appropriate.

7. MANAGEMENT OF RISK

Failure to adhere to SPP and NPF3 could lead to development in the City that is haphazard, unsightly and unsustainable, thus representing a Hazard and Control Risk to the Council. These may in turn lead to Environmental and Customer/Citizen Risks. In contrast, adherence to the guidelines will lead to development that is well planned and well designed, aesthetically pleasing and sustainable.

8. BACKGROUND PAPERS

National Planning Framework 3 (The Scottish Government, 2014), available at

<http://www.scotland.gov.uk/Publications/2014/06/3539/downloads>.

Scottish Planning Policy (The Scottish Government, 2014), available at

<http://www.scotland.gov.uk/Publications/2014/06/5823/downloads>.

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	04 <sup>th</sup> September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER	ESPI/14/213
CHECKLIST RECEIVED	Yes

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### 1. PURPOSE OF REPORT

The purpose of this report is to advise Members of the progress to date of various strategic and local transportation projects within Aberdeen City and the wider area. These projects flow from the development of the Regional Transport Strategy (RTS) produced by Nestrans and the Council's own Local Transport Strategy (LTS).

### 2. RECOMMENDATION(S)

It is recommended that Members:

- a) Note the contents of this report;
- b) Agree the draft Active Travel Action Plan, including the comments and additional actions suggested by officers and instruct officers to advise Nestrans of this Committee's decision with any further comments Members may have; and
- c) Instruct officers to advise Members in due course of the final Active Travel Action Plan, following consideration of the Nestrans Board on all the stakeholder contributions.

### 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 Draft Active Travel Action Plan

1.1 At its Board meeting on 18<sup>th</sup> June 2014, NESTRANS approved the draft Active Travel Action Plan for wider consultation with stakeholders and the public. The Plan, which is appended to this report as Appendix C, was prepared in discussion with officers of Aberdeen City and Aberdeenshire Councils and its objectives and actions will be subject to further discussion at the North East Transport Consultative Forum meeting in September 2014, with the final version going to the NESTRANS Board in October 2014.

1.2 The role of the Active Travel Action Plan is fairly self-explanatory; it sets out a number of over-arching policies to deliver improvements and enhancements to active travel routes across the region, including the development of a strategic network linking Aberdeen City and the main towns in Aberdeenshire. The Action Plan contains a long term vision for active travel and covers the period to 2035 with a review to be carried out every five years in line with the Regional Transport Strategy (RTS).

**Vision:** To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.

**Objective 1:** To increase active travel mode share and work towards achieving the National vision for cycling.

**Objective 2:** To improve safety for pedestrians and cyclists by reducing the total number of casualties and the percentage of total accidents.

1.6 The document also sets out policy context, key trends and the benefits of increasing the levels of active travel in relation to health, obesity, air quality, environment, climate change, congestion, social exclusion, etc. The draft strategy makes clear that the purpose of identifying and developing a strategic active travel network is not to divert attention away from local improvements but to provide a long term strategic vision for a connected network of active travel routes that link to both the National Cycle Network and local networks and connect regionally important employment, education, leisure, health and service destinations. Such a network should provide opportunities for both short trips along parts of the network and also for longer distance journeys.

1.7 As well as identifying a strategic network, the draft action plan aims to ensure that:

- The needs of pedestrians and cyclists are considered first and integrated into the planning and design of all new developments and infrastructure;
- Businesses and other organisations, including schools and public sector organisations, do their part to support and encourage cycling and walking;
- Provision of new cycle and pedestrian infrastructure meets desired standards;
- Cycle training is available to all children across the region; and



- New infrastructure and initiatives are supported by appropriate information and promotion to encourage a change in attitudes and behaviour.

1.8 It therefore sets out a number of over-arching policies to support these aims and which it is envisaged should apply to the development of all active travel routes and policies across the region, including the development of a strategic network.

1.9 As well as asking for support for the draft Action Plan, NESTRANS have specifically asked the two Councils to suggest any further actions that could be taken forward to achieve the objectives. The table below has been populated with some suggestions.

Action	Responsibility	Timeframe
<b>Development of a strategic network</b>		
A cohesive, direct, safe, attractive and comfortable network of routes will link the city centre, residential areas and places of employment	Aberdeen City	
Ensure the National Cycle Network is facilitated through Aberdeen.		
<b>New infrastructure</b>		
New infrastructure will be designed in accordance with best practice – Cycling By Design 2011, Sustrans Guidance 2014	Aberdeen City	
Cycle parking will be rolled out to key locations where required		
<b>New developments</b>		
New developments must be accessible by a range of transport modes, with an emphasis on active and sustainable transport, and the internal layout of developments must prioritise walking, cycling and public transport penetration	Aberdeen City	
Links between residential, employment, recreation and other facilities must be protected or improved for non-motorised transport users, making it quick, convenient and safe for people to travel by walking and cycling.	Aberdeen City	
Street layouts will reflect the principles of Designing Streets and meet the minimum distances to services as set out in the Transport and Accessibility Supplementary Guidance.	Aberdeen City	
Existing access rights, including core paths, rights of way and paths within the wider network will be protected and enhanced. Where development proposals impact on the	Aberdeen City	

Action	Responsibility	Timeframe
access network, the principle of the access must be maintained through provision of suitable alternative routes.		
<b>Schools and cycle training</b>		
All schools are supported to undertake Bikeability training	Aberdeen City	
All schools that require/ request cycle parking are accommodated	Aberdeen City	
All schools are able to access support and assistance to develop a school travel plan	Aberdeen City	
All schools have a local environment that encourages them to access the school by active and sustainable transport (20mph zones, safer routes to school, crossing facilities)	Aberdeen City	
<b>Safety</b>		
A safety audit of junctions, in identified areas of high demand that are not already covered by the strategic network, should be carried out to assess safety for cyclists and pedestrians.	Aberdeen City	
A review of bye-laws in parks and other local authority owned spaces should be encouraged to ensure that policies do not discriminate against safe and responsible cycling.	Aberdeen City	
<b>Information, marketing and publicity</b>		
Nestrans and the two Local Authorities will publish maps and information indicating cycle routes and cycle facilities including cycle parking.	Aberdeen City	
Nestrans and the two Councils will continue to support the Getabout brand to promote active travel.	Aberdeen City	
Nestrans and the two Councils, along with the wider Getabout partners will continue to develop a programme of events and promotional activities to promote active travel.	Aberdeen City	
Nestrans and the two Councils will actively engage with stakeholders and partners to support and encourage the development of active travel measures, promotional events and activities.	Aberdeen City	

2.0 Other key stakeholders will also be asked to contribute to the final version of this Action Plan and the full response to consultation on this draft Plan will be considered by the Nestrans Board in October 2014 with a view to informing the final version.

- 2.1 It is therefore recommended that Members agree the draft Active Travel Action Plan, including the comments and additional actions suggested by officers at this time and any further comments Members may have.

## **B) Issues for Information**

### **3 City Centre Wayfinding**

- 3.1 The pilot scheme is being funded by jointly by Aberdeen City Council and Aberdeen Inspired. The Council's contribution will be 50% up to a maximum of £50,000 from the Non Housing Capital City Centre Regeneration Fund. Aberdeen Inspired is also making a 50% contribution to the pilot scheme.
- 3.2 A contractor has now been appointed to manufacture and install the pilot signs at 4 locations within the City Centre.
- 3.3 It is anticipated that these works will be completed in November which will enable monitoring and evaluation of the signs to be reported back to the appropriate Committee in Spring 2015.

### **4 Bikeability**

- 4.1 During the 2013/14 school year, 29 of the Council's 47 primary schools participated in the Bikeability Scotland cycle training scheme. 27 of these offered Bikeability Level 2 on-road training, with 777 pupils successfully completing the programme.
- 4.2 In 2012/13, equivalent figures were 21 schools participating, 15 offering Level 2 on-road training and 440 pupils completing the programme. The significant increase in participation is due, in part, to a grant of £35,000 received from Cycling Scotland's Bikeability Support Plus Fund 2013/14, which enabled Adventure Aberdeen to take over the management and co-ordination of training during the last school year. In addition, 28 members of staff from Planning and Sustainable Development and Economic and Business Development volunteered to assist with this initiative as part of their corporate social responsibility as the lack of volunteers had previously been cited as a barrier to delivering this training.
- 4.3 Officers have now submitted a similar proposal to the 2014/15 fund to allow this arrangement to continue and to allow Adventure Aberdeen to work with schools who did not take up the offer of assistance with training last year and are currently awaiting the outcome of this application. Next year, as with future years, volunteers from within the schools and wider community will be vital to the successful and sustainable delivery of this training year on year.

### **5 Hands Up Survey 2013**

- 5.1 On 31<sup>st</sup> May 2014 Sustrans published the results of the 2013 Hands Up Scotland school travel survey as Official Statistics. The purpose of the survey is to find out how children in Scotland regularly travel to and from school.

- 5.2 The survey is co-ordinated nationally by Sustrans Scotland, with individual local authority officers responsible for encouraging schools to take part, gathering data from schools and passing this information to Sustrans's Research and Monitoring Unit.
- 5.3 All playgroup, nursery, primary, secondary, SEN (Special Educational Needs) and independent schools in Aberdeen are invited and encouraged to take part in the survey each year. The 2013 survey took place during the 9<sup>th</sup> and 13<sup>th</sup> of September, with results, both national and local-authority specific, released in May 2014.
- 5.4 In 2013, 35% of playgroup/nurseries, 83% of primary schools, 67% of secondary schools, 60% of SEN schools and 38% of independent schools participated in the survey. This translated into 73.3% of the primary school roll and 46% of the secondary school roll in Aberdeen taking part.
- 5.5 Table 1 shows the proportion of children travelling to 'All Schools' in Aberdeen by each mode of transport in 2013 compared to 2012.

	2013	2012
Walk	49.4%	49.7%
Cycle	2.2%	2.5%
Scooter/Skate	2.4%	1.4%
Park and Stride	6.8%	7.3%
Driven	23.2%	22.7%
Bus	13.5%	14.3%
Taxi	2.0%	1.3%
Other	0.5%	0.8%

Table 1

- 5.6 Table 2 compares figures for Aberdeen with those of other large Scottish Cities and the national average, for "All Schools" by each mode of transport in 2013.

	Aberdeen	Dundee	Edinburgh	Glasgow	Scotland
Walk	49.4%	50.1%	54.0%	50.8%	44.1%
Cycle	2.2%	2.8%	5.0%	2.7%	3.5%
Scooter/Skate	2.4%	3.5%	6.0%	1.9%	2.8%
Park and Stride	6.8%	8.8%	5.8%	4.9%	7.5%
Driven	23.2%	25.7%	18.1%	27.2%	21.4%
Bus	13.5%	6.9%	10.0%	9.3%	18.8%
Taxi	2.0%	2.1%	0.6%	1.2%	1.6%
Other	0.5%	0.1%	0.6%	2.0%	0.4%

Table 2

- 5.7 Taking the 'All School' figures into account, results are mixed in terms of Aberdeen's position compared to other local authorities. Aberdeen has the sixth-highest walk to school rate in the country but the fourth-poorest cycle to

school rate. In terms of overall active travel (walking, cycling and scooting/skating), Aberdeen currently sits 8<sup>th</sup> out of the 32 local authorities.

5.8 Table 3 shows the 'All state school' figures for Aberdeen in 2012 and 2013.

	2013	2012
Walk	53.4%	57.8%
Cycle	2.4%	2.8%
Scooter/Skate	2.6%	1.7%
Park and Stride	6.2%	5.9%
Driven	21.0%	19.4%
Bus	12.2%	10.6%
Taxi	2.1%	1.5%
Other	0.1%	0.4%

Table 3

5.9 Patterns are similar to those observed for 'All Schools', however the decline in walking rates is more marked amongst state school pupils, and is certainly greater than the decline observed amongst the majority of other local authorities.

5.10 Table 4 shows how Aberdeen state schools compare with those in other major Scottish Cities.

	Aberdeen	Dundee	Edinburgh	Glasgow	Scotland
Walk	53.4%	50.1%	56.8%	50.8%	44.1%
Cycle	2.4%	2.8%	5.1%	2.7%	3.5%
Scooter/ Skate	2.6%	3.5%	6.1%	1.9%	2.8%
Park & Stride	6.2%	8.8%	5.6%	4.9%	7.5%
Driven	21.0%	25.7%	16.3%	27.2%	21.1%
Bus	12.2%	6.9%	9.0%	9.3%	18.7%
Taxi	2.1%	2.1%	0.6%	1.2%	1.6%
Other	0.1%	0.1%	0.4%	2.0%	0.4%

Table 4

5.11 Taking state schools only into account therefore, Aberdeen compares favourably to other Cities in terms of walking and further analysis shows that Aberdeen state schools have the second highest walk to school rate in the country, behind only Edinburgh. Again, however, and possibly as a consequence of our higher than average walking rates, cycling to school levels are disappointingly low compared to other Cities and are lower than the average for Scotland. In fact, Aberdeen City state schools have the sixth-lowest cycle to school rate of all 32 local authorities. Despite this, they have the fourth-highest active travel to school figures in the country, behind only East Lothian, Edinburgh and Midlothian.

5.12 Walking and cycling to school levels have declined between 2012 and 2013, the walking rate quite significantly when only state schools are taken into account (from 57.8% to 53.4%), and there has been a slight growth in the number of pupils being driven to school. At the same time, scoot/skate to

school levels have seen a small increase. Although declining walk to school rates are noticeable throughout the country, the decline in Aberdeen's state schools has been more marked than that observed in other areas. Despite this, walk to school levels are, on the whole, healthy, and amongst the best in Scotland. This may partly explain why cycle to school levels in Aberdeen are fairly poor although, as noted, Aberdeen is one of only a handful of Scottish local authorities to note a decline in cycling to school between 2012 and 2013.

- 5.13 In terms of active travel, the best-performing school was Bramble Brae, where 90% of pupils travelled all the way to school by an active mode of transport, with only 2% of pupils transported all the way by car.
- 5.14 The 2014 survey will take place during the week beginning 8<sup>th</sup> September and full results will be available in Spring 2015.
- 5.15 In June 2014, NHS Grampian published a report entitled 'Child Healthy Weight (Schools and Communities)'. This was based on an audit of current practice in schools and aimed to identify potential gaps in child healthy weight education and encouragement. A range of issues were considered in the audit, with active travel a key consideration. Hands Up survey figures were used in the analysis, with a number of additional questions asked to schools.
- 5.16 With regards to active travel, the report concludes that *the majority of respondents did not have an Active Travel Policy (63.2%). The schools that had a policy all had activities to promote active travel, however a number of schools (4) who did not have a policy had no activities to encourage active travel at all. However, the schools who didn't have a policy had more activities (in terms of quantity) than those with a policy. Therefore, it seems unclear if having a policy in place means it is more likely that there will be activities in place to encourage active travel. A more in-depth analysis on the impact of an active travel policy is required.*
- 5.17 In 2010 the Active Travel Co-ordinator post within Aberdeen City was removed as part of cost efficiencies. As a result there has been less done on a citywide basis to promote active travel to school. It is unclear if this has contributed to the decline in numbers participating in active travel, as there is also a decline nationally. Further analysis to the reasons is recommended.
- 5.18 To explore this further and help identify strategies for reversing this decline, transportation officers will discuss these surveys in more detail with colleagues in Educational, Cultural and Sports and NHS Grampian, and Members will be kept up to date on progress.

## **6 UK Bikeweek**

- 6.1 Aberdeen City Council participated in UK Bikeweek, an annual event which ran from 14<sup>th</sup> to 21<sup>st</sup> June 2014.
- 6.2 In Aberdeen, Officers in the Planning and Sustainable Development service organised a series of bike roadshow events, as part of its involvement in the

Getabout Partnership, the Sustainable Transport Group for the North East of Scotland.

- 6.3 These road shows included two school events at Dyce Primary and St Joseph's Primary as well as two free public events in Hazlehead and Seaton Parks for all ages. The events allowed people to try a range of bikes including giant tricycles, disability bikes, hand-pedalled bikes, recumbants and a clown bike with the intention of raising the profile of cycling as a cheap and fun way to travel.
- 6.4 The road shows were run by Adventure Aberdeen with staff from Planning and Sustainable Development assisting and talking to participants about sustainable transport. Head of Planning and Sustainable Development Margaret Bochel also helped at the Dyce Primary Event.
- 6.5 At both schools, feedback to the event was very favourable. All class members actively participated in the day while the number of smiles was a great indicator that the children enjoyed the opportunity to try such a wide range of bikes. At the end of each class session, the children were told why the roadshow was there and asked to come up with reasons why cycling was a good. Classes were quick to identify the fun, health and independence benefits that it brought. Further feedback via the Getabout Facebook page reaffirmed that a good time had been had by all at the events.

## **7 Commonwealth Games Legacy 2014 Cycle Rack Award**

- 7.1 Aberdeen City Council have been awarded Legacy 2014 Cycle Racks from the Commonwealth Games. A total of eighty racks were available to organisations throughout Scotland and Aberdeen City Council has been successful in bidding for two; one for the Albury Sports Centre and the other a City Center location.
- 7.2 The racks will be installed after the Games subject to further discussion on exact location at a City Center location. Aberdeen City Council will be contributing £100 towards the Legacy 2014 Cycle Rack towards the fabrication, delivery and installation of the Rack. This will be funded from the Bus Lane Enforcement programme. Further information on the racks is available at <http://www.sustrans.org.uk/scotland/what-we-do/workplaces/legacy-cycle-parking>.

## **8 Sustrans Scotland School Cycle Parking Find 2014**

- 8.1 A total of £3,568 has been successfully applied for from Sustrans Scotland's annual school cycle parking fund to match-fund, with the Council, various cycle and scooter parking facilities at schools throughout Aberdeen. The funding which will be matched by the Council's Cycling, Walking and Safer Streets (CWSS) allocation, will be used to purchase and install:
  - A cycle shelter (with capacity for 10 bicycles) and 3 scooter racks (for 60 scooters) at Kingsford School;

- A cycle shelter at Sunnybank School, capable of accommodating 10 bicycles;
- 10 Sheffield stands at Dyce School to accommodate a further 20 bicycles;
- 2 scooter racks and 2 scooterpods at Danestone School, with a combined capacity of 64 scooters for the school and nursery; and
- 4 scooterpods for Hazlehead Primary School, able to accommodate 48 scooters.

8.2 In addition, Kittybrewster School will benefit from the installation of a 10-cycle rack, fully funded by CWSS. It is anticipated that these facilities will be installed in the autumn.

## **9 Council Travel Plan**

9.1 The Council Travel Survey ran from the 21<sup>st</sup> April to the 16<sup>th</sup> May 2014 and is undertaken every two years. The aim of the survey is to find out about staff travel to work habits and investigate how the Council might help improve travel options to our various sites.

9.2 The results have now been gathered and a comparison with the figures of the previous survey in 2012 has been undertaken. A summary of the main results is presented below:

- 1112 staff responded when compared to 1072 last year
- Walking rates have increased from 14% to 17%
- Cycling rates have increased from 2.7% to 4.1%
- Car solo driving has fallen from 45.6% to 42.6%
- Awareness of the Council's car share scheme has increased from 43% to 52.6%
- Awareness of the bike salary sacrifice has increased from 59% to 78.7%
- Awareness of the bus salary sacrifice scheme has increased from 47% to 59.5%
- Awareness of the Co-wheels car club has increased from 57% to 73%
- Numbers of staff who have used the Co-wheels car club up from 4% to 15.5%
- 54% of staff who use the car club had tried the electric vehicles

9.3 The increases in walking, cycling and awareness of the salary sacrifice schemes demonstrate a growing commitment from staff to use sustainable transport methods for travel to from and during work with the number of journeys undertaken by solo car drivers reporting a corresponding fall.

9.4 The growing popularity of the Co-wheels car club shows an increasing willingness amongst staff to seek alternatives to using their own car for Council business. Given the car club's desire to use low carbon vehicles and



the increasing number of electric vehicles they are introducing to Aberdeen, it is encouraging to see that staff are happy to use alternative fuelled cars and are not shying away from them.

## **10 Electric Vehicle Charging Infrastructure**

- 10.1 Community Planning Aberdeen, the Community Planning Partnership, have secured a further £44,000 from Transport Scotland to install additional electric vehicle charge points as part of the Scottish Government “Rollout of Electric Vehicle Charging Infrastructure Project Across Scotland”.
- 10.2 The grant will fund a further four double electric vehicle “Fast charge” points, capable of recharging a vehicle in 2-4 hours. As part of the Grant Funding Conditions, these must be installed on Community Planning Partnership-owned land, must be outside manned government buildings and must be fully operational by 31<sup>st</sup> March 2015. There is also an aspiration that these should be publicly available where possible.
- 10.3 Officers in the Planning and Sustainable Development Service are working with Co-wheels car club and the NHS to find four suitable sites that could also support future electric car club vehicles.

## **11 Scottish Transport Awards 2014**

- 11.1 Two Aberdeen City Council transport projects were shortlisted at the 2014 Scottish Transport Awards, held in Glasgow on the 19<sup>th</sup> June 2014. These are shown below.

Category	Nominated Project
Contribution to Sustainable Transport	Aberdeen City Council and Co-wheels for the Aberdeen Car Club
Transport Team/ Partnership of the Year	Aberdeen City Council and Getabout for “In Town Without my Car Day” 2013

- 11.2 Although neither were winners, the Aberdeen Car Club was “Highly Commended” in its category. “Highly Commended” was an honour only handed out in four of the sixteen categories at the Scottish Transport Awards and certification will be sent in recognition of this.
- 11.3 Representing Aberdeen City Council at the ceremony were Councillor Crockett and an Officer from the Planning and Sustainable Development Service.

## **Public Transport**

### **12 Local Authority Bus Operator Forum**

- 12.1 The LABOF Steering Group last met on 26<sup>th</sup> June 2014 and the minute of this meeting is included as Appendix A to this report.

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

- The levels of Bus Passenger satisfaction survey remain high, although it has been noted that there was some concern that the sample contained a higher proportion of non-regular bus users rather than regular bus users which may have influenced the results. It has been agreed that this will be addressed with the survey company in 2015 survey.
- Stagecoach highlighted that bus operators are at risk of having to build in significant excess running times to meet punctuality targets with the impact that this will reduce passenger numbers and require additional resource.
- Improvements will not be made for the real time bus website given that other sources of information already include the Traveline website and that a website with real time information will be created by Aberdeenshire as part of the expansion of real time information and is anticipated that this will be launched late 2014. The current realtimebus.com website will instead be linked to these sites which will cover all operators.
- A website with real time information will be created by Aberdeenshire and is anticipated to be launched late 2014.
- First Bus and Stagecoach confirmed that there will be no impact on local services as a result of staff going down to work at the Commonwealth Games.
- Grasshopper bus ticket sales for the first month from the 9<sup>th</sup> - 31<sup>st</sup> May 2014 were 17 day tickets and 6 weekly tickets. The uptake to date has been higher than expected and it is anticipated that the sales in the coming months will be higher. Further publicity about this scheme will be taking place with events in Ellon, Stonehaven and hopefully Union Square; and
- As previous years a budget of £23,020 under the general Bus Action Plan will be used to cover the Bus Satisfaction Survey and the pre-Christmas promotion campaign as well as other promotional leaflets as relevant such as the ARI bus leaflet.

### **13 Statutory Quality Partnership for Public Transport**

13.1 With reference to the January 2014 ESP & I Committee *“to note the discussions that 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”*, an update on the development of a statutory Quality Partnership (sQP) is as follows:

13.2 Aberdeen City Council, Aberdeenshire Council, Nestrans, First Aberdeen and Stagecoach Bluebird are involved in a voluntary Quality Partnership (vQP) to improve the quality standards of Public Transport. The main objectives include: increasing bus usage, reducing traffic levels and congestion, and increasing social inclusion by improving accessibility of the bus network.

- 13.3 The LABOF Steering Group agreed the A944 and Queens Road as the first corridor for the development and implementation of a statutory Quality Partnership. Since that meeting a consultation meeting has been held with drivers of both bus operators to identify key problem areas along the route and these issues were mapped and used to inform discussions with traffic management representatives of the City Council. Most of the pinch points identified are within the City boundary, however issues were also identified within Westhill and these are being considered by Aberdeenshire colleagues.
- 13.4 Short-term actions such as rationalisation of bus stops and introducing a live camera on the bus gate at Lang Stracht on a rotational basis, which were raised from the initial discussions, are now progressing.
- 13.5 Other things currently being reviewed are:
- Hazlehead roundabout to Groats Road – this section of route has been identified as benefitting from significant review to better understand the progression of traffic along this section. This will require to be tested on the Paramics model to examine the impacts on all traffic and officers are currently working on the costs and timescales to undertake this study.
  - Holburn Junction – consideration of a right turn ban from Alford Place into Holburn Street could create more priority for the straight ahead movement and enable more room to pass buses stopped at the Alford Place westbound stop. This will require to be tested on the Paramics model to examine the impacts on all traffic.
- 13.6 At its meeting on 26<sup>th</sup> June, the Labof Steering Group instructed the Executive Group to get a better understanding of the cost and resource implications of taking forward the actions identified in the points above.
- 13.7 Nestrans will also be speaking with the bus operators independently regarding their commitments to service improvements as part of this SQP. Discussions will also be held with local Councillors along the corridor to get a better understanding of the current problems and any potential improvements.

#### **14 Guild Street - Proposed prohibition of right turn movement**

- 14.1 Following discussions with Stagecoach the opportunity to rationalise traffic signals, increase road space and improve traffic flow along the Guild Street corridor has been identified. For these improvements to the network to be delivered the right turn movement from the bus station onto Guild Street and vice versa will require to be prohibited. It is therefore proposed to implement a prohibition of right turn movements, and to close the central reserve at this location. This is now going through a Traffic Regulation Order process.

#### **15 Great Northern Road – Bus Lane operation:**

- 15.1 Consideration was given to extend the hours of operation of bus lanes on Great Northern Road. Currently public transport is getting stuck with the traffic and unable to provide a reliable service on this corridor. To increase the reliability of bus services and improve journey times various tests were done through Paramics modelling software to identify the impacts on other traffic by extending the bus lane timings. It is anticipated that full results of the survey will be provided to November committee.

## **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 has been awarded to Balfour Beatty; start construction – summer 2014; opening - end 2015;
- A96 Park and Choose: design and contract documentation currently underway; start construction – early 2015; opening - mid 2016;
- Dyce Drive Link Road: design and contract documentation currently underway; start construction – early 2015; opening - end 2015 (connection to A96 subject to AWPR contract programme); and
- Aberdeen Western Peripheral Route/Balmedie - Tipperty: procurement underway and preferred bidder is now appointed. 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.
- Marischal Square - An update report will be considered by full Council in August 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 18<sup>th</sup> June 2014 and 21<sup>st</sup> August 2014. The minutes of the April and June meetings are included as Appendix B to this report. The minutes of the August board will be reported to the next meeting of the committee.

17.2 Key points to be noted from the Nestrans Board meetings are:

- Aberdeen International Airport gave a presentation to members in relation to the new purpose built security search area, expansion of the departure lounge, new airline lounges and extra capacity in the international arrivals halls at the airport, which were due for completion in 2018.
- Nestrans Board noted with concern that Insh Railway Station has one platform which was not accessible for people with disabilities.
- Nestrans Board agreed to include 'Hill of Rubislaw' on the list of key trip destinations to be connected to a strategic network as part of the Nestrans Active Travel Action Plan.

## **18 Nestrans Capital Programme 2014/15**

18.1 The Nestrans capital programme for 2014/15 was agreed at the Nestrans Board Meeting on 12<sup>th</sup> February 2014 and endorsed by this Committee on 13<sup>th</sup> 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

Design works are now completed for the installation of hard surfacing along the Formartine and Buchan Way between Dyce Station and the Parkhill Bridge. The design works for drainage along this corridor is now on going and it is anticipated to be completed by the end of August. Implementation is anticipated to take place between October and November 2014.

#### Ellon Road Cycle Route Implementation

The tender documentation will be issued in August 2014 and the cycle route implementation expected to be completed by autumn 2014.

#### Ellon Road Cycle Path Feasibility

A feasibility study into a cycle route on Ellon Road between the Parkway Roundabout and the Murcar Roundabout is on going and is still expected to be completed in August 2014.

#### The Parkway Cycle Path Detailed Design

Consultancy support to design this path is expected to be commissioned in the autumn.

#### Riverside Drive Cycle Path

Work is ongoing to prepare drawings and the tender documents. The tender documents are expected to be prepared by late September 2014.

## **18.1.2 Public Transport**

### Airport Bus Turning Circle

Contract was awarded on the 8<sup>th</sup> July 2014; start construction – August 2014; opening – Early November 2014.

### Kingswells Park and Ride Through Access

A planning application is anticipated to be made before end of August 2014 and it is expected that construction will start in early 2015 with completion in spring 2015.

## **18.1.3 Strategic Road Safety Improvements**

### Variable Message Signs

Design work to start in September and completed in October. Tender documents expected to go out in November 2014.

## **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 require of land to be purchased. It should be noted that the land negotiations still on-going.

## **18.1.5 Strategic Road Prioritised Maintenance**

### Rob Roy Bridge Reconstruction

Officers' working towards to revise the design and this is expected to be completed in end of September 2014.

## **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. This study will be funded from the Bus Lane Enforcement Fund and a contribution from NESTRANS. Transport Scotland have confirmed that no funding is available from them for this study. A brief is currently being prepared.

### 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. This is jointly funded by NESTRANS, Aberdeenshire Council and Transport Scotland and a brief is being prepared for tender for consultancy support. It is anticipated that the study will be commissioned in the next few weeks with the study expecting to be complete by October 2015.

## **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

Council officers are now looking to develop a School Travel Plan and to produce a road safety leaflet for the area. Moreover, officers are hoping to stage a community event in early October 2014.

#### Assessment for City Centre Pedestrianisation

A draft Accident Review has been produced primarily to support the Transport Economic Efficiency (TEE) assessment of the proposals. This can also be used for consideration of the Safety aspect of the proposals as the assessment moves forward.

### **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**

#### North East rail forum

The first North East rail forum which includes Nestrans, Aberdeen City Council and Scot Rail met on the 2<sup>nd</sup> July 2014 to discuss the general strategy issues.

Key points to be noted from this meeting are: the Scottish Government have a budget of £30million for new and improved stations and are inviting applications; it is likely that spend will include a new station at Kintore, passenger facilities at Portlethen and updates to Inverurie, Dyce, Stonehaven and Insch stations; and, after a successful introduction of free wifi at Aberdeen station, Scotrail is now on the process of extending this service to further 20 stations across Scotland. Please follow the below link for further updates in relation to railway matters [http://www.nestrans.org.uk/db\\_docs/File/Board\\_Meeting\\_2\\_April\\_2014/5a\\_Rail\\_Matters.pdf](http://www.nestrans.org.uk/db_docs/File/Board_Meeting_2_April_2014/5a_Rail_Matters.pdf).

It is anticipated that this meeting will be held every 6 months and Members will be updated.

#### 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 on-going study 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). The STAG Part 1 report, the outcomes of which were agreed by this Committee in March 2014 is available 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](http://www.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects/roa_access_from_south_home.asp)

As agreed by this Committee in March, Concepts 6, 6B and 7 are being progressed through the STAG Part 2 Appraisal process. The methodology is in line with the STAG Part 2 Appraisal Guidance Note (01/01/2012).

Elements of the process being progressed during 2014/15 with key milestones are indicated as follows:

##### **Landowner / Stakeholder Consultation and Workshops – March 2015**

Stakeholder engagement is on-going which includes: identifying and consulting with landowners, providing mapping, identifying public utilities potentially affected and undertaking public utility meetings as necessary.

##### **Topographical Survey – September 2014**

The topographical survey of selected areas within the study area is currently taking place to supplement the less accurate LIDAR (Light Detection and Ranging) information currently available. This will allow a more accurate design to be provided.

##### **Ground Investigation Survey – November 2014**

The initial ground investigation exercise has commenced with preliminary data gathering to identify borehole sites. This will provide 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 – November 2014**



The environmental assessment is currently being undertaken based on the STAG methodology and 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.

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.

#### 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.

## **20 Bus Lane Enforcement Camera Programme 2014/2015**

On 14 May 2014, the Council agreed both a policy for the use of the net Bus Lane Enforcement income and a list of schemes for implementation in 2014/15. The schemes are set out below, and they will all contribute to achieving the objectives in Aberdeen City Council's Local Transport Strategy, as per the requirements of Scottish Government legislation.

#### Emergency Contingency Fund - £38,525

This fund is will be used to pay for the emergency repairs to Bus Lane Enforcement System. To date this budget has not been required.

#### Transportation Team Staff - £50,000

Additional members of staff to support, manage, promote, improve and deliver the Local Transport Strategy. Business Case to be prepared prior to the recruitment of the staff and the anticipated business case completion is by end of August 2014.

#### Cross City Transport Connections - £50,000

To carry out feasibility study to maximize connectivity between new developments arising from the Local Development plan, including continued discussions with Nestrans and Transport Scotland in relation to planning and funding. See paragraph 14.1.6.

#### Bikeability Development Project - £20,000

The above grant will be used for a project within 12 months to educate primary school children in cycling safety. This fund will be used to allow Adventure Aberdeen to manage and co-ordinate the delivery of Bikeability in Aberdeen schools, which will take place between September 2014 and June 2015.

Smart Technology Parking Officer - £40,000

A consultant is expected to be appointed in the coming months to carry out a study on Smart Technology requirements for parking in the city.

Blue Badge Enforcement Officer - £31,500

A 12 month fixed term post to investigate and prosecute those who abuse the Blue Badge Scheme. Recruitment is underway.

Core Path Kincorth Hill - £98,000

Reinstatement work to be carried out for the Core Path 79. Works includes the improvement of the drainage of this path. Measurement of the area has taken place and implementation is currently being planned.

Core Path Maintenance - £9,500

This grant will be used to undertake routine maintenance on countryside sites on core paths network. ACC is currently establishing if there is capacity 'in house' to undertake these works or to appoint an external contractor.

Core Path Manor Avenue - £35,000

To install the drainage to eradicate ponding issues along a section of this path. Tender process planned for August 2014. Works should be completed in September 2014.

Core Path Deeside Line Signage Renewal - £9,500

The above grant will be used to upgrade the existing signage along the Deeside corridor. Full audit of current signage has been undertaken recently to inform replacement signing requirements. Replacements signs should be procured in the next few weeks.

Core Path Brimmond Hill - £54,000

The above funds will be used to improve to the existing drainage system on this path and also to resurface the car park. Receipt of the completed drainage design is anticipated by September 2014.

Core Path Hazlehead Woodlands Paths - £150,000

To resurface the existing dust paths within wooded area, works to also include clearing out of existing drainage system. The strategic drainage plan for the Park and path project design is anticipated to be completed by September 2014.

Core Path Baird's Brae - £14,500

To install new drainage pipe work on core path 67. The work is well underway and it is anticipated to be completed by early August 2014.

Core Path Hazlehead Parks Road Network - £106,000

To repair roads located within Hazlehead Park boundary and also clearing out of existing drainage systems. It is anticipated to get the strategic drainage plan designs back from the contractor by early September 2014.

#### Cycle Infrastructure Maintenance and Cycle Event Promotions - £15,000

The above grant will be used for city wide cycling infrastructure repairs and for the promotion of cycle events city wide. Discussions are on-going with Cycling Scotland with regards to an event on the 14th September and works continue to progress on developing an In Town Without My Car Day event in September 2014.

#### City Centre Waiting Restrictions and Signage - £100,000

To refresh and renew waiting restrictions, school zig-zags, box junctions, parking bays and signage throughout the city centre.

#### Bus lane Signage and Lining Maintenance - £10,000

The above grant will be used to refresh and renew the bus lane signs and road markings throughout the city.

#### Bus Shelter Replacement - £50,000

Assessment of survey will be taken in August 2014 to identify what 10 shelters will be replaced this year, based on which are in most need of replacement. Anticipated that tender will be issued by the end of September 2014 for replacement of 10 shelters.

#### Bus Stop Carriageway Reconstruction - £15,000

The above grant will be used to reconstruct the damaged the bus stops throughout the city.

### **Other Information**

#### **21 Local Transport Strategy**

- 21.1 Work is continuing on the refresh of the Local Transport Strategy (LTS) alongside a Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Equalities and Human Rights Impact Assessment (EHRIA). It is anticipated that the draft will be now be presented to the November Enterprise Strategic Planning and Infrastructure Committee.

### **6. IMPACT**

The contents of this report link to the Community Plan vision of creating a sustainable City with an integrated transport system that is accessible to all.

All of the projects and strategies referred to in this report will contribute to delivery of the Smarter Mobility aims of Aberdeen – The Smarter City: We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking, and we will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.

The projects identified in this report will 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 EHRIAs. 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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## Appendix A

### LABOF STEERING GROUP

Minutes of Meeting  
Thursday 26<sup>th</sup> June 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), Maggie Bochel, Aberdeen City Council (MB).

Also in attendance: Martin Bell and Jim Cobban, Vosa

#### 1. Minutes of Meeting of LABOF Steering Group, 13<sup>th</sup> February 2014

The minute was agreed.

#### 2. Martin Bell (DVSA), Bus Punctuality

Martin Bell and Jim Cobban from DVSA (previously Vosa) Bus Operator Account Management (BOAM) team attended the meeting for this item.

They highlighted that there have been some complaints made direct to the Traffic Commissioner about punctuality on the Buchan corridor. In such instances, if there is a BPIP agreement already in place the Traffic Commissioner will allow the BOAM team to liaise with the partners to identify ways of improvement in the first instance. They would therefore like to start discussions with the BPIP partners about what is already being done through the BPIP, what more could be done and what the plans are following expiry of the current BPIP agreement in April 2015. A timeframe of 9 months for this was mentioned by Martin Bell.

DM provided an overview of the situation in the north east and the context within which buses are operating here, mentioning the major committed projects that are coming forward in the next 5-6 years and the level of local authority contribution to these.

It was agreed that one of the key issues is communication between Labof and the Traffic Commissioner through DVSA.

It was agreed that Nestrans should pull together a case to go to the Traffic Commissioner which provides a full understanding of the North East context, what is already being done and future plans for improving punctuality. Action: KC

Martin Bell assured that there won't be any implications for bus operators, in terms of enforcement by the Traffic Commissioner in the meantime.

EW asked what the implications of us not meeting the BPIP targets are. The Traffic Commissioner would likely to write to the local authorities if nothing is done. Martin Bell confirmed that in Scotland, the Traffic Commissioner does not have the power to take local authorities to a public inquiry although they can call bus operators to a public inquiry.

SW highlighted that bus operators are at risk of having to build in significant excess running times just to meet punctuality targets with the impact that this will reduce passenger numbers and require additional resource.

It was agreed that DM would set up a specific meeting with Martin Bell and Jim Cobban to discuss further. Action: DM

### 3. Matters Arising

Auchmill Road bus lane – this action had been rolled forward from previous minutes and it was agreed that, although it should remain as an option in the future, it should be removed as an action on these minutes as the costs of such a scheme at present are prohibitive, particularly when a 20% reduction in traffic on this corridor is expected once the AWPR and 3<sup>rd</sup> Don Crossing are constructed.

Visibility of Labof minutes – EW reported that he has specifically reported Labof items at the last two ISC meetings and identified that a stand alone report on sQPs will go to a future meeting. In the city they have managed to keep this in the general update report.

Real Time Bus website – KC to identify the best way forward for the real time bus website given that other sources of information already include the Traveline website and Aberdeenshire will also be creating a website with real time information through their system which is due to launch later this year. Action: KC

Trunk Road issues – in relation to the trunk road aspects of Labof discussions, EW agreed to raise this with Transport Scotland and DM will speak with Ewen Mulligan.

### 4. Statutory Quality Partnerships

EW questioned whether we have jumped straight to interventions and if we should be focussing on the content of the agreement at this stage which would give the context with which to go to members for support for interventions.

DC highlighted a concern that the sQP corridor covers two routes into the city (Lang Stracht and Queens Road) and that the majority of First services run on the Lang Stracht and at present don't see where the benefits for the Lang Stracht will be.

KC highlighted that four priorities had been identified on the city section of the route at the last task group meeting, but that each of these requires further modelling to

identify the likely impacts and benefits of each. Both operators need a better understanding of the likely benefits through this modelling work before they can make any commitments on improvement.

The Steering Group agreed to ask the Executive to get a better understanding of the cost and resource implications of undertaking this work. Action: Executive Group

An understanding of the potential actions in Westhill is also required. Action: sQP task group to identify actions in Aberdeenshire

The Steering Group agreed that Nestrans should speak to the operators independently regarding commitments to service improvements as part of a sQP agreement. Action: Nestrans

To feed into the point above, it was also agreed that discussions should be had with councillors along the corridor to get a better understanding of the improvements that they would wish to see. This should be done through face to face meetings so that they can be provided with the full context and questions can be answered. Action: Nestrans to liaise with the Councils to set up consultation with councillors.

EW highlighted that there will be an opportunity through the Westhill Business Breakfast to raise this and he will make reference the sQP in these discussions.

In terms of the previously identified 10 minute saving that needs to be made on a round trip, SW highlighted that this is not necessarily all about journey time savings but can also about journey time reliability and providing more consistent journey times which can also enable efficiencies to be made and re-invested back in to the network.

## 5. Bus Passenger Satisfaction Survey

The report provided a summary of the key findings of the 2014 Bus Passenger Satisfaction Survey. The levels of satisfaction remain high, although RM noted that there was some concern that the sample contained a higher proportion of non-regular bus users rather than regular bus users which may have influenced the results. This will be addressed with the survey company in the 2015 survey and should just be noted when looking at the 2014 results.

EW noted that the results of the National Highways and Transport Survey are being reported to ISC on 3<sup>rd</sup> July and this targets non-bus users.

## 6. Bus Action Plan Progress

The bus action plan progress was note. KC highlighted that proposals to ban the right turn out of the bus station onto Guild Street and from Guild Street into the bus station and to realign the junction and extend 'at any time waiting restrictions' at Hutcheon Street to improve traffic flow were approved at Aberdeen City Council's ESP&I Committee on 3<sup>rd</sup> June. This will be updated in the table.

SW asked what the timescales were for changes to the egress from the bus station as there will be knock on effects for bus registrations and this needs to be built into the timescales. CC will check the timescales as there will be statutory processes to go through. CC also to keep Aberdeenshire Council informed. Action: CC

Review of the Buchan Corridor BPIP should also be added as an action. Action: KC

## 7. AOCB

Cycle friendly buses – This was raised at the Nestrans Board on 18<sup>th</sup> June by Councillor Graeme Clark who is concerned that not all vehicles operating on the Deeside route are always able to take bicycles. SW has already spoken to Cllr Clark about this and there are two options to resolve this:

- Designate specific services and times on the timetable where vehicles will be able to take cycles; or
- Install bike racks on a few of the single deck vehicles. This would incur a cost, however EW invited Stagecoach to discuss this with Aberdeenshire Council. This may also be eligible for a grant from the Nestrans Sustainable Travel Grant Scheme.

## 8. Date of Next Meeting

The next meeting of the Steering Group will be on Thursday 25<sup>th</sup> September at 10:00am in the Nestrans office.



## Appendix B

### NORTH EAST TRANSPORT PARTNERSHIP

#### Minute of Meeting of the North East Transport Partnership

Aberdeen, 2 April 2014

Present: Councillor Argyle (Chairperson); Eddie Anderson (Deputy Chair); and Councillors Finlayson, McCaig, Taylor and Young (as substitute for Councillor Milne) (Aberdeen City Council), Councillors Buchan, Clark and Evison (as substitute for Councillor Latham) (Aberdeenshire Council); Duncan Cameron, Gerry Donald and Sandra Macdonald (Non Councillor Members).

In attendance: Steven Archer (Adviser to the Board), Dr Bochel (Adviser to the Board), Martin Allan (Clerk to the Board), Derick Murray and Kirsty Chalmers (Nestrans) and Ewan Robertson and Tom Buchan , Aberdeenshire Council.

Apologies: Councillor Latham (Aberdeenshire Council) and Councillor Milne (Aberdeen City Council).

The agenda and reports associated with this minute can be located at the following link:  
<http://www.nestrans.org.uk/61/board-meetings.html>

#### MINUTE OF PREVIOUS MEETING

1. The Board had before it the minute of its previous meeting of 12 February 2014.

The Board resolved:

- (i) to approve the minute as a correct record; and
- (ii) to agree that the list of acronyms be kept for future reference and not circulated with every agenda.

#### LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS, THE SCOTTISH GOVERNMENT AND OTHERS

2. With reference to article 3 of the minute of its previous meeting of 12 February 2014, 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 –

- Local Authorities Bus Operators Forum (LABOF) in Aberdeen on 13 February 2014
- Visit to Minister for State for Transport in Westminster on 24 February 2014
- High Speed Rail Scotland Group in Glasgow on 17 February 2014
- Scottish Parliamentary Cross Party Group on Aviation in Edinburgh on 26 February 2014
- Visit of Director for Local Transport at the Department for Transport to Aberdeen on 28 February 2014
- Scottish Parliamentary Cross Party Group on Rail in Edinburgh on 4 March 2014
- Regional Transport Partnership Chairs in Glasgow on 5 March 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:

- (i) to note that the Director for Local Transport at the Department for Transport will suggest to colleagues that the “Champion within the Civil Service approach” operating in England and Wales be introduced in Scotland so that Regional Transport Partnerships will have a stronger voice in Civil Service Meetings; and
- (ii) to approve the recommendation.

#### STRATEGIC TRANSPORT FUND – UPDATE

4. With reference to article 5 of the minute of its previous meeting of 12 February 2014, 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.

Members were advised that the Strategic Development Plan had been approved by Ministers in the previous week.

The report recommended –  
that the Board note the update on payments into the Strategic Transport Fund.

The Board resolved:  
to approve the recommendation.

#### RAIL MATTERS

5. With reference to article 9 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) wifi, (3) over crowding, (4) the Cross Party Group on rail, (5) Transform Scotland: Inner City Express Campaign, (4) the Scottish Association for Public Transport conference, (6) open access proposal, (7) stations fund, and (8) the proposed North East Rail Forum.

The report recommended –  
that the Board note the content of the report.

The Board resolved:

- (i) to note that the Director would organise a session for all members (on a voluntary basis) on how the different rail organisations operate;
- (ii) to agree that the bid for funding from the Stations Fund for upgrades to Inch Station include disabled access improvements; and
- (iii) to approve the recommendation.

## DECLARATION OF INTEREST

Duncan Cameron declared an interest in the following item of business by virtue of his employment but remained in the meeting during the discussion.

## BUS ISSUES UPDATE

6. The Board had before it a report by the Director which provided an update on bus issues, including (1) statutory quality partnerships, (2) the bus investment fund, (3) First M-Ticket, (4) Young Scot cards, and (5) hydrogen buses.

The report recommended –  
that the Board note the content of the report.

The Board resolved:

- (i) to note that the Director will speak to Stagecoach about the possibility of them introducing a limited stops service on routes to Ellon/Inverurie/Peterhead; and
- (ii) to approve the recommendation.

## PROGRESS REPORT

7. With reference to article 11 of the minute of its previous meeting of 12 February 2014, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 25 March 2014.

The Board resolved:  
to note the content of the progress chart.

## PUBLICATIONS AND CONSULTATIONS

8. With reference to article 12 of the minute of its previous meeting of 12 February 2014, 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 –

- Newhills expansion area development plan
- Countesswells development framework and phase 1 masterplan.

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.

#### NESTRANS' PERFORMANCE INDICATORS 2013

9. The Board had before it a report by the Director which presented the performance against agreed indicators for 2013.

The report recommended –  
that the Board note the content of the report.

The Board resolved:  
to approve the recommendation.

#### NESTRANS' CODE OF CONDUCT

10. The Board had before it a report by the Director which requested that members adopt the new Code of Conduct, the model code of which had been approved by the Scottish Parliament on 4 December 2013.

The report recommended –  
that the Board:

- (a) adopt the revised Code of Conduct as appended to the report; and
- (b) consider whether it would like any further information or training.

The Board resolved:

- (i) to approve recommendation (a); and
- (ii) to agree that all members be requested to sign a form stating that they will undertake the requirements of the Code of Conduct in the performance of their functions as members of Nestrans.

#### BUDGET MATTERS

11. With reference to article 13 of the minute its previous meeting of 12 February 2014, 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.

The report recommended –  
that the Board note the monitoring position and forecast as at 28 February 2014.

The Board resolved:  
to approve the recommendations.

#### INFORMATION BULLETIN

12. With reference to article 15 of the minute of its previous meeting of 12 February 2014, 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
- National Planning Framework 3 – Scottish Parliament Committee’s consideration
- Energetica corridor and Rapid Transit studies
- Inverurie Interchange
- North east business week
- 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:  
to approve the recommendation.

#### CONFERENCES AND PRESENTATIONS

13. With reference to article 16 of the minute of its previous meeting of 12 February 2014, 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

14. With reference to article 17 of the minute of its previous meeting of 12 February 2014, 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

## **NORTH EAST TRANSPORT PARTNERSHIP**

### Minute of Meeting of the North East Transport Partnership

Aberdeen International Airport  
Wednesday, 18 June 2014

Present: Councillor Peter Argyle (Chairperson); and Councillors Ramsay Milne (Deputy Chair), Andrew Finlayson, Callum McCaig and Angela Taylor (Aberdeen City Council); Councillors Graeme Clark and John Latham (Aberdeenshire Council); Duncan Cameron, Sandra MacDonald (Non Councillor Members), Stephen Archer (Adviser to the Board), Dr Maggie Bochel (Adviser to the Board),

In Attendance: Rab Dickson (Nestrans), Andrew Stewart (HTAP); Tom Buchan and Louise Calder (Aberdeenshire Council); Mark Masson (Clerk to the Board), Derick Murray and Kirsty Chalmers (Nestrans)

Apologies: Councillors Alan Buchan, Eddie Anderson (Deputy Chair) and Gerry Donald.

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

<http://www.nestrans.org.uk/62/board-meetings.html>

### MINUTE OF PREVIOUS MEETING

1. The Board had before it the minute of its previous meeting of 2 April 2014.

The Board resolved:  
to approve the minute as a correct record.

### PRESENTATION BY CAROL BENZIE OF ABERDEEN INTERNATIONAL AIRPORT ON AIRPORT IMPROVEMENTS

2. The Board received a presentation from Carol Benzie in relation to the redevelopments at Aberdeen International Airport, which were due for completion in 2018.

The Board resolved:

- (i) to thank Carol Benzie for her informative presentation; and
- (ii) to thank Aberdeen International Airport for hosting the Board Meeting.

### LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS, THE SCOTTISH GOVERNMENT AND OTHERS

3. With reference to article 2 of the minute of the previous meeting of 2 April 2014, the Board had before it a report by the Director which provided an update on

liaison between Regional Transport Partnerships (RTPs), the Scottish Government and other organisations.

The meetings included:

- Health and Transport Steering Group in Aberdeen on 28 March 2014;
- Institution of Civil Engineers meeting with Department of Transport Permanent Secretary in Glasgow on 3 April 2014;
- Network Rail Scottish Stations Fund in Glasgow on 28 April 2014;
- North East Business Week in Aberdeen on 28 April to 2 May 2014;
- RTPs/Transform Scotland in Perth on 7 May 2014;
- RTP Lead Officers in Edinburgh on 14 May 2014;
- RTP Chairs in Edinburgh on 4 June 2014;
- Aberdeen and Grampian Chamber of Commerce Transport Network in Aberdeen;
- Cycling Action Plan Scotland Delivery Forum;
- SCDI Event with Sir Howard Davies, Chair of South East Airports Commission in Aberdeen on 9 June 2014;
- ACSEF Meeting with Scottish Government Directors in Aberdeen on 9 June 2014; and
- Scottish Government and RTP Delegation, Strategic Development Plan Review in Glasgow on 10 June 2014.

The report recommended -

That the Board note progress on arrangements with other RTPs the Scottish Government and others and the arrangements for future meetings.

The Board resolved:

- (i) to approve the recommendation; and
- (ii) to note with concern, that Insh Railway Station has one platform which was not accessible for people with disabilities.

#### STRATEGIC TRANSPORT FUND - UPDATE

4. With reference to article 4 of the minute of the previous meeting of 2 April 2014, 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 note the update on payments into the Strategic Transport Fund.

The Board resolved:

to approve the recommendation.

#### RTS REFRESH - SEA POST- ADOPTION STATEMENT

5. The Board had before it a report by the Director which provided details on the Strategic Environmental Assessment Post Adoption Statement for the recently approved Regional Transport Strategy Refresh.

The report recommended -

That the Board approve the SEA Post Adoption Statement and agree to submit it to the SEA Gateway.

The Board resolved:

to approve the recommendation.

## AIR QUALITY ISSUES REPORT

6. The Board had before it a report by the Director which provided information in relation to pollution, air quality and the relevance to transport policy.

The report recommended -

that the Board note the contents of the report.

The Board resolved:

- (i) to approve the recommendation; and
- (ii) to note that Dr Bochel would liaise with appropriate officers in terms of enforcing the current parking restrictions on Market Street, Aberdeen.

## FREIGHT ACTION PLAN 2

7. The Board had before it a report by the Director which sought approval of a final Freight Action Plan refresh.

The report recommended -

that the Board approve the Freight Action Plan refresh for publication both in hard copy and through the Nestrans website.

The Board resolved:

- (i) to delete the wording 'are believed to' from section 2.23 of the Action Plan; and
- (ii) to otherwise approve the recommendation subject to the above amendment.

## DRAFT ACTIVE TRAVEL ACTION PLAN

8. The Board had before it for consideration, a report by the Director which outlined the Draft Active Travel Action Plan and sought approval to consult with stakeholders and the public on the draft plan.

The report recommended -

that the Board approve the draft Active Travel Action Plan for formal consultation.



The Board resolved:

- (i) to include 'Hill of Rubislaw' on the list of key trip destinations to be connected to a strategic network;
- (ii) that the link to the research details relating to value for money of active travel projects be issued to all members of the Board; and
- (iii) that any further amendments to the draft action plan be submitted to Rab Dickson.

## HEALTH AND TRANSPORT ACTION PLAN REFRESH

9. The Board had before it for consideration, a report by Andrew Stewart which provided information of the progress on the Health and Transport Action Plan refresh (HTAP2).

The report recommended -  
that the Board note the report on the progress made on the Health and Transport Action Plan refresh; endorse the draft HTAP2 and approve the mult-organisational sign off being proposed.

The Board resolved:

- (i) to approve the recommendations; and
- (ii) to request that the Community Planning Partnership (CCP) adopt the plan as equal partners and use the CCP as a reporting mechanism to monitor and take forward the action plan.

## PROGRESS REPORT

10. With reference to article 7 of the minute of its previous meeting of 2 April 2014, the Board had before it a progress chart summarising the work in three sub strategies of the Regional Transport Strategy as at 11 June 2014.

The Board resolved:  
to note the content of the progress chart

## PUBLICATIONS AND CONSULTATIONS

11. With reference to article 8 of the minute of its previous meeting of 2 April 2014, 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:

- Tactran RTS Refresh

The report recommended -  
that the Board –

- (a) note the content of the report and the documents referred to above; and
- (b) approve the suggested responses to the consultations.

The Board resolved:  
to approve the recommendations.

## NESTRANS ANNUAL MONITORING REPORT 2014

12. The Board had before it a report by the Director which provided information on the progress in monitoring against the agreed targets and indicators contained in the Regional Transport Strategy (RTS) monitoring report which will be published as part of the Annual Report.

The report recommended -  
that the Board note the positive trends emerging against many of the targets and note those that are not performing well.

The Board resolved:  
to approve the recommendation.

## MONITORING REPORT: REVIEW OF TARGETS

13. The Board had before it for consideration, a report by the Director which outlined the revised targets for future reporting of Regional Transport Strategy and the annual monitoring thereof.

The report recommended -  
that the Board approve the list of revised targets, which will form the basis for future Annual Monitoring Reports

The Board resolved:  
to approve the recommendation.

## BUDGET MATTERS

14. With reference to article 11 of the minute of the previous meeting of 2 April 2014, 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.

The report recommended -  
That the Board –  
(a) note the monitoring position and forecast;  
(b) note managers' intention to bring to the Board meeting in August, proposals to utilise the prior year's contributions from Partner Councils; and  
(c) agree the carry forward of the £13,415 unspent budget from 2013/14 for the Laurencekirk Junction project, to provide a revised budget of £88,415 in 2014/15.

The Board resolved:

to approve the recommendations.

#### STATEMENT OF UNAUDITED ACCOUNTS 2013-14

15. The Board had before it a report by the Treasurer which outlined the unaudited Statement of Accounts for 2013/14.

The report recommended –  
that the Board -

- (a) consider the unaudited Financial Statements for 2013/14 and approves their issue to the external Auditor and the Controller of Audit; and
- (b) note the underspend on the Laurencekirk Junction project and the requirement to carry forward the unspent budget of £13,415 into 2014/15.

The Board resolved:  
to approve the recommendations.

#### TREASURY MANAGEMENT STRATEGY 2014-15

16. The Board had before it a report by the Treasurer which sought agreement from the Board to the proposed Treasury Management Strategy Statement for 2014/15.

The report recommended -  
that the Board approve the revised Treasury Management Strategy as set out in appendices A and B to the report.

The Board resolved:  
to approve the recommendation.

#### INFORMATION BULLETIN

17. With reference to article 12 of its previous meeting of 2 April 2014, 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;
- Energetica Corridor Study;
- Scottish Transport Awards;
- Getabout;
- Nestrans Press Release; and
- Nestrans/Getabout Communications Update.

Dr Bochel took the opportunity to highlight the commendation that Aberdeen City Council had received for Car Club at the Transport Awards.

The report recommended –  
that the Board note the contents of the report.

The Board resolved:  
to approve the recommendation.

## CONFERENCES AND PRESENTATIONS

18. With reference to article 13 of the minute of its previous meeting of 2 April 2014, 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 provided.

## PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

19. With reference to article 14 of the minute of its previous meeting of 2 April 2014, 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.

## TOUR OF THE AIRPORT

20. The Board undertook a tour of the Aberdeen International Airport.  
- PETER ARGYLE, Chairperson

## Appendix C

### Draft Nestrans Active Travel Action Plan (AcTrAP) 2014-2035

#### Introduction

- 1.1. The Nestrans Regional Transport Strategy (published in 2008 and refreshed in 2013) states that *'increasing the proportion of journeys undertaken on foot and by bicycle will make a significant contribution to achieving the strategy's accessibility, health and environmental objectives'*.
- 1.2. A commitment to develop an Active Travel Action Plan was included in the 2013 refresh of the RTS with the aim of encouraging increased levels of active travel across the region. This action plan contains a long term vision for active travel in the north east and covers the period to 2035 with a review to be carried out every five years in line with the RTS.

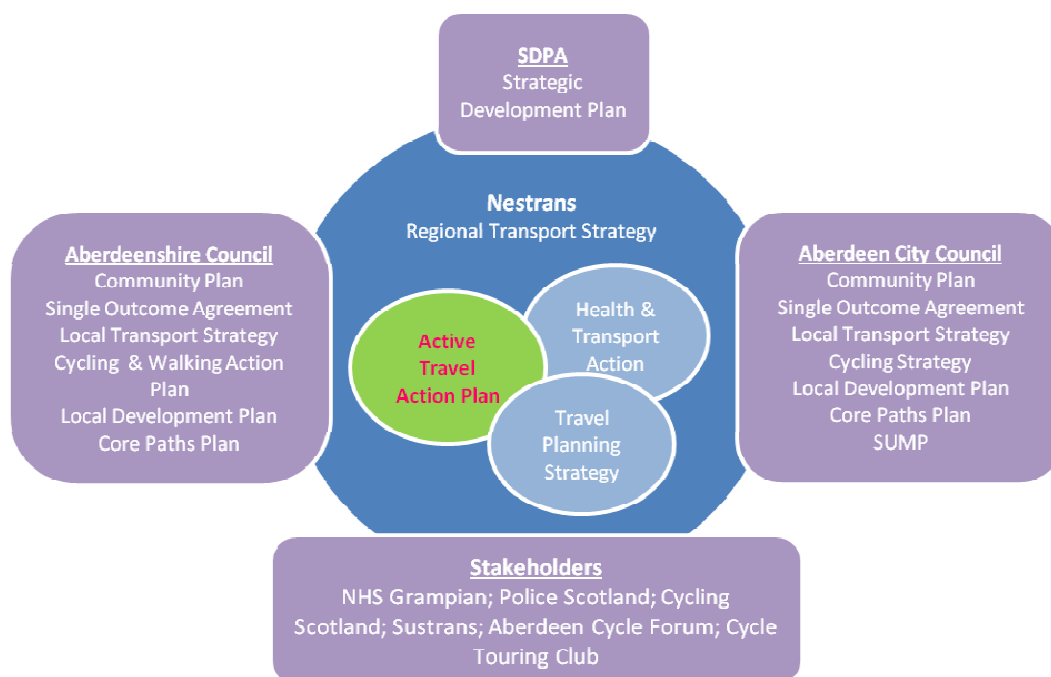
#### 1. Policy Context

- 1.3. The need to develop an Active Travel Action Plan was identified in the 2013 refresh of the Nestrans Regional Transport Strategy (RTS). This action plan will sit alongside and complement action plans already developed for bus; rail; freight; health and transport; and the Nestrans travel planning strategy.
- 1.4. As well as contributing to achieving the objectives of the RTS, the Active Travel Action Plan also needs to take account of, and work alongside, a number of other partners and policies in the north east of Scotland and nationally. Of particular relevance is Cycling Scotland's Cycling Action Plan for Scotland (CAPS) which sets the vision that, by 2020, 10% of all trips in Scotland will be by bike and the National Walking Strategy.
- 1.5. The RTS contains a range of policies and actions to work towards achieving this vision and, along with the Aberdeen City and Shire Strategic Development Plan, identifies the need to develop a connected network of strategic cycle routes across the region. The importance of cycling and walking connections at a local level is also emphasised through the Local Development Plans and Local Transport Strategies of Aberdeen City and Aberdeenshire Councils.
- 1.6. The diagram below illustrates how this action plan sits in relation to these wider policies and the relevant stakeholders.

#### Case study – Copenhagen

40 years ago Copenhagen was just as congested as many other major cities, but now 36% of the population arriving at work or education do so on bicycles, travelling from all over the Metro area on over 1,000km of cycle lanes.

Figure 1: Policy Context



- 1.7. A number of key stakeholders are identified in the diagram above and these all have a key role to play in the development and delivery of this action plan.
- 1.8. NHS Grampian is already a key partner in the Health and Transport Action Plan which identifies 'promoting active travel' as one of its key strands, recognising the significant health benefits that can result. The development of the National Walking Strategy has also been led by the Scottish Government's Health Directorate showing the strong links between the transport and health sectors. Whilst the Health and Transport Action Plan focuses on promoting active travel, this active travel action plan will provide the framework for improving the infrastructure to facilitate this.
- 1.9. Police Scotland, as well as the local authorities will be key partners in terms of improving safety and the Aberdeen City, Aberdeenshire and Moray Joint Road Safety Plan identifies a number of actions specifically aimed at reducing pedestrian and cycle casualties.
- 1.10. Sustrans and Cycling Scotland provide the national context on active travel as well as guidelines on infrastructure and design. Sustrans are also being a major funder of improvements and in 2014 awarded over £1m of match funding to 12 projects in the North East over the next two years as part of its Community Links Projects. The North East also has a number of local cycle representative groups with a great deal of combined knowledge on the current network and areas for improvement. Consultation and liaison with these groups will be key to identifying actions.

## 2. Trends

- 3.1 There has been a marked decline in physical activity over the last 50 years, with an increasing dependency on motorised transport.

<<Graph to be inserted>>

- 3.2 These changes in activity levels are intrinsically linked to the widespread adoption of motorised transport. Increasing car ownership and development of the road network has, over a number of decades, resulted in rising traffic levels. The ability to travel further afield has resulted in the dispersion of both settlements and destinations, exacerbating car dependency and making travel by active modes unsuitable for many trips due to distance. Greater mobility subsequently impacts on car users themselves as journeys take longer, become more unreliable and lead to increasing levels of congestion. Impacts are also felt on other travellers; a worsening environment and poor road safety, with associated perceptions of danger, also result in fewer people choosing to walk and cycle.
- 3.3 The use of bus services has also seen a decline in favour of the private car and reducing levels of patronage can lead to some services becoming unviable, particularly those in rural and edge of city locations. The continued decline of active and public transport results in further dependency on car travel and can lead to social exclusion for those who do not have access to a car (25% of the population live in households with no access to a car<sup>1</sup>). Noise and community severance created by high levels of traffic can also act as a deterrent to active travel.
- 3.4 Reductions in physical activity brought about by many of the issues identified above have, over time, contributed to an increasing set of health problems linked to inactivity, in particular obesity, diabetes, cardiovascular problems, cancer, mental health problems and neurological conditions like dementia.
- 3.5 Far fewer people walk or cycle in Scotland compared to 30 years ago and obesity levels are high with many people taking little or no exercise (in Grampian, 61% of adults fail to meet recommended guidelines for physical activity with nearly a third of all adults getting less than 30 minutes exercise per week<sup>2</sup>). Walking and cycling as a mode of transport is widely seen as a convenient way to integrate exercise into daily life. In the North East, cycling accounts for 3% of trips to work in Aberdeen and 1% in Aberdeenshire and walking accounts for around 21% of trips to work in Aberdeen City and 10% in Aberdeenshire<sup>3</sup>.

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<sup>1</sup> Scottish Household Survey

<sup>2</sup> Scottish Health Survey 2008-2011 data combined

<sup>3</sup> Scottish Household Survey 2012

3.6 Since 2007, Nestrans has spent approximately 30% of its budget on cycle routes, totalling around £5 million. Targeted investment by the two Councils and Nestrans in projects such as the Peterhead Cycle Demonstration Town Programme in Aberdeenshire and the Greenbrae Cycle Project in Aberdeen, have shown that there is potential to significantly increase levels of cycling through targeted initiatives.

### 3. Benefits of increasing levels of active travel

3.1. The benefits of increasing levels of active travel and reducing the proportion of trips undertaken by private car are widespread and are well documented in existing national, regional and local policy.

3.2. In summary, increasing active travel can make significant contributions to:

- Health: reducing the risk of developing major chronic diseases, the risk of premature death and improving mental well-being through increasing levels of physical activity.
- Local environment: increasing levels of active travel matched with reducing levels of motorised trips will contribute to reductions in harmful emissions, improvements in local air quality, reductions in noise from traffic and improved health.
- Global environment: replacing motorised trips with increasing levels of active travel will contribute to reducing carbon emissions and slowing the effects of climate change.
- Economic Benefits: investment in active travel can provide high returns in terms of economic benefits through improved productivity of the workforce, reduced congestion and more efficient and effective use of land and transport networks.

#### Case Study - City of Seville 2011

Seville increased its cycling share from 0.2% of all trips to 6.6% in just 6 years. This was achieved by creating:

1. A thoroughly researched masterplan that develops cycling as an integrated part of the entire transport system;
2. A fully linked network of routes;
3. Cycle lanes parallel to main routes that are safe and mostly segregated from traffic.

#### Outcome

€32m was invested in cycling measures, a fraction of the €600m cost of the city's metro. Yet more than 66,000 cyclists benefit compared to 40,000 metro users daily.

#### Target groups

The main demands were from commuters, schoolchildren and students. Seville is working with employers, trade unions and universities focusing on the city's 60,000 students and schoolchildren. The aim is to increase cycling's share of traffic from 6.6% now to 15% by 2015.



- Reducing social exclusion: improving facilities for cyclists, pedestrians and public transport will benefit those who do not have access to a car. Public transport trips can also involve elements of active travel.
- Improving safety: creating a critical mass and improving infrastructure and facilities through which both the actual and perceived safety of both cyclists and pedestrians can be improved.

3.3. Generally, the aim is to generate a virtuous cycle, whereby increasing the numbers of people opting to walk and cycle leads to improved safety through critical mass and a better environment, which in turn results in even greater demand for active travel and an improved quality of life for all.

#### 4. Vision

4.1. In line with national, regional and local policy the vision of this action plan is:

To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.

#### 5. Objectives

5.1. To contribute to the overarching objectives of the Regional Transport Strategy and the national vision of 10% of all trips by bicycle by 2020 as set by the Cycling Action Plan for Scotland, the following objectives have been set:

1. To increase active travel mode share and work towards achieving the National vision for cycling.
2. To improve safety for pedestrians and cyclists by reducing the total number of casualties and the percentage of total accidents.

#### 6. Strategic active travel network

Outcome: To develop a strategic network of active travel routes linking Aberdeen City and the main towns in Aberdeenshire and seek to develop this as an attractive network of links which can be promoted and prioritised over the period of AcTrAP.

6.1. Sustrans promotes, develops and maintains the National Cycle Network which, in the North East, currently consists of National Cycle Route 1. Nestrans already works closely with Sustrans and the two Local Authorities to develop local cycling networks which are primarily focussed in Aberdeen City and Aberdeenshire towns and since 2006, we have invested over £5 million on walking and cycling improvements across the region. Networks in Aberdeen City and Aberdeenshire towns remain a key focus as these provide the greatest

concentrations of people, employment and services and provide the greatest opportunity to encourage cycling and walking for everyday journeys.

- 6.2. The purpose of identifying and developing a strategic active travel network is not to divert attention away from such local improvements but to provide a long term strategic vision for a connected network of active travel routes that link to both the National Cycle Network and local networks and connect regionally important employment, education, leisure, health and service destinations. Such a network should provide opportunities for both short trips along parts of the network and also for longer distance journeys.
- 6.3. This policy fits with the Strategic Development Plan, adopted in April 2014, which states that:

*“as an integral part of planning for the strategic growth areas, we should explore opportunities to put in place a strategic walking and cycle network which builds on the current networks being developed in Aberdeen City and Aberdeenshire towns by linking these together. We should do this in a way which creates opportunities for improvements to the natural environment by linking habitats, species and open space in green networks.”*
- 6.4. By identifying a strategic active travel network, we can also ensure that appropriate connections to new developments are made that ensure that cycling and walking provision links to longer term plans for the region as a whole.
- 6.5. The purpose of this network is to provide attractive and safe routes for cyclists and pedestrians for both long and short distance trips and to cater for a wide range of journey purposes from commuting trips, travel to school, tourism and leisure journeys.
- 6.6. Along each of the strategic corridors identified, appropriate links into the local network of key settlements will also be developed. This should include links to Aberdeenshire Council’s Integrated Travel Towns project which aims to create hubs for walking, cycling and public transport initially in Peterhead, Huntly, Portlethen, Fraserburgh and Inverurie.
- 6.7. In Aberdeen City and the surrounding area, the following key trip destinations have been identified as key points that should also be connected to a strategic network:
  - Kirkhill Industrial Estate, Dyce
  - Arnhall Industrial Estate, Westhill
  - Badentoy Industrial Estate, Portlethen
  - Aberdeen Airport
  - Dyce Railway Station
  - The new Aberdeen Exhibition and Conference Centre
  - Bridge of Don Park & Ride and the existing Aberdeen Exhibition and Conference Centre
  - Aberdeen University
  - Aberdeen Sports Village

- Foresterhill Health Campus
- Woodhill House
- Kingswells Park & Ride and Prime Four Business Park
- Aberdeen Beach
- Aberdeen City Centre including Harbour, Bus and Rail stations
- The proposed new harbour in Nigg Bay
- East Tullos Industrial Estate
- Altens Industrial Estate
- Robert Gordon's University campus at Garthdee
- Areas of significant new development including Chapelton, Countesswells, Maidencraig, Craibstone / Rowett and Grandhome.

6.8. There are wider benefits to the creation of a strategic active travel network that will contribute to other policy areas, including opportunities to improve the natural environment by the creation of green corridors linking habitats, species and areas of open space and improving access to open space.

6.9. Nine strategic routes have been identified at a high level as making up a strategic active travel network and these are illustrated in Figure 2 below. In many cases, good levels of pedestrian and cycle provision are already in place and improvements continue to be made, for example the Deeside Way, the Formartine & Buchan Way and the Aberdeen to Westhill cycle route which was constructed in 2012. In areas where there is more limited provision, no attempt has been made at this stage to identify precise routes rather, for each strategic route Nestrans will, in partnership with the two councils and key stakeholders (including the relevant cycle forums), conduct an active travel audit, identifying existing standards, gaps in the network areas of safety concern and links to local networks. The results of this audit will be used to inform a prioritisation of improvements required to develop and improve facilities for pedestrians and cyclists across the region.

Figure 2 North East Strategic Active Travel Network



#### Strategic active travel routes

6.10. A summary of the existing infrastructure, key features, opportunities and aspirations for each route is provided below.

#### Strategic Route 1: Buchan Coast - Fraserburgh to Banff/Macduff and Moray

6.11. The towns and villages along the Moray Firth Coast are relatively close together and form a chain from Fraserburgh to Macduff and on towards Elgin. There are also several former railway lines some of which are partially used for off-road cycling infrastructure. There are missing connections in the existing stretches of cycle path along the former railway line and considerable stretches which are now scrub or woodland. Opportunities along this route include the potential to create a new off road path from Macduff to Fraserburgh past the popular destinations of Gardenstown, Crovie and Pennan. As well as opportunities for recreation and tourism, such a connection would also provide opportunities for every day journeys connecting communities along the corridor and providing access to employment, education and other services.

#### Strategic Route 2: Peterhead to Fraserburgh

6.12. Opportunities exist to use parts of the disused Fraserburgh to St Coombs railway line potentially creating new paths to connect the towns to major employment sites such as the St Fergus gas terminal and tourist destinations around Rattray Head.

#### Strategic Route 3: Formartine and Buchan Way - Dyce to Peterhead and Fraserburgh

6.13. The Formartine & Buchan Way forms part of the Sustrans National Cycle Network Route 1 (NCR1) and is already a well established active travel corridor. Aspirations for the further development of this route include improving the surface to make it more attractive for cycling as well as signed and surfaced links to adjacent villages and developments such as Kingseat. Priorities would be the section from Aberdeen to Ellon and the areas in the immediate vicinity of Peterhead and Fraserburgh to encourage its use for utility trips and local tourism.

#### Strategic Route 4: Energetica Corridor - Aberdeen to Peterhead and Fraserburgh

6.14. Energetica is a 25 year vision to create an exemplar low carbon, sustainable development corridor. It covers a 30 mile stretch between Bridge of Don in Aberdeen north to Peterhead and west to Aberdeen International Airport. Providing high quality opportunities for active travel is a key component of the vision and there are opportunities to significantly improve provision through the Balmedie-Tipperty road improvement project. This strategic active travel route would link the north with key destinations in the city including Aberdeen University, Sports Village, Aberdeen Beach and the Harbour, Bus and Rail Stations and also connect into strategic routes 5, 6, 7, 8 and 9.

Strategic Route 5: A96 Corridor - Aberdeen to Inverurie, Huntly and Moray

6.15. Work has recently been completed to improve the Aberdeen to Bucksburn section of this route and a feasibility study completed for the section between Aberdeen and Blackburn. Opportunities to further extend links north from Inverurie should be explored and there are significant opportunities through the Scottish Government's commitment to dual the A96 from Aberdeen to Inverness to provide off-road cycle provision along its entire length as an integral part of the scheme.

Strategic Route 6: Queens Road and A944 corridor - Aberdeen to Westhill and Alford

6.16. This route has seen considerable investment in recent years with off-road cycle provision already in place between Aberdeen and Westhill. Opportunities to develop this route further include extending the route west beyond Westhill towards Alford. In the City, consideration should be given to the re-allocation of road space for cyclists to extend the route into the city centre and to address safety concerns at junctions, particularly at roundabouts.

Strategic Route 7: Deeside corridor - Aberdeen to Banchory and Cairngorms National Park

6.17. There is already a high quality cycle route along this corridor between Aberdeen and Ballater with the majority of it off-road along a former railway line. Future aspirations for this corridor include improving the surface of the Deeside way as far as Banchory, with reinstatement of the old rail line at selected locations to make a more continuous route. The route should also be signed and kept away from roads in particular the A93. The Deeside way in Aberdeen city is almost complete, with only a few short stretches that require some surfacing which will be completed in 2014/15. Issues associated with the road crossing at Milltimber will be partially resolved by the AWPR. From Banchory to Braemar the path takes on a more tourist orientated nature with some minor roads and off road paths currently being developed by Aberdeenshire Council.

Strategic Route 8: South - Aberdeen to Stonehaven and south to Angus

6.18. This is a key route with significant potential to be developed further to better accommodate active travel. Several key settlements form an almost continuous chain from Stonehaven to Aberdeen with limited connections for non-motorised modes between them. The priority for future development of this corridor is the short missing link between Stonehaven and Muchalls. Despite the current route being rough ground and frequently muddy, there is demand for active travel use, as evidenced by the worn path, tyre and footprints. It is a key aim of this plan to construct a quality path from Cove to Muchalls to be implemented prior to completion of housing and industrial development in the area connecting the communities along this corridor. The Chapleton development on the west side of the A90 is a significant development and should be required to link into the strategic active travel network as well as making appropriate provision for pedestrians and cyclists within the development itself. Sustrans National Cycle Network Route 1 also

runs along the coast between Portlethen and Aberdeen and this forms a key part of the network.

- 6.19. Consideration will need to be given to the impact that the future expansion of Aberdeen Harbour will have on this route and any opportunities for improvement created as a result. NCN1 enters the city via the Wellington suspension bridge which is pedestrian and cyclists only however there are safety issues as the route enters the city with high volumes of traffic including HGVs and buses.

#### Strategic Route 9: Aberdeen orbital routes

- 6.20. The aim of developing an orbital active travel route is to connect many of the areas of significant new development with key employment destinations and to link these in to the radial strategic routes, significantly enhancing opportunities for mode shift. Aberdeen City Council's Strategic Infrastructure Plan commits to a feasibility study to investigate ways to maximise connectivity between new developments and presents a significant opportunity to ensure that active travel connections form a key part of any proposals emerging from this work. The orbital route should connect major new developments contained within the Local Development Plans of Aberdeen City and Aberdeenshire including Chapelton, Countesswells, Maidencraig, Greenferns, Craibstone and Grandhome.
- 6.21. Detailed discussions and preliminary work will be required to identify the most appropriate routes for orbital links, which should not be restricted to one route and may include a number of orbital connections.
- 6.22. Opportunities exist to the west and south of the city through the development of the AWPR and the Fastlink to create cycle priority on routes such as the B979 and other routes that will experience significant reductions in traffic due to the AWPR. Furthermore, Anderson Drive and the Parkway already form an inner orbital route for motorised traffic within the city with limited provision for active travel, particularly cycling. Opportunities should be explored to improve orbital connections for active travel along a similar alignment as part of the Locking in the Benefits project, maximising the benefits of the AWPR which will reduce the volumes of traffic on roads within the city.

## 7. Policies

- 7.1. As well as identifying a strategic network, this action plan aims to ensure that:
  - The needs of pedestrians and cyclists are considered first and integrated into the planning and design of all new developments and infrastructure;
  - Businesses and other organisations, including schools and public sector organisations, do their part to support and encourage cycling and walking;
  - Provision of new cycle and pedestrian infrastructure meets desired standards;

- Cycle training is available to all children across the region; and
- New infrastructure and initiatives are supported by appropriate information and promotion to encourage a change in attitudes and behaviour.

7.2. A number of over-arching policies have been developed to support these aims and apply to the development of all active travel routes and policies across the region, including the development of the strategic active travel network.

### 1. New infrastructure

- a) Sustrans sets out five qualitative evaluations for the design of the National Cycle Network and these criteria should also be adopted for the development of the North East strategic network<sup>4</sup>. They are:
  - Safety: a route that minimises danger for cyclists, pedestrians and other users, and gives a feeling of security.
  - Coherence: a continuous route, integrated with local roads and cycle paths.
  - Directness: a route that is as direct and quick as possible.
  - Attractiveness: a route that complements and enhances its environment in such a way that cycling is attractive.
  - Comfort: a route that enables a comfortable flow of cycle traffic and is easy to use.
- b) Where possible, new infrastructure should look to segregate pedestrians, cyclists and general traffic to provide maximum priority for active modes whilst also reducing conflict between different road users.
- c) Shared use footways/cycleways should be implemented where it is safe to do so, where widths permit and where existing or projected numbers cycling exceed, or are likely to exceed, numbers walking.
- d) Where space is limited and / or traffic levels are felt low enough that segregated cycle facilities are not required, consideration should be given to the allocation of road space for cyclists as a priority over general traffic.
- e) Where new road schemes are being developed, cycling and walking should be prioritised as key considerations in the design. Signalised junctions should be favoured over roundabouts and crossings when considering potential routes and upgrades and signal phasing for pedestrians and cyclists should be incorporated as appropriate.
- f) In association with the development of the Aberdeen Western Peripheral Route, cycling opportunities should be maximised on routes which experience reduced traffic as a result of the new road and the benefits "locked in" through implementation of schemes such as Cycle Friendly Roads.<sup>5</sup>
- g) New urban road schemes (particularly dual carriageways) should include separate cycling facilities away from the carriageway, on both sides if

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<sup>4</sup> **Sustrans** - The National Cycle Network – Guidelines and Practical Details Issue 2.  
<http://www.sustrans.org.uk/our-services/infrastructure/route-design-resources/technical-guidelines>

<sup>5</sup> See examples from Clackmannanshire and Eaglesham Moor



appropriate, and safe crossing points such as Toucan crossings should be implemented as standard within such schemes.

- h) Where there are proposals to upgrade inter-urban dual carriageways (such as the proposals for the A96), complementary off-road cycling facilities should be included as an integral part of the scheme.
- i) In association with existing inter-urban dual carriageways, Nestrans will work with Transport Scotland, local authorities and the trunk road operating company (currently Bear Scotland) to ensure that facilities are provided and safe crossings are made available where possible. Our priorities for action include the A90 Muchalls-Stonehaven, A96 Inverurie-Blackburn and A90 Blackdog-Bridge of Don.
- j) When undertaking roadworks or temporary closures, every effort should be made to enable safe walking and cycling opportunities without additional crossings or detours.
- k) Sustran's suite of technical design guidance on active travel, including the 'Handbook for cycle-friendly design' should be used, along with the principles of 'Designing Streets' in the design and delivery of all new cycle and pedestrian infrastructure.

## 2. New developments

- a) All major developments requiring a Transport Assessment will be expected to have a travel plan incorporating provision for active travel, including measures for walking, cycling, cycle parking and shower and changing facilities.
- b) Masterplans and major areas of development should include links to the strategic active travel network, as identified in this action plan, and ensure that new links are developed to a high standard, taking into account the standards identified in Appendix A. Developments should also include appropriate walking and cycling links through their sites as well as links to the strategic network.

## 3. Schools and Cycle Training

- a) Every secondary school should have a travel plan including active travel opportunities and targets based on the particular geography of the catchment.
- b) Every primary school should have a travel plan including active travel opportunities and targets based on the particular geography of the catchment.
- c) Promote the roll out of cycle training / Bikeability for both children and adults across the region.

## 4. Cycle parking

- a) Cycle parking should be provided at key locations including town centres and shopping centres, health facilities, parks, leisure facilities and other key trip destinations across the region, including but not limited to, the destinations identified in paragraph 7.7

## 5. Safety

- a) Advanced stop lines should be introduced at all signalised junctions.

- b) The introduction of traffic management measures and 20mph zones and streets should be encouraged where appropriate to improve safety for active travel users and to enhance the urban environment.
  - c) Pedestrianisation and pedestrian-priority in town and city centres will be supported.
  - d) Cycle Friendly Roads (normally with fewer than 800 vehicles per day) should be identified to link to and expand an overall regional network.
6. Information, Marketing and Publicity
- a) The Getabout brand should continue to be supported as a key tool for the promotion and marketing of active travel across the region. The Getabout partnership has now been in existence for over five years and together its partners continue to work to expand public awareness of the brand and promote active and sustainable modes.
  - b) The development of a strategic active travel network should be underpinned by a promotional campaign under the Getabout behaviour change banner incorporating events and other promotional activities, information and maps.
  - c) A programme of events and other promotional activities with a range of sectors of the population should be developed in order to change attitudes and encourage increased active travel.
  - d) Stakeholders and partner organisations should be engaged with and supported in their activities to promote active travel. NHS Grampian, in particular, has a role to play in health promotion and all partners should continue to work together to deliver health improvements through the Health and Transport Action Plan.
  - e) Local communities should be engaged with and supported to develop and sustain their own promotional activities and events.

## 7. Actions

7.1 The Active Travel Action Plan sets out a long term vision for the development and promotion of active travel in the north east. It sets a key outcome to develop a strategic active travel network and a identifies a range of policies under which this network and improvements to the wider cycling and walking network should align.

7.2 *This table will be developed further in consultation with stakeholders and the two Councils but may include the following*

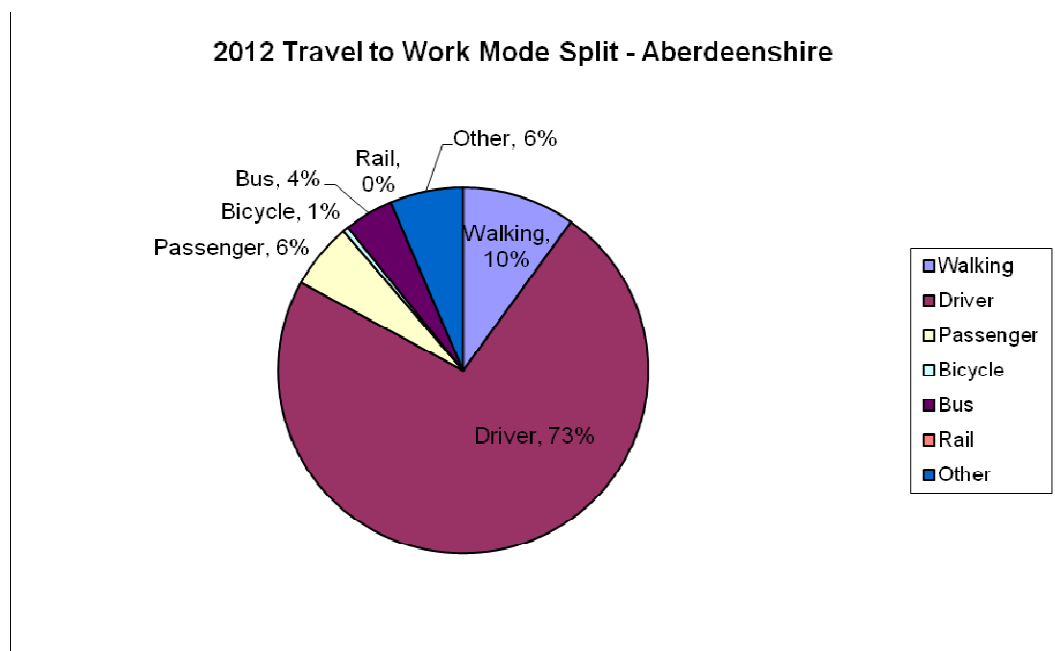
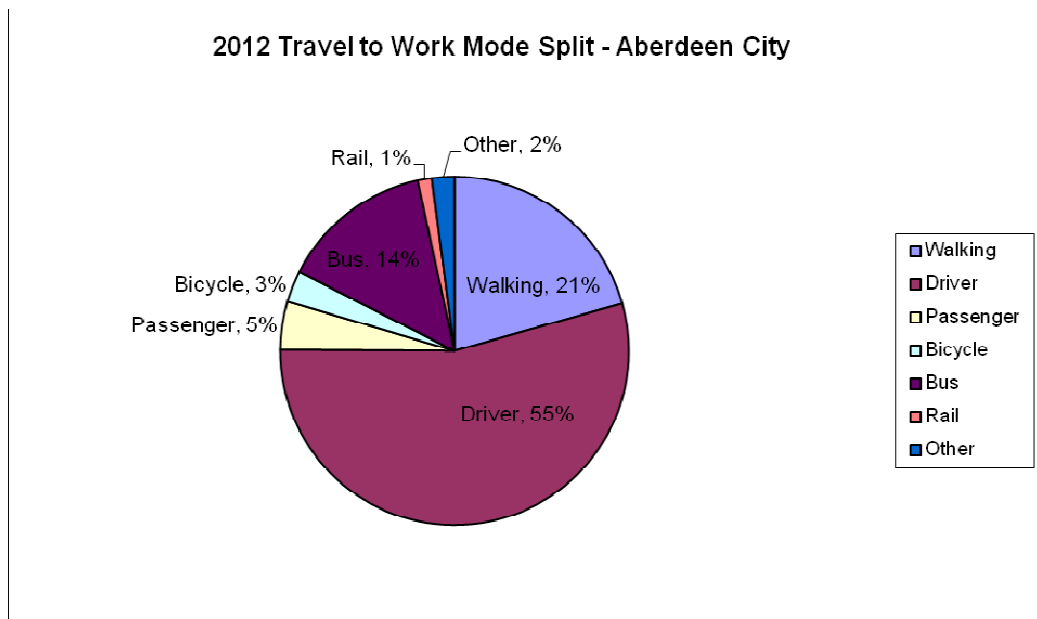
Action	Responsibility	Timeframe	
Development of a strategic network			
1	Active travel audits of the strategic routes will be carried out, including junctions and crossing points, to identify existing standards, gaps in the network, areas of safety concern and links to local networks.	Nestrans	Short term (1-5 years)
2	Develop a prioritised list of improvements resulting from this audit		

Action	Responsibility	Timeframe
New infrastructure		
New developments		
Schools and cycle training		
Safety		
	A safety audit of junctions, in identified areas of high demand that are not already covered by the strategic network, should be carried out to assess safety for cyclists and pedestrians.	
	A review of bye-laws in parks and other local authority owned spaces should be encouraged to ensure that policies do not discriminate against safe and responsible cycling.	
Information, marketing and publicity		
	Nestrans and the two Local Authorities will publish maps and information indicating cycle routes and cycle facilities including cycle parking.	
	Nestrans and the two Councils will continue to support the Getabout brand to promote active travel.	
	Nestrans and the two Councils, along with the wider Getabout partners will continue to develop a programme of events and promotional activities to promote active travel.	
	Nestrans and the two Councils will actively engage with stakeholders and partners to support and encourage the development of active travel measures, promotional events and activities.	

## 8 Monitoring

- 8.1 Five indicators have been selected to monitor the progress of this action plan in delivering its objectives. These indicators, along with the baseline figures are presented below and all of these will be reported through the Nestrans annual monitoring report.

**Indicator 1: Mode share of active travel on journeys to work**



Source: Scottish Household Survey

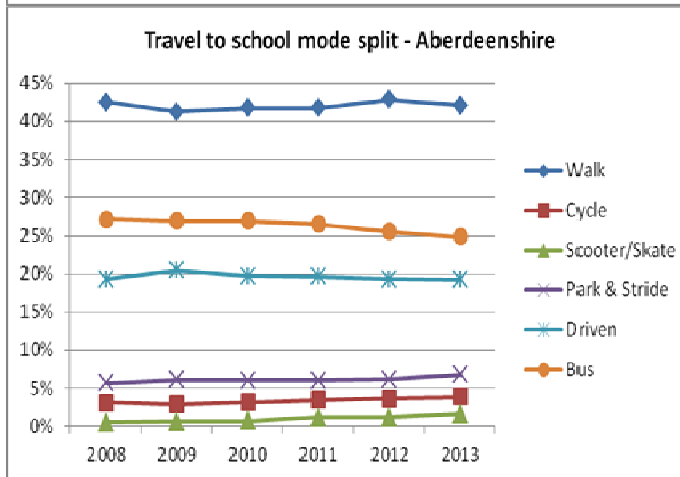
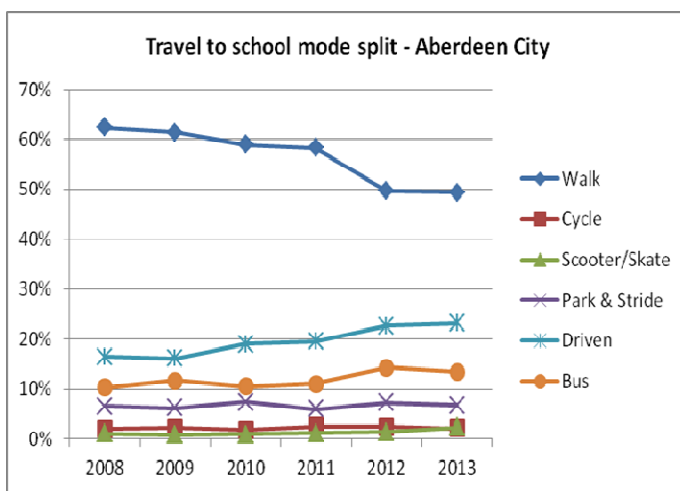
**Indicator 2: Mode share of active travel on journeys to school (Hands up surveys)**

The proportion of children travelling actively to school (walking or cycling).									
	Walking			Cycling			Scooter/Skate		
	City	Shire	NE	City	Shire	NE	City	Shire	NE
2008	62%	43%	53%	2%	3%	3%	1%	1%	1%
2009	61%	41%	51%	2%	3%	3%	1%	1%	1%
2010	59%	42%	50%	2%	3%	3%	1%	1%	1%

2011	58%	42%	50%	3%	3%	3%	1%	1%	1%
2012	50%	43%	46%	3%	4%	3%	1%	1%	1%
2013	49%	42%	46%	2%	4%	3%	2%	2%	2%
% point change since 2003/04 baseline	-13% points	-1% points	-7% points	=	+1% point	=	+1% point	+1% point	+1% point

**Target: To increase the proportion of children walking and cycling to school to at least 60% by 2021.**

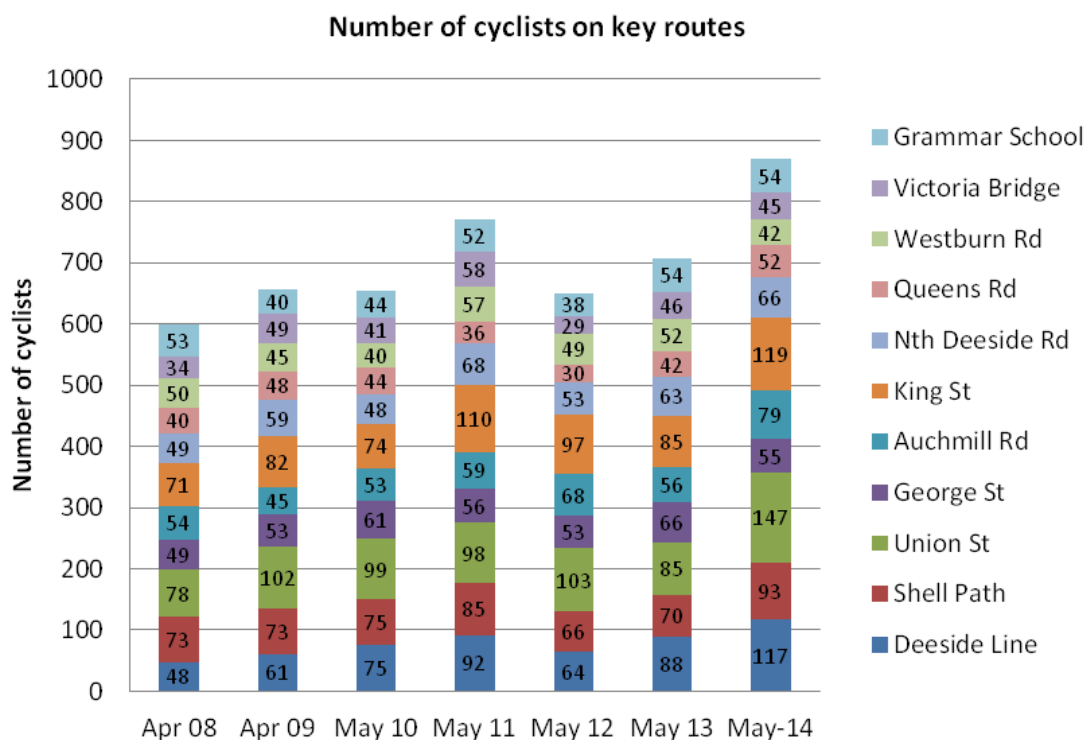
Source: Sustrans Hands Up Surveys



**Indicator 3: Numbers cycling on strategic routes**

8.2 Aberdeen Cycle Forum undertake an annual cycle count survey at 11 points across the city. This has shown a 38% increase in the number of people cycling during the AM peak since 2008. The most significant increases have been seen on the Deeside line which has seen significant investment and improvement in recent years and on Union Street.

Number of cyclists on key routes in morning peak – Aberdeen City (7:30-9:00am).



Percentage change since 2008 | +38%

Target: To increase the number of cyclists on key routes in the morning peak by at least 10% by 2021.

Source: Aberdeen Cycle Forum

Total number of cyclists recorded on key routes - Aberdeenshire.

	2009	2010	2011	2012	2013
Peterhead, Blackhouse	-	388	630	732	
Industrial Estate					
Insch Path	-	-	459	11,024	14,101

Target: To increase the total number of cyclists recorded on key routes by at least 10% by 2021.

Source: Aberdeenshire Council

- 8.3 Aberdeenshire Council have recently installed a number of cycle counters along various routes in Aberdeenshire which will, in future years, provide more comprehensive information for this indicator. A total of nine sites are now being monitored although a full year of data is not yet available.

Indicator 4: Number of pedestrian and cycling casualties in road traffic collisions

Data to be added

Source: Reported Road Casualties Scotland

Indicator 5: Proportion of casualties in road traffic collisions which are walking/cycling

Data to be added

Source: Reported Road Casualties Scotland.

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## ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise, Strategic Planning and Infrastructure</b>
DATE	<b>4 September 2014</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Various small scale traffic management and development associated proposals (New Works)</b>
REPORT NUMBER:	<b>EPI/14/220</b>
CHECKLIST RECEIVED	<b>Yes/No</b>

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### **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 5 years	Comments
(●) Cycle, Walking, Safer Streets (Scot grant-funded)	£6830	£1980	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
(❖) Developer financed	n/a	£900	Maintenance of these works generally falls to the council maintenance budget when there are on-street restrictions
(➤) NESTRANS, SUSTRANS	n/a	£1,000	Total cost to implement the cycle route along this corridor is estimated at £210,000 and is being funded jointly from Nestrans and Sustrans in financial year 2014/15
(➤) Disabled Parking	£7100	£7100	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 11 traffic management proposals brought forward during the course of routine examination of road safety and traffic flows and 5 proposals resulting from requests from developers/businesses. There is 1

proposal from NESTRANS/SUSTRANS and it is also proposed to install 71 disabled bays at locations citywide.

- **The following proposals will be funded from Cycling, Walking, Safer Streets budget**

**Bellfield Road/Simpson Road** - Proposed extension to “At any time” waiting restrictions.

Officers have received numerous complaints from both residents and councilors of vehicles parked on the junction of Bellfield Road/Simpson Road blocking visibility/accessibility. There is also the issue of vehicles parking partly on the footway obstructing pedestrian access.

In order to maintain access and visibility at the junction, a section of ‘At any time’ waiting restrictions is therefore required.

The proposals are indicated on the plan below.

Implementation cost - £100

Estimated maintenance cost – £100 every 5 years

Ward 2 – Bridge of Don

Elected members – Muriel Jaffray; John Reynolds; Sandy Stuart; Willie Young

**Broomhill Road** - Proposed extension to “At any time” waiting restrictions.

A request was received from a local councillor due to concerns about on-street parking on Broomhill Road immediately to the east of South Anderson Drive. The existing on-street parking and subsequent restricted carriageway width is resulting in vehicles heading eastwards often queuing back onto South Anderson Drive. Having investigated the concerns and existing road layout, it was decided that the existing waiting restrictions should be extended for a length of approximately 24 metres eastwards on both sides of Broomhill Road in order to address the issue. Whilst the restrictions will remove several parking spaces, it is felt that there are suitable on-street parking facilities available to accommodate the displaced vehicles.

The proposals are indicated on the plan below.

Implementation cost - £400

Estimated maintenance cost – £150 every 5 years

Ward 11 – Airyhall / Broomhill / Garthdee

Elected members – Angela Taylor; Gordon Townson; Ian Yuill

**Craigievaar Crescent** - Proposed “At any time” waiting restrictions.

There are on-going issues at two sites on the west side of Craigievaar Crescent as a result of vehicles being parked in areas between driveway access points. The areas in question are not long enough to accommodate a parked vehicle and as a result, vehicles encroach into the area of the driveways thereby hindering access/egress. While the matter has been referred to Police Scotland, in terms of this parking being obstructive, they have limited resources to continually deal with this issue. Of note also, is this road falls within the Garthdee Controlled Parking Zone that is operational Monday to Friday, 10 am to 4 pm. As the areas between the driveways cannot accommodate formal parking bays, it is the case a vehicle could be parked without a permit or voucher on display, and yet not liable to receive a ‘penalty notice’ as there is no formal restriction on these particular lengths of road.

Given the aforementioned, it is proposed to introduce certain lengths of prohibition of waiting at any time on these two sections of Craigievaar Crescent.

The proposals are indicated on the plan below.

Implementation cost - £30

Estimated maintenance cost – £30 every 5 years

Ward 11 – Airyhall / Broomhill / Garthdee

Elected members – Taylor / Townson / Yuill

**Duthie Terrace** - Introduction of Contraflow cycle lane at Great Western Rd junction

A request was received from Cllr Yuill asking for consideration to be given to introducing a contraflow cycle lane on Duthie Terrace at Great Western Road. Currently Duthie Terrace is one way northbound from a point 30 metres or so south of its junction with Great Western Road. This is causing issues for southbound cyclists who are required to either dismount and walk with their cycle over this 30 metre section, or use an alternative route. Having investigated the site it is proposed that a contraflow cycle lane with associated road markings and signage can in fact be provided without impacting on the current roads network. It is therefore proposed to install a contraflow cycle link for a length of 30 metres or thereby on Duthie Terrace from its junction with Great Western Road for southbound cyclists.

The proposals are indicated on the plan below.

Implementation cost - £5000

Estimated maintenance cost – £200 every 5 years

Ward No 11 - Airyhall/Broomhill/Garthdee

Elected members – Angela Taylor; Gordon Townson; Ian Yuill

**Elmfield Avenue** - Proposed “At any time” waiting restrictions.

Safety concerns have been received from individuals attempting to exit Elmfield Place onto Elmfield Avenue. On street parking in close proximity to the junction is dramatically reducing visibility for drivers and has resulted in several near misses. On investigation, it was deemed that a section of ‘At Any Time’ waiting restrictions requires to be introduced on both sides of Elmfield Place for a distance of 5 metres from its junction with Elmfield Avenue to maintain access and for a distance of 5 metres on Elmfield Avenue, either side of Elmfield Place to improve visibility for exiting vehicles. As on-street, parking during University times is restricted on Elmfield Avenue it is felt that keeping the restrictions to a minimum will both address the road safety issue, whilst reducing the impact on available parking. The proposals are indicated on the plan below.

Implementation cost - £200

Estimated maintenance cost – £50 every 5 years

Ward 8 – George Street/Harbour

Elected members – Andrew May; Jean Morrison; Nathan Morrison

**Ladywell Place / Kirkhill Place** – Proposed ‘At Any Time’ waiting restrictions.

Chemical delivery vehicles to/from Tullos Swimming pool are currently unable to take access to the pool at its designated access due to parked vehicles at the junction of Ladywell Place and Kirkhill Place, and in the proximity of the access on Kirkhill Place. This has resulted in vehicles carrying chemical materials having to take access through the school grounds. Whilst manageable outwith school term time, continued access through the school grounds when school is in session would present child safety risks.

It is therefore proposed to install lengths of ‘At any time’ waiting restriction to maintain accessibility to the pool.

A Temporary Traffic Regulation Order is currently in place to this effect.

The proposals are indicated on the plan below.

Implementation cost – N/A

Estimated maintenance cost – £450 every 5 years

Ward 12 – Torry / Ferryhill

Elected members – Yvonne Allan; Graham Dickson; Alan Donnelly; James Kiddie

**Stronsay Drive/Stronsay Place** - Proposed “At any time” waiting restrictions.

Near the end of the school term a site meeting was held at Fernielea Primary School which was attended by officers, local councillors and members of the School Parent Council, a number of points and concerns were discussed with

regard to safety and visibility at all the school entrances. It was witnessed that the parking at the north side of the school was unsafe with vehicles parking close to the gates and right on the junction opposite where there is currently no restrictions. We were also made aware that it is the plan to close the current car park to the west side of the school so they can extend the playground, this would be gated off and it could lead to vehicles parking in the access between the two 'School Keep Clear' markings.

Therefore in order to increase safety for the children of Fernielea School it was agreed and welcomed to refresh the current 'School Keep Clear' markings in addition to proposing to introduce various small sections of 'At any time' waiting restrictions and extending the current 'School Keep clear' marking at the north side of the school.

The proposals are indicated on the plan below.

Implementation cost - £550

Estimated maintenance cost – £550 every 5 years

Ward 10 – Hazlehead/Ashley/Queens Cross

Elected members – John Corral; Martin Grieg; Jennifer Stewart; Ross Thomson

#### **St Ronan's Place** - Proposed "At any time" waiting restrictions.

A request was received from a local councilor to provide junction protection in order to prevent obstructive parking on St Ronan's Place in the proximity of its junction with North Deeside Road. It is proposed to provide a length of 5 metres on St Ronan's Place and 5 metres on North Deeside Road. On the associated matter of vehicles parking on the footway of St Ronan's Place, this is a matter for Police Scotland to enforce.

The proposals are indicated on the plan below.

Implementation cost – £250

Estimated maintenance cost – £250 every 5 years

Ward 9 – Lower Deeside

Elected members – Marie Boulton; M.Tauqeer Malik; Aileen Malone

#### **Victoria St, Dyce**– Proposed extension to existing "At any time" waiting restrictions.

Concerns have been made from road users regarding the current road layout on Victoria Street, Dyce immediately north of the Farburn Terrace junction. Issues have been encountered from both north and southbound vehicles due to the on street parking and limited carriageway width. On investigation, it was agreed that an extension to the existing 'At Any Time' waiting restrictions would alleviate some of the congestion issues at the junction. It is therefore proposed to extend the existing restrictions northwards on the west side of Victoria Street by 15 metres.

The proposals are indicated on the plan below.

Implementation cost - £100

Estimated maintenance cost – £50 every 5 years

Ward 1 – Dyce/Bucksburn/Danestone

Elected members – Barney Crocket; Graeme Lawrence; Neil McGregor; Gill Samarai

**Wellington Road** – Proposed length of “At any time” waiting restrictions.

The proposal is to maintain access/egress to residences accessed off layby.

Concerns have been raised by residents who are experiencing difficulty accessing/egressing from their properties at the layby/bus stop on Wellington Road on the northbound carriageway 100 metres north of West Tullos Road roundabout due to vehicles parked in the layby too close to the residencies. There is a local post office close by and the layby is used for short term parking to access the post office without the need to use West Tullos Road access.

It is proposed to introduce a 10.0 metre length of prohibition of waiting at any time restrictions to prevent general parking over, or within the immediate vicinity of the junction.

The proposals are indicated on the plan below.

Implementation cost – £100

Estimated maintenance cost – £50 every 5 years

Ward 13 - Kincorth / Nigg / Cove

Elected members – Andrew Finlayson; Callum McCaig; Neil Cooney

**Willowbank Road** – Proposed lengths of “At any time” waiting restrictions.

Concerns have been expressed with regard to vehicles being parked on the north side of Willowbank Road in the immediate vicinity of its junction with the access road serving property nos. 44 to 90 Willowbank Road. Such parking causes significant difficulties for drivers exiting the access road by obstructing visibility. Vehicles have also been parked in such a manner to actually encroach on to the access and therefore cause difficulties for vehicles when maneuvering from/to the access.

Given the aforementioned, it is proposed to introduce certain lengths of prohibition of waiting at any time to prevent general parking within the immediate vicinity of the junction. To the east of the access, there is a pedestrian refuge Island located in the vicinity of the Hardgate junction and the proposed restrictions have been extended thereby aiding visibility for drivers and likewise for pedestrians crossing.

The proposals are indicated on the plan below.

Implementation cost - £100

Estimated maintenance cost – £100 every 5 years

Ward 12 – Torry / Ferryhill

Elected members – Allan / Dickson / Donnelly / Kiddie

- **The following proposals will be funded by the developer**

**Hazledene Road** - Extension of 20 mph speed limit

As part of the Construction Consent for the new housing development on Countesswells road, the existing 20 mph speed limit requires to be extended westwards for a distance of 500 metres. This is in order to ensure that the proposed new junction onto Hazledene Road from the development is within the 20 mph speed limit due to the restricted visibility in both directions.

The proposals are indicated on the plan below.

Implementation cost – N/A

Estimated maintenance cost – £100 every 5 years

Ward 10 – Hazlehead / Ashley / Queens Cross

Elected members – John Corral; Martin Greig; Jennifer Stewart; Ross Thomson

**Merkland Road / 403 King Street** - Proposed “At any time” waiting restrictions.

A road safety concern was brought to the attention of officers regarding the refuse bin store access for 403 King Street which is located at Merkland Road that is being blocked by parked vehicles and refuse vehicles cannot gain access.

It is proposed to introduce a short distance of ‘at any time’ waiting restrictions to maintain access at all times for refuse containers to be collected.

The proposals are indicated on the plan below.

Implementation cost – N/A

Estimated maintenance cost – £100 every 5 years

Ward 8 – George Street/Harbour

Elected members – Andrew May; Jean Morrison; Nathan Morrison



**Mugiemoss Road**– Proposed “At any time” waiting restriction

As a result of a new housing development at Mugiemoss Road, Officers advise the installation of new ‘at any time’ waiting restrictions be implemented at the frontage of the new properties on Mugiemoss Road between areas L and O (as shown on the attached plan). This is due to the high volume of vehicles projected to use Mugiemoss Road; rear access to properties will be made available by the developer.

It is proposed to install “at any time’ waiting restrictions on south side of Mugiemoss Road to deter obstructive and unsafe parking of vehicles and also to maintain the free flow of traffic.

The proposals are indicated on the plan below.

Implementation cost – N/A

Estimated maintenance cost – £500 every 5 years

Ward 1 - Dyce / Bucksburn / Danestone

Elected members – Barney Crocket; Neil MacGregor; Graeme Lawrence Gill Samarai

**North Deeside Road (East Pittengullies Brae)** - Extension to 30 mph speed limit

As part of the Construction Consent for the new housing development on North Deeside Road at East Pittengullies the existing 30 mph speed limit requires to be extended northeastwards for a distance of 85 metres. This is in order to ensure that the proposed new junction into the East Pittengullies development is within the 30 mph speed limit.

The proposals are indicated on the plan below.

Implementation cost – N/A

Estimated maintenance cost – £100 every 5 years

Ward 9 – Lower Deeside

Elected members – Marie Boulton; M. Taugeer Malik; Aileen Malone

**Number 58 Whitehall Place**– Loss of parking space within existing Car Parking Zone and replaced with new access.

As part of the Construction Consent for the new dwellinghouse at 58 Whitehall Place, the proposed new access requires the removal of one on-street pay and display parking bay. This is in order to ensure that a suitable access can be provided into and from the proposed development. There is adequate provision for on street parking within the area and the reduction in parking by one space can be accommodated.

The proposals are indicated on the plan below.

Implementation cost – N/A

Estimated maintenance cost – £100 every 5 years

Ward 7 – Midstocket / Rosemount

Elected members – Bill Cormie; Fraser Forsyth Jenny Laing

- **The following proposals will be funded by NESTRANS / SUSTRANS budget**

**Ellon Road. Cycle Paths** - Cycle links pedestrian crossing

Aberdeen City Council is working to provide improved routes for cyclists and pedestrians throughout the city. To assist with improving the active travel network, a dual use cycle route is proposed on sections of the Ellon Road corridor between Balgownie Road and The Parkway in the city.

There are currently no specific cycle facilities, with the exception of a section of bus, taxi and cycle lane in the southbound direction for part of the corridor, therefore the proposed Ellon Road cycle route will contribute to the continuing development of a safe, attractive, connected and coherent cycle network running through the Bridge of Don, Aberdeen's largest suburb and one that is set to grow further in future years.

Total cost to implement the cycle route along this corridor is estimated at £210,000 and is being funded jointly from Nestrans and Sustrans in financial year 2014/15.

The detailed proposals are indicated on the plan below.

Implementation cost – n/a

Estimated maintenance cost – £2000 every 10 years

Ward 2 – Bridge of Don

Elected members – Muriel Jaffray; John Reynolds; Sandy Stuart; Willie Young.

- **The following proposals will be funded from the Revenue budget**

**Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009**

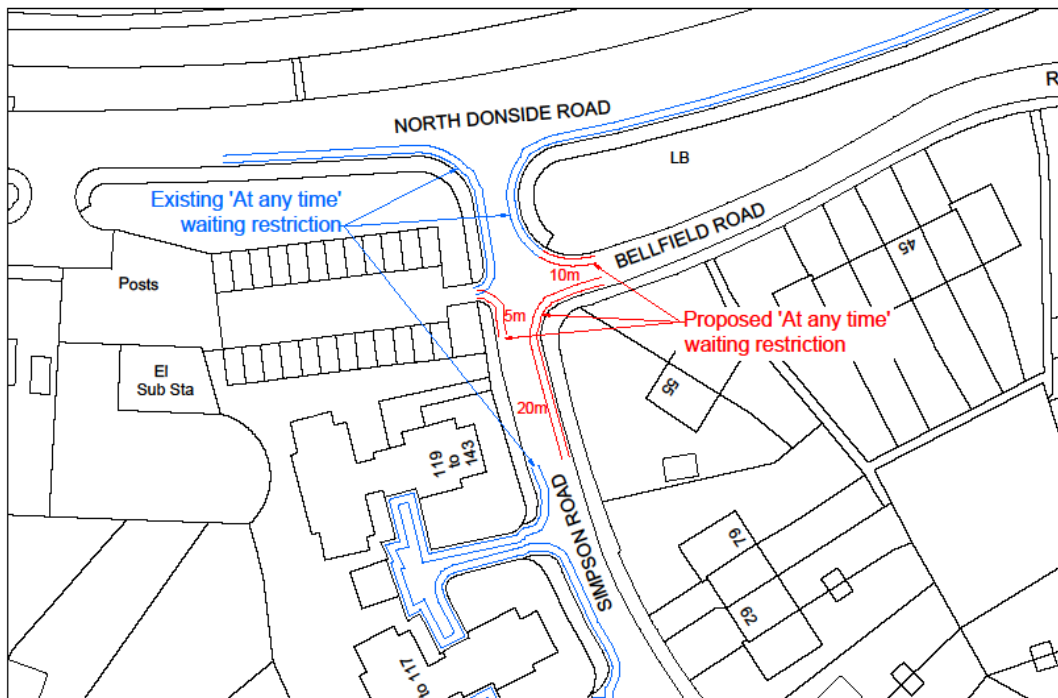
There are 71 applications to be considered at this meeting.

*(Plans are not included as, under normal circumstance, spaces are located close to the properties.)*

- **The following proposals will be funded from Cycling, Walking, Safer Streets budget**

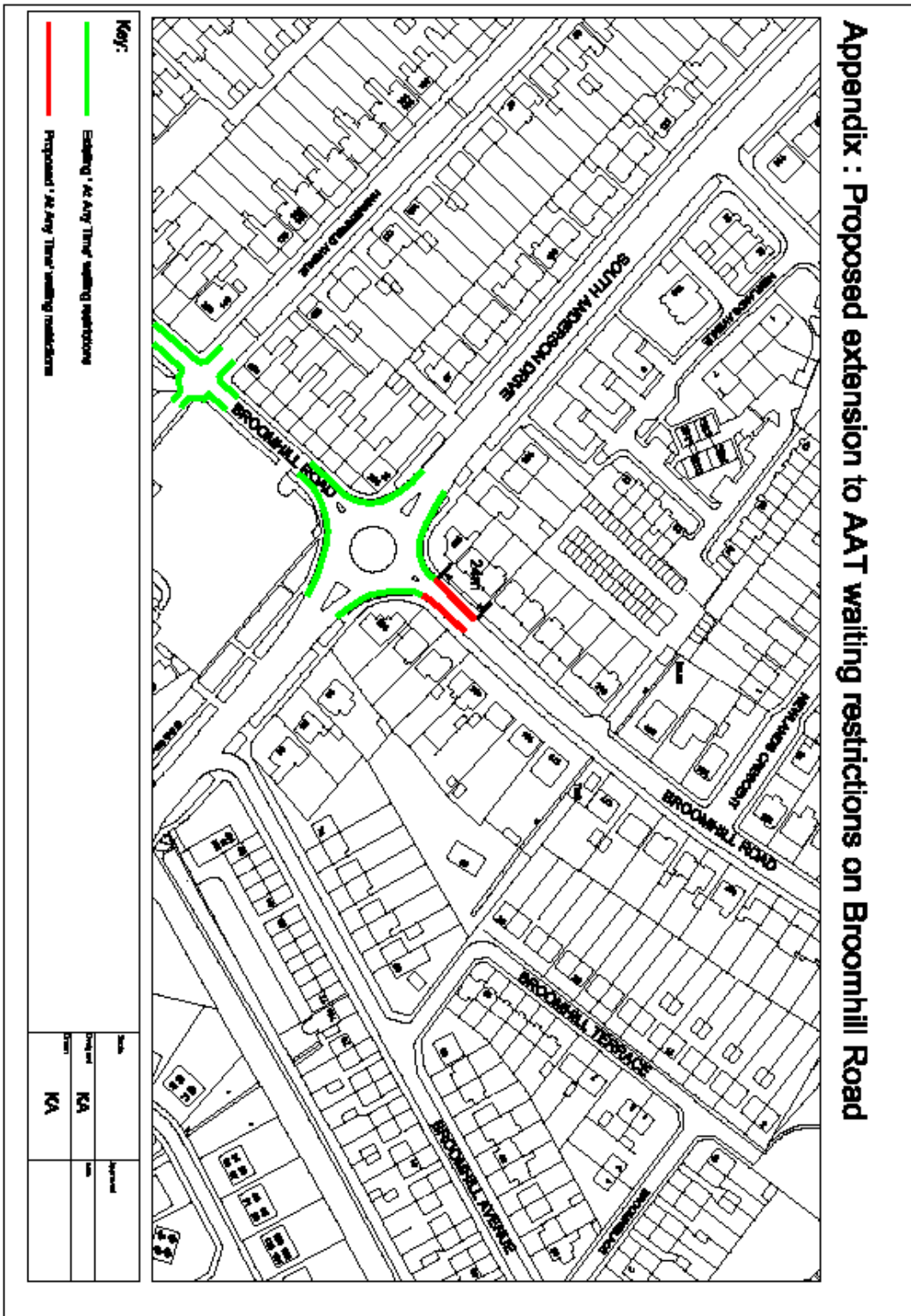
## Bellfield Road / Simpson Road

Bellfield Road/Simpson Road - Proposed 'At any time' waiting restrictions



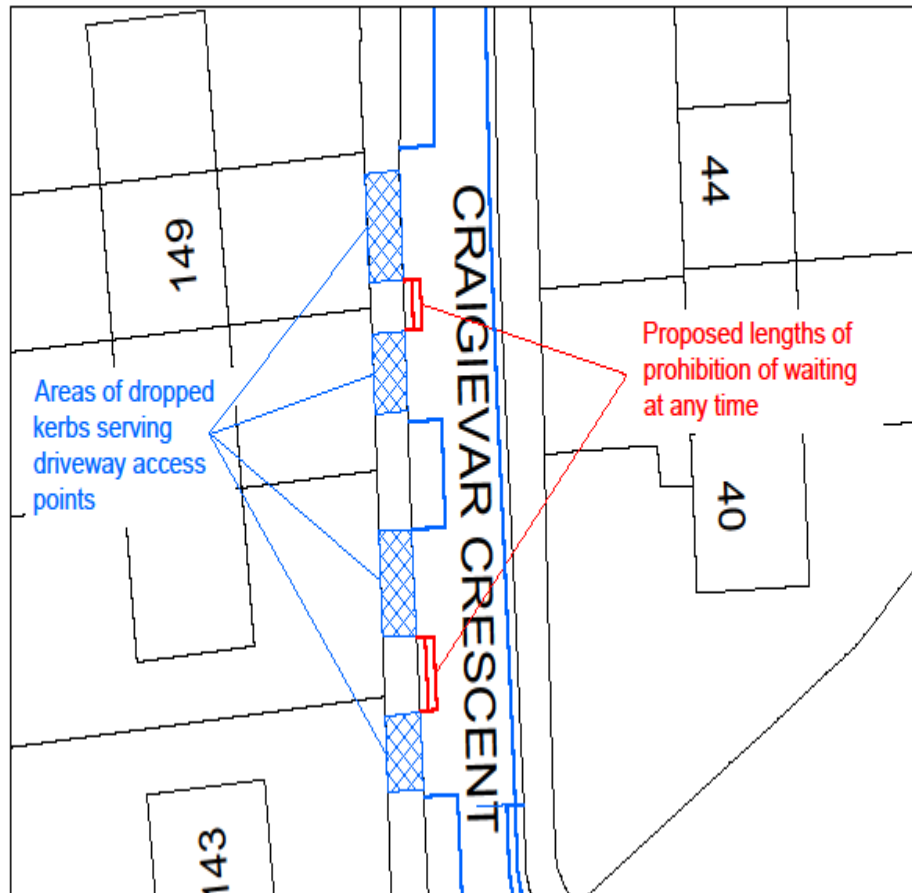
# Broomhill Road

## Appendix : Proposed extension to AAT waiting restrictions on Broomhill Road



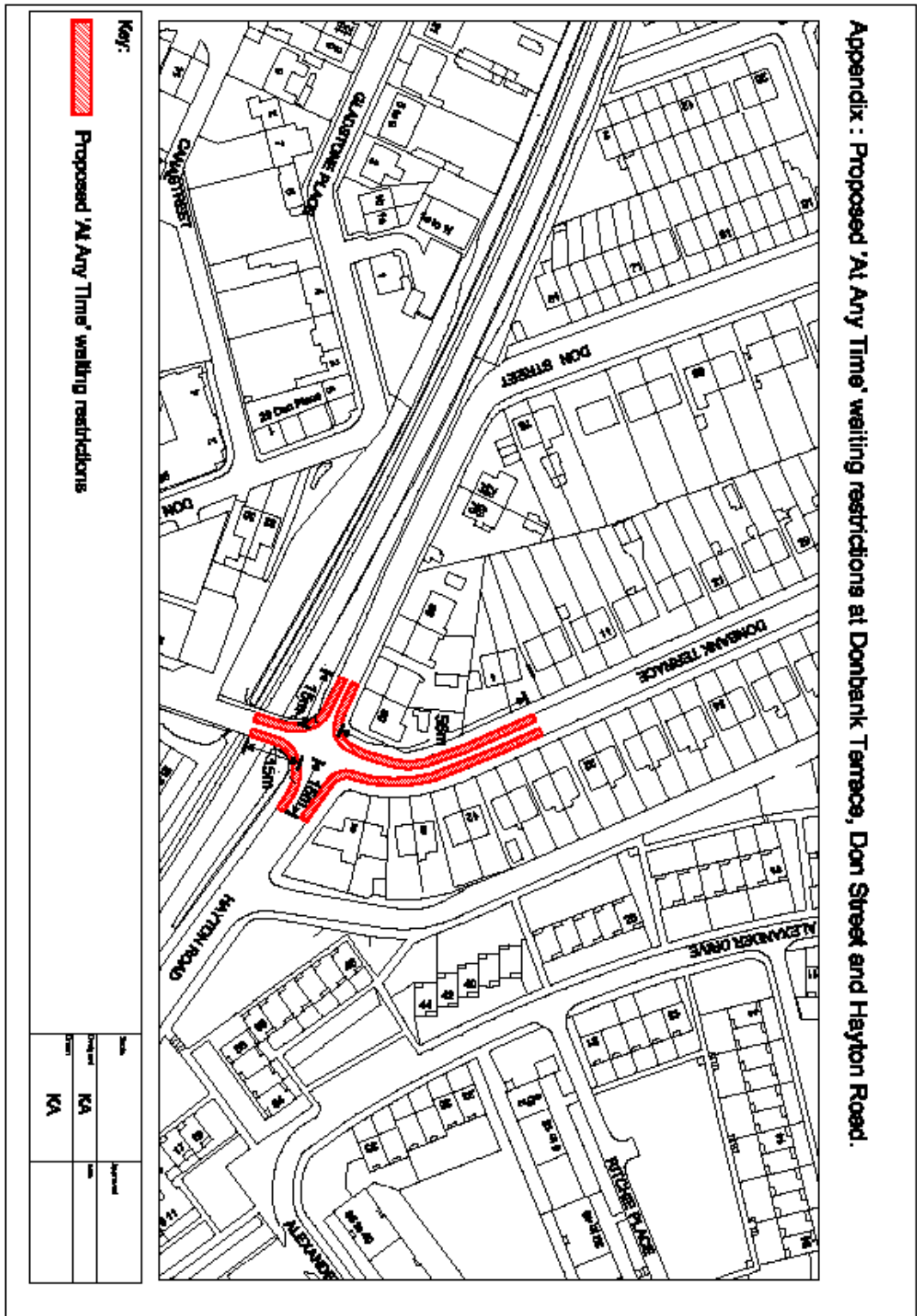
## Craigievaar Crescent

Craigievaar Crescent - Proposed lengths of prohibition of waiting at any time

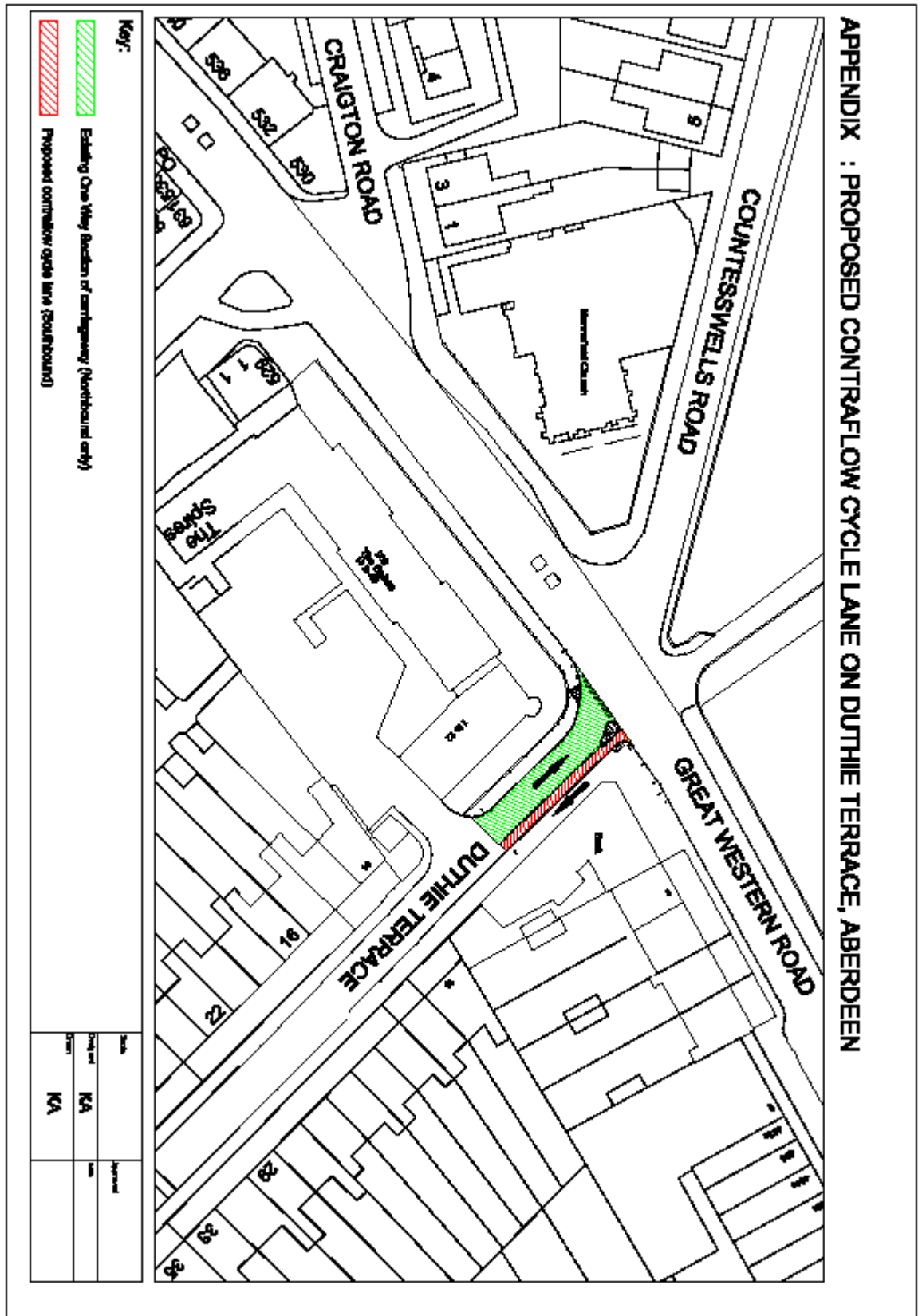


# Donbank Terrace

Appendix : Proposed 'At Any Time' walking restrictions at Donbank Terrace, Don Street and Hayton Road.

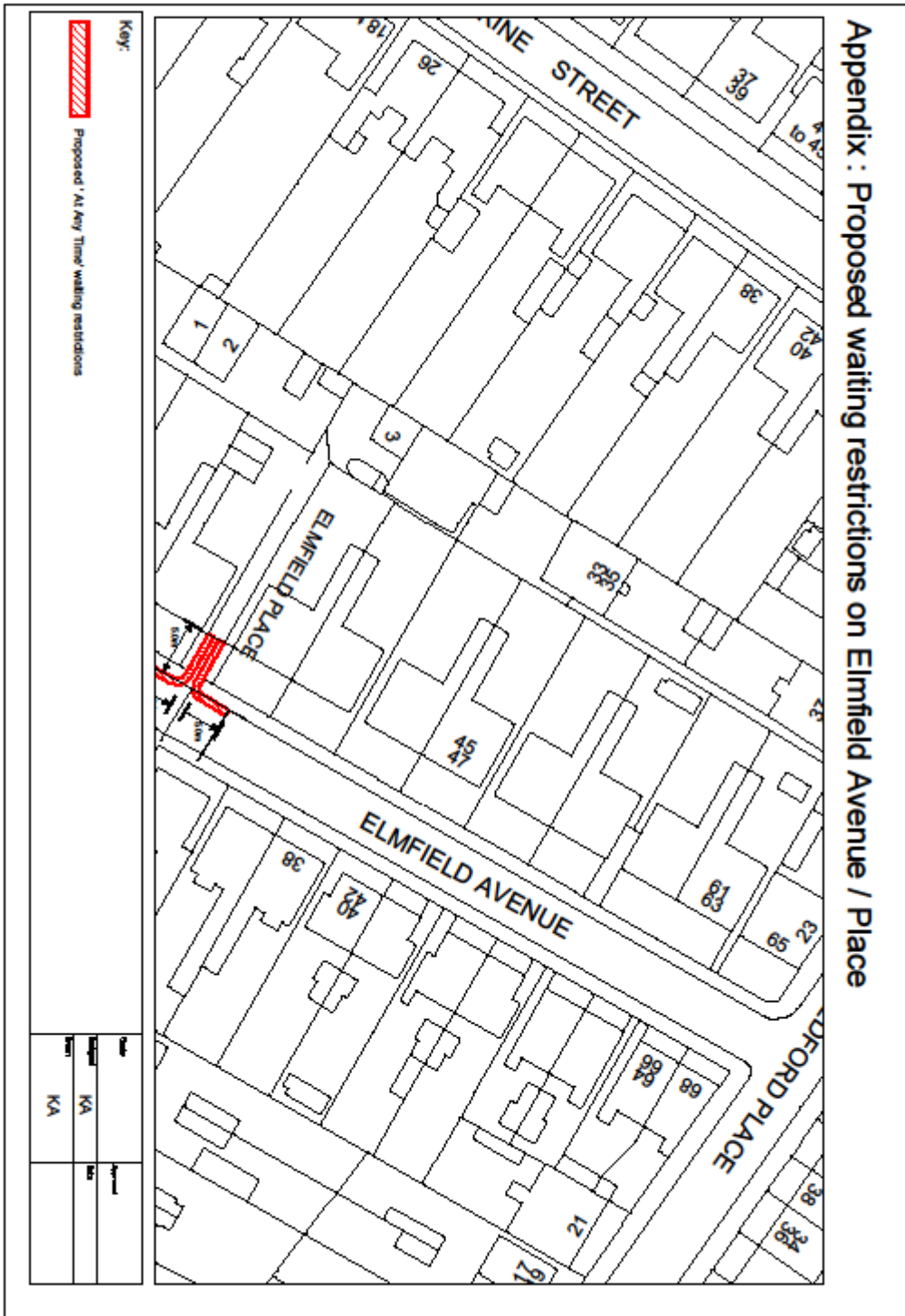


# Duthie Terrace



# Elmfield Avenue / Elmfield Place

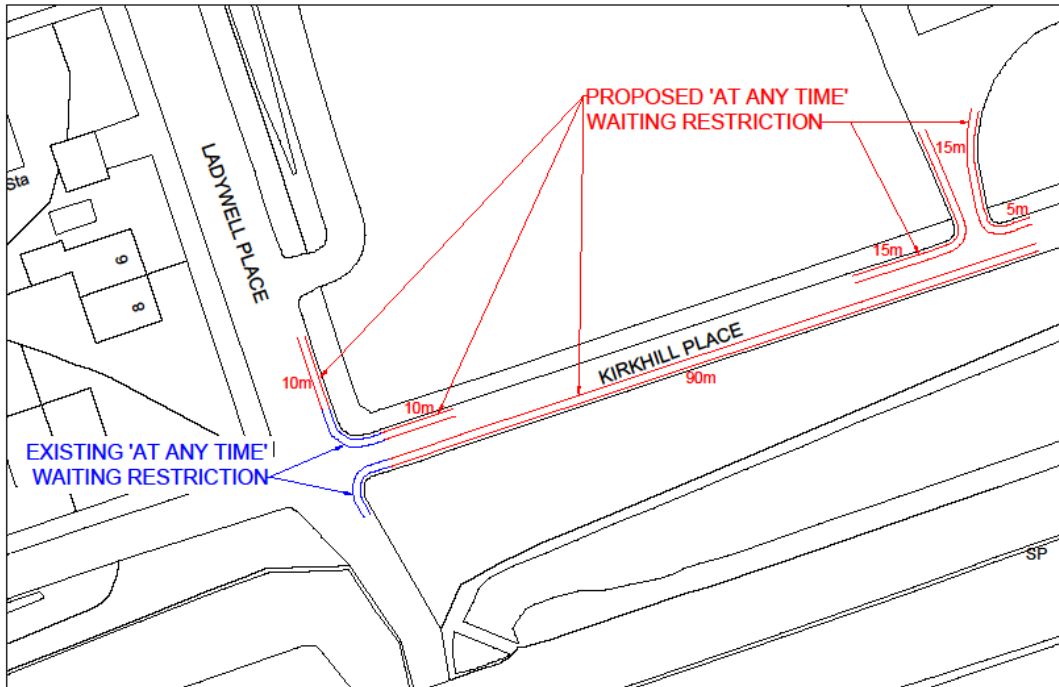
Appendix : Proposed waiting restrictions on Elmfield Avenue / Place



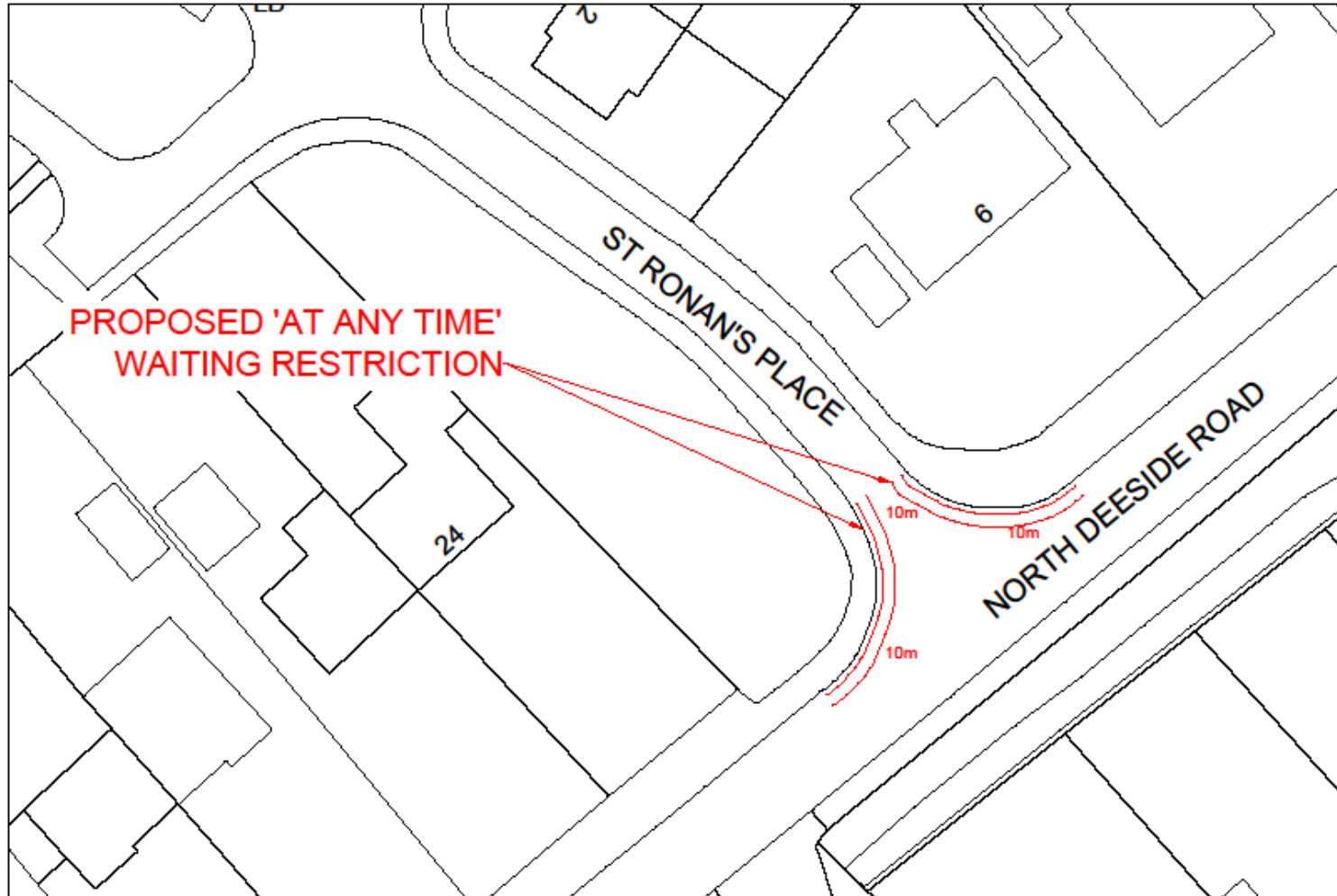


# Ladywell Place / Kirkhill Place

Ladywell Place/Kirkhill Place - Proposed 'At any time' waiting restrictions

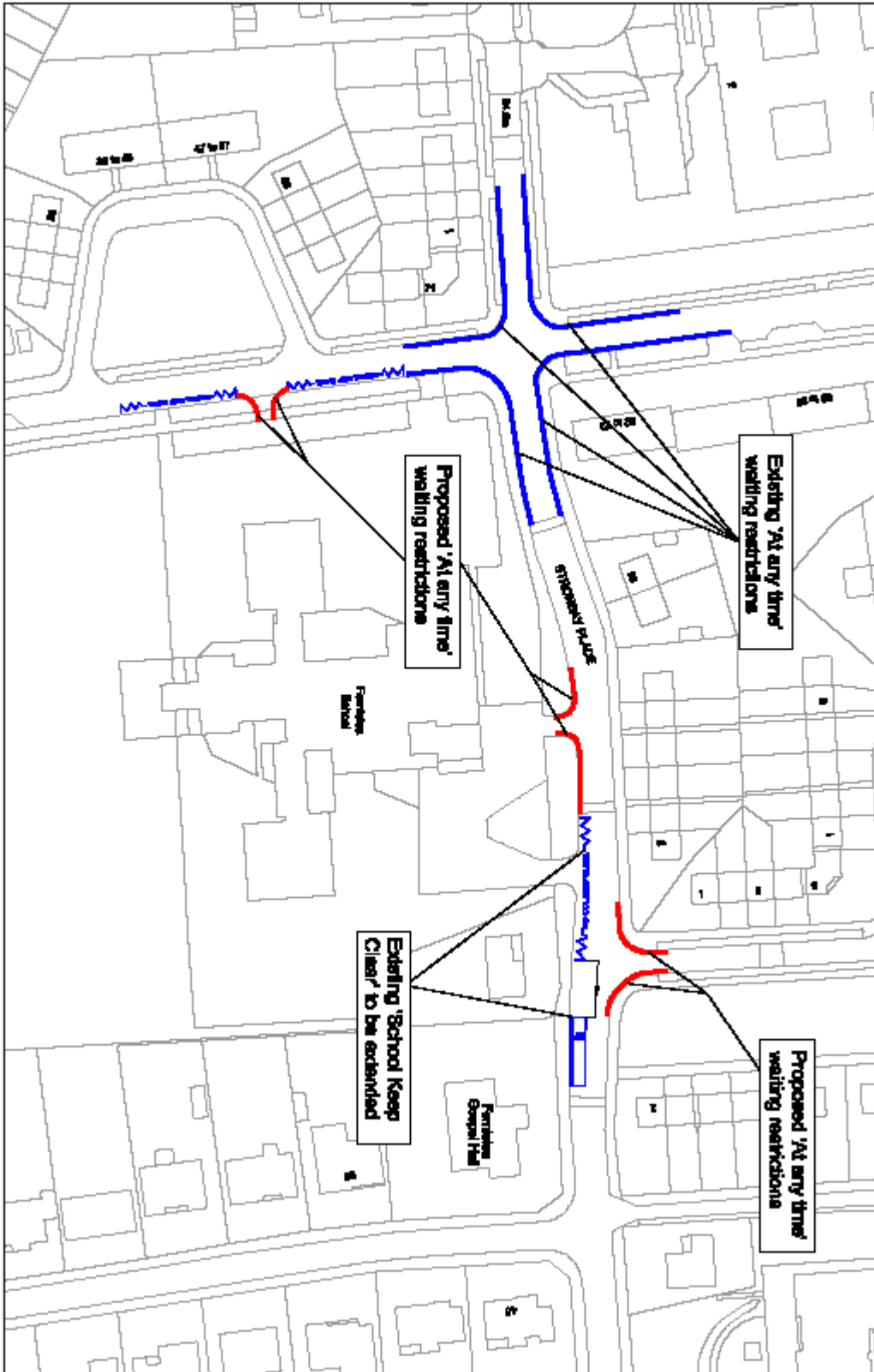


St Ronan's Place - Proposed 'At any time' waiting restriction



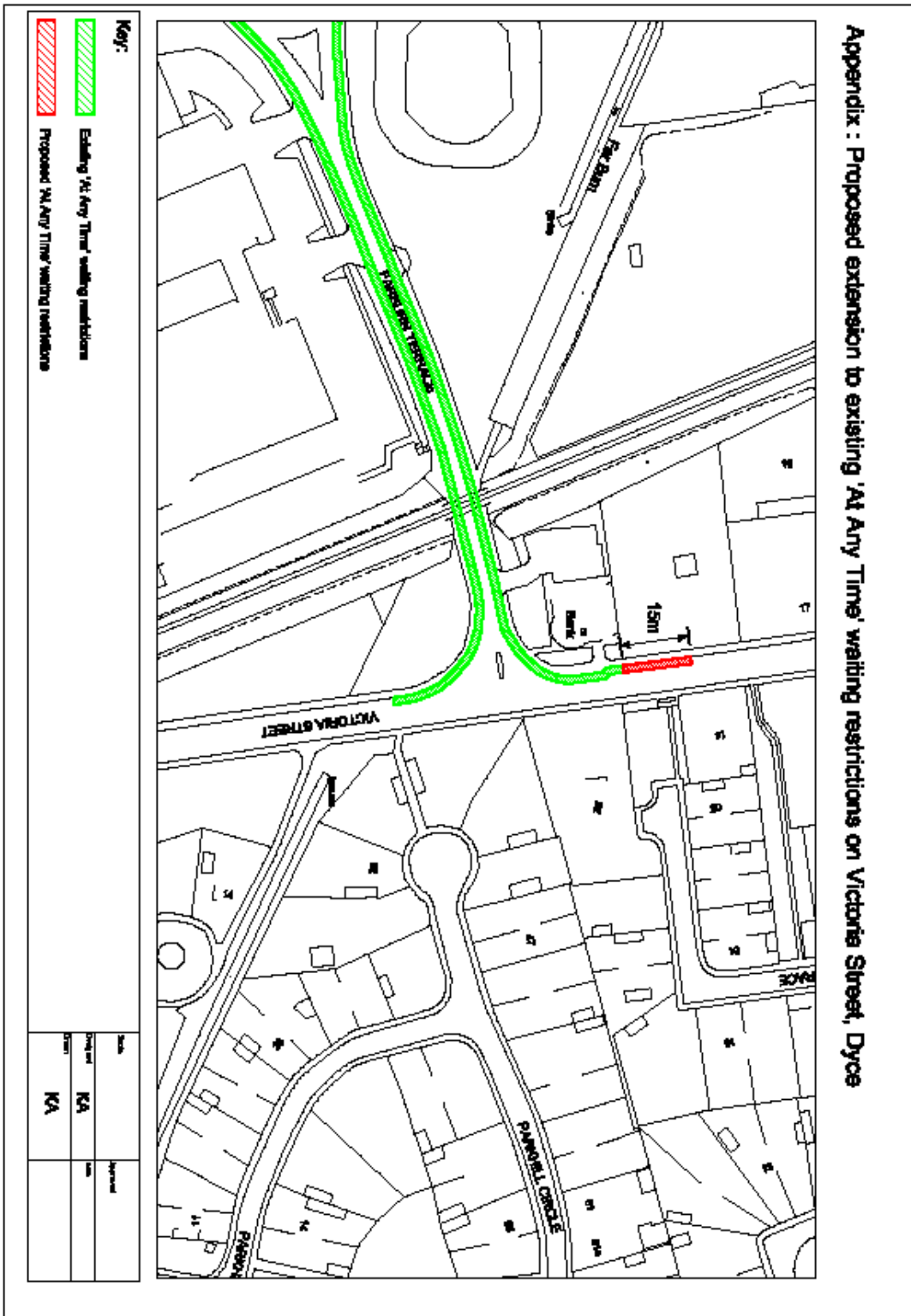
# Stronsay Drive

## **Stronsay Drive / Stronsay Place - Proposed 'At any time' waiting restrictions**



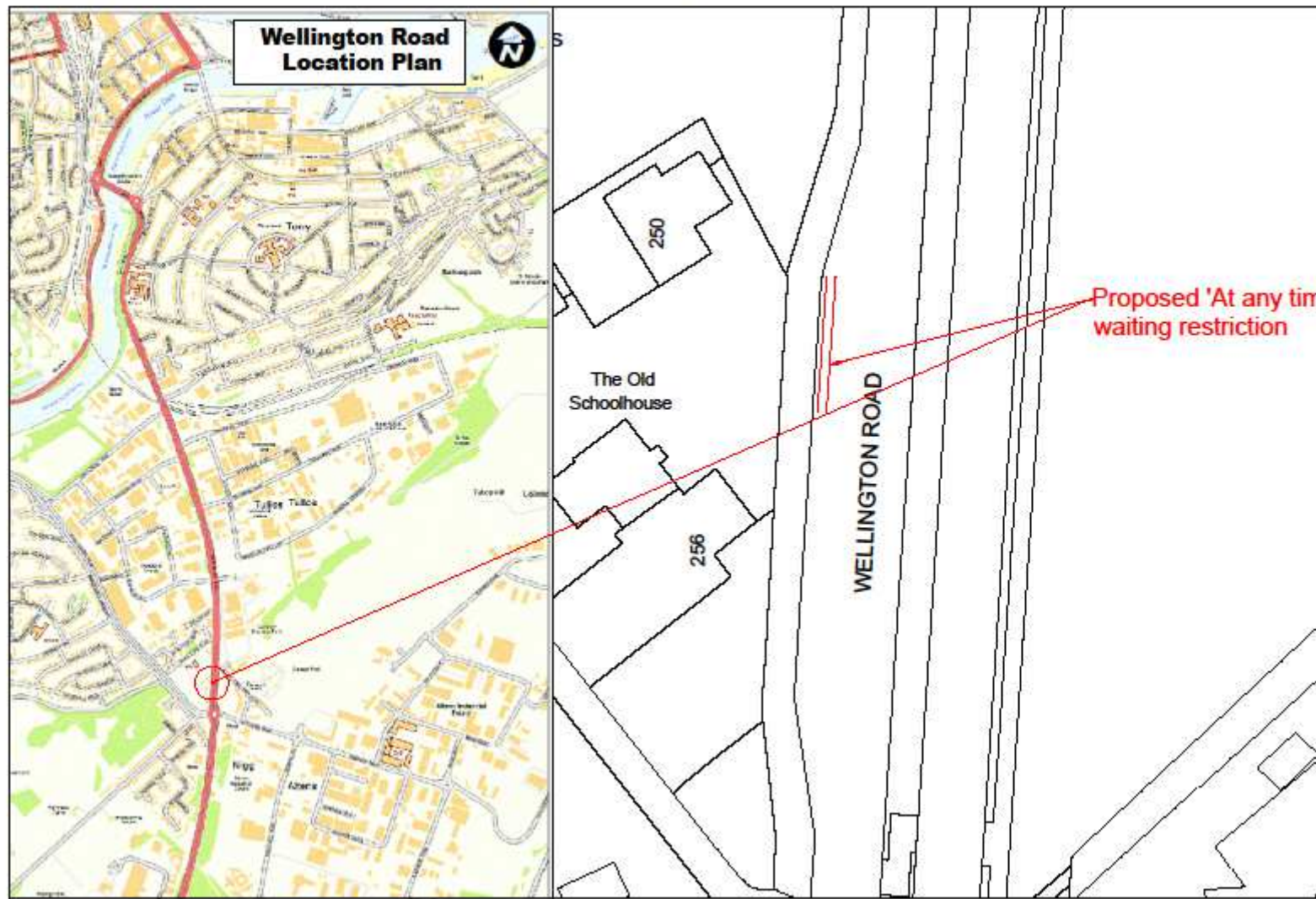
# Victoria Street, Dyce

Appendix : Proposed extension to existing 'At Any Time' waiting restrictions on Victoria Street, Dyce



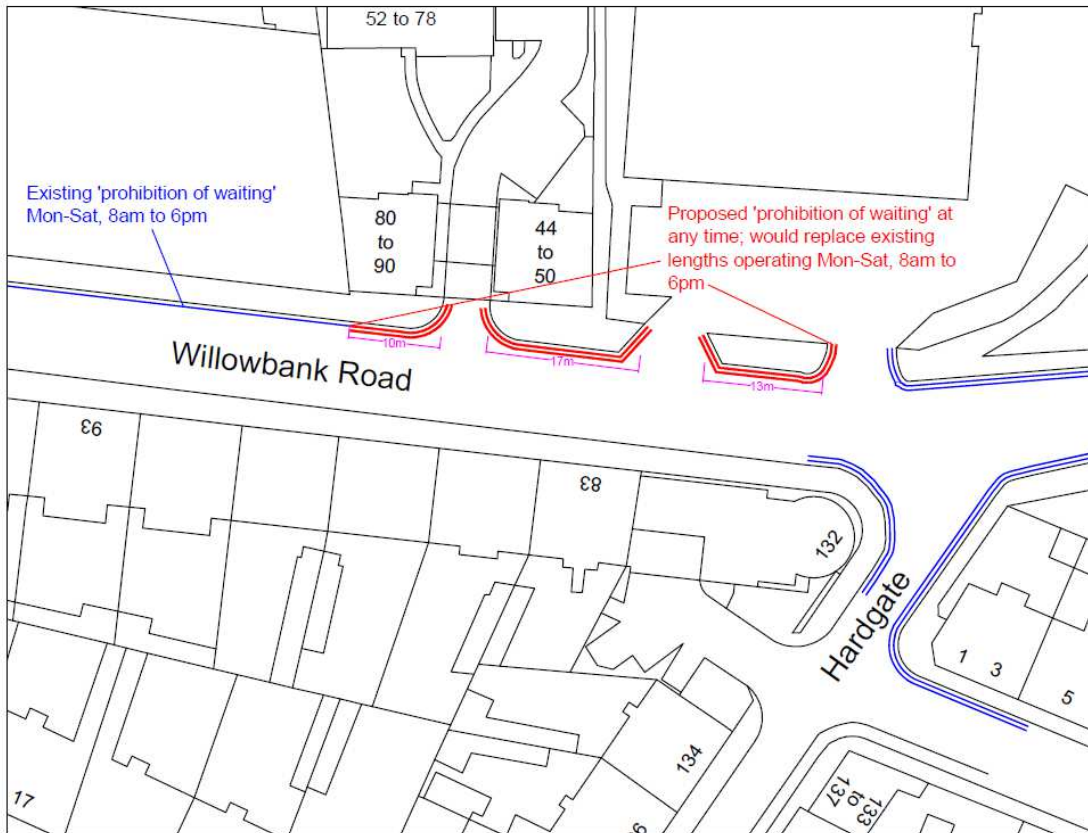
# Wellington Road Layby

Wellington Road layby - Proposed 'At any time' waiting restriction



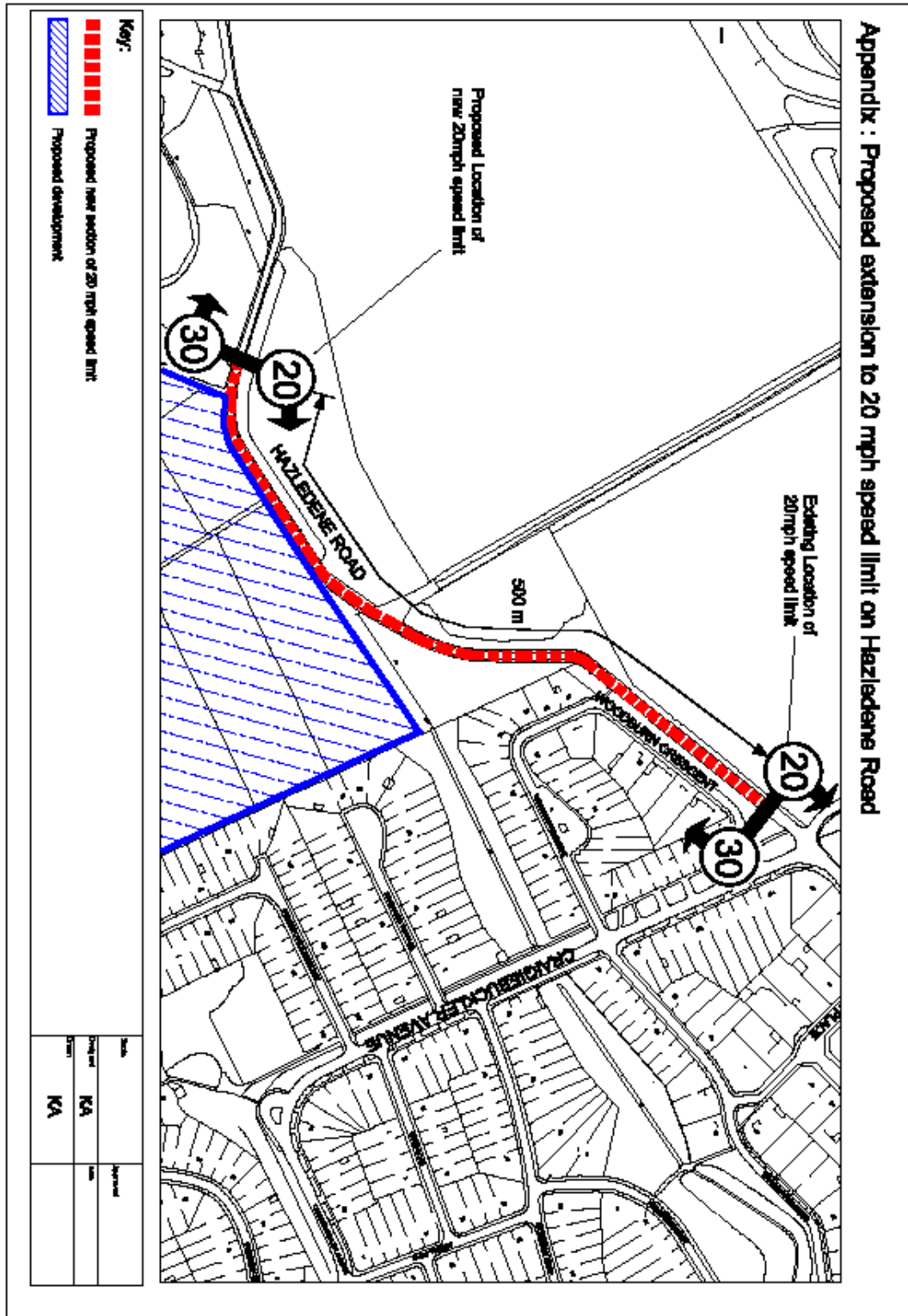
# Willowbank Road

Willowbank Road - Proposed lengths of prohibition of waiting at any time



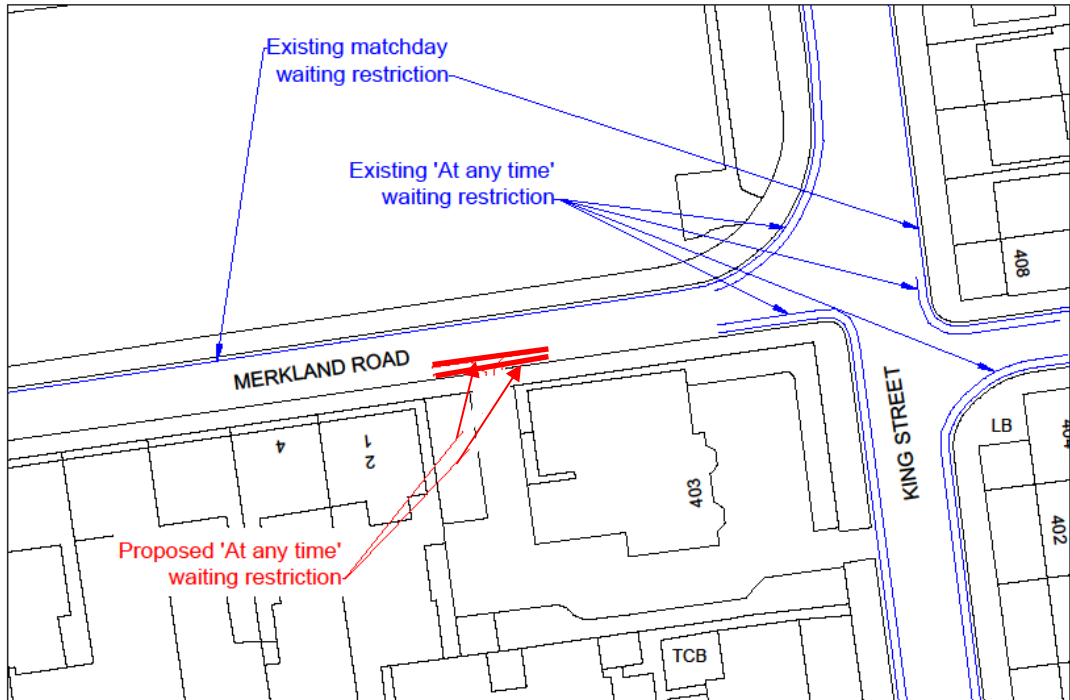
- The following proposals will be funded by the Developer

### Hazledene Road



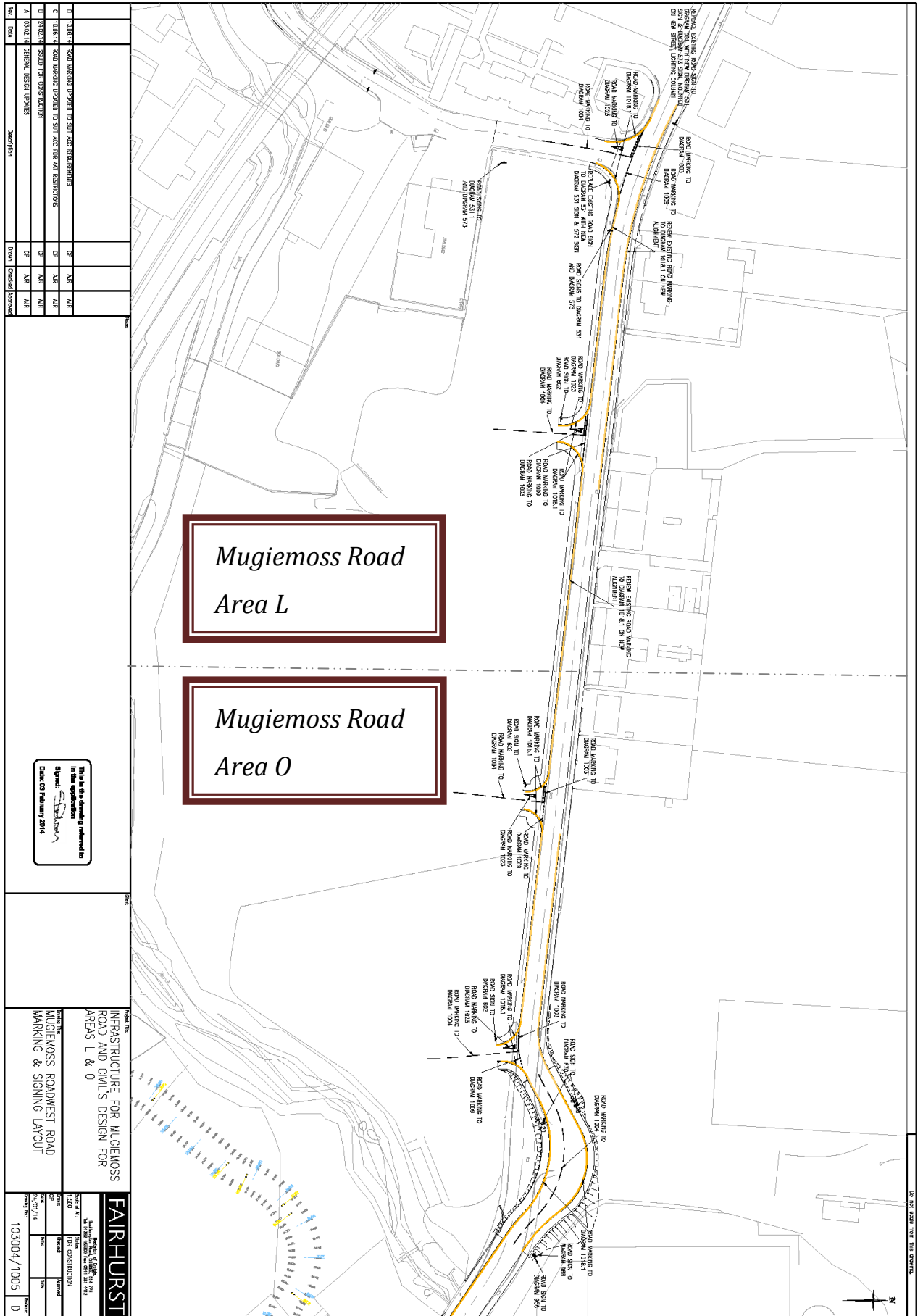
# Merkland Road / 403 King Street

Merkland Road - Proposed 'At any time' waiting restriction





# Mugiemoss Road



Rev	Date	Description	Drawn	Checked/Approved
1		ROAD MARKING UPDATES TO SUDAS REQUIREMENTS	SP	NAR / ALE
2		ROAD SIGN UPDATES TO SUDAS REQUIREMENTS	SP	NAR / ALE
3		ROAD SIGN UPDATES TO SUDAS REQUIREMENTS	SP	NAR / ALE
4		ROAD SIGN UPDATES TO SUDAS REQUIREMENTS	SP	NAR / ALE
5		ROAD SIGN UPDATES TO SUDAS REQUIREMENTS	SP	NAR / ALE
6		ROAD SIGN UPDATES TO SUDAS REQUIREMENTS	SP	NAR / ALE
7		GENERAL DESIGN UPDATES	SP	NAR / ALE

This is the drawing referred to in this application  
 Signed: [Signature]  
 Date: 01 February 2014

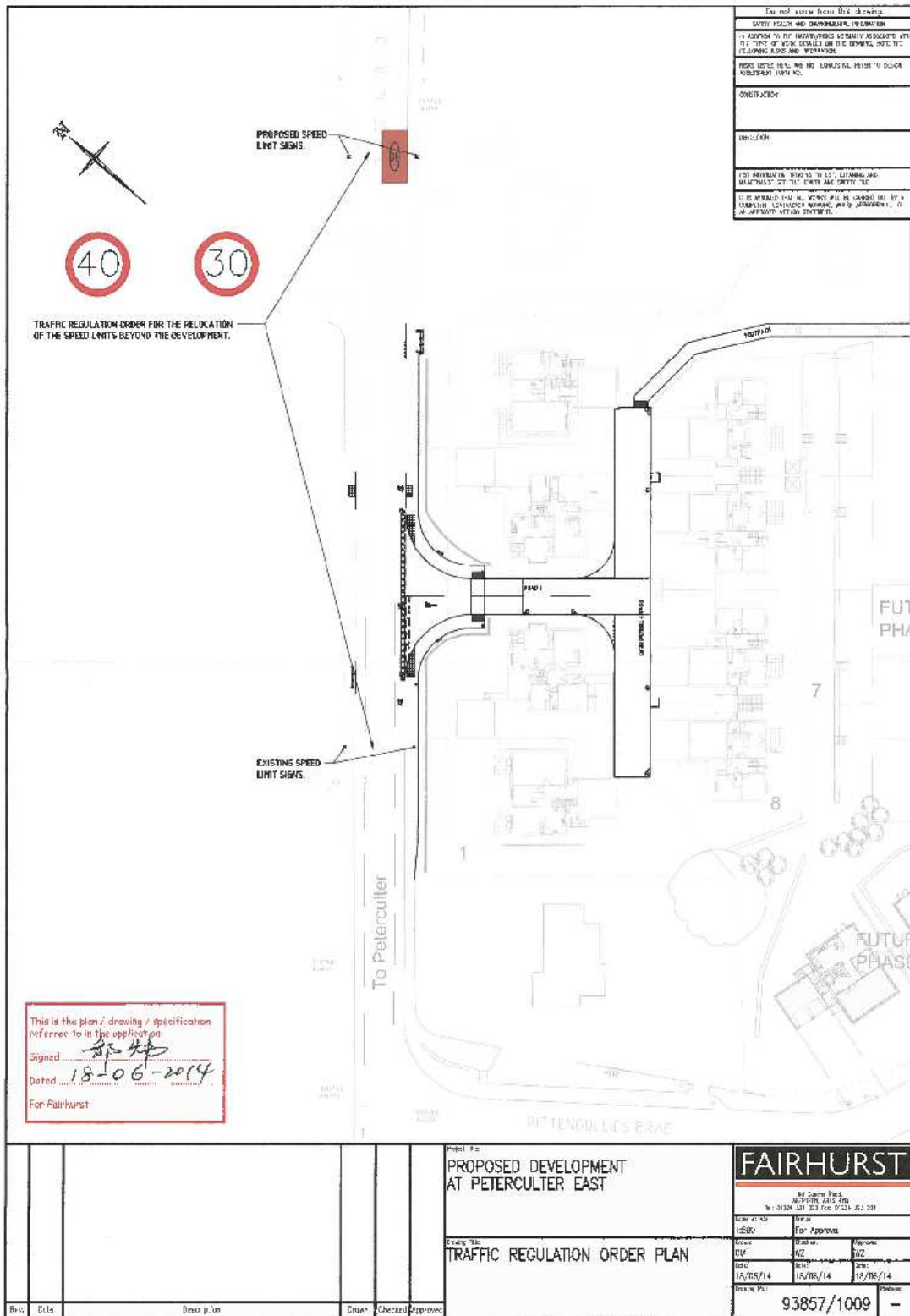
Project No: 103004/1005

INFRASTRUCTURE FOR MUGIEMOSS ROAD AND CIVIL'S DESIGN FOR AREAS L & O

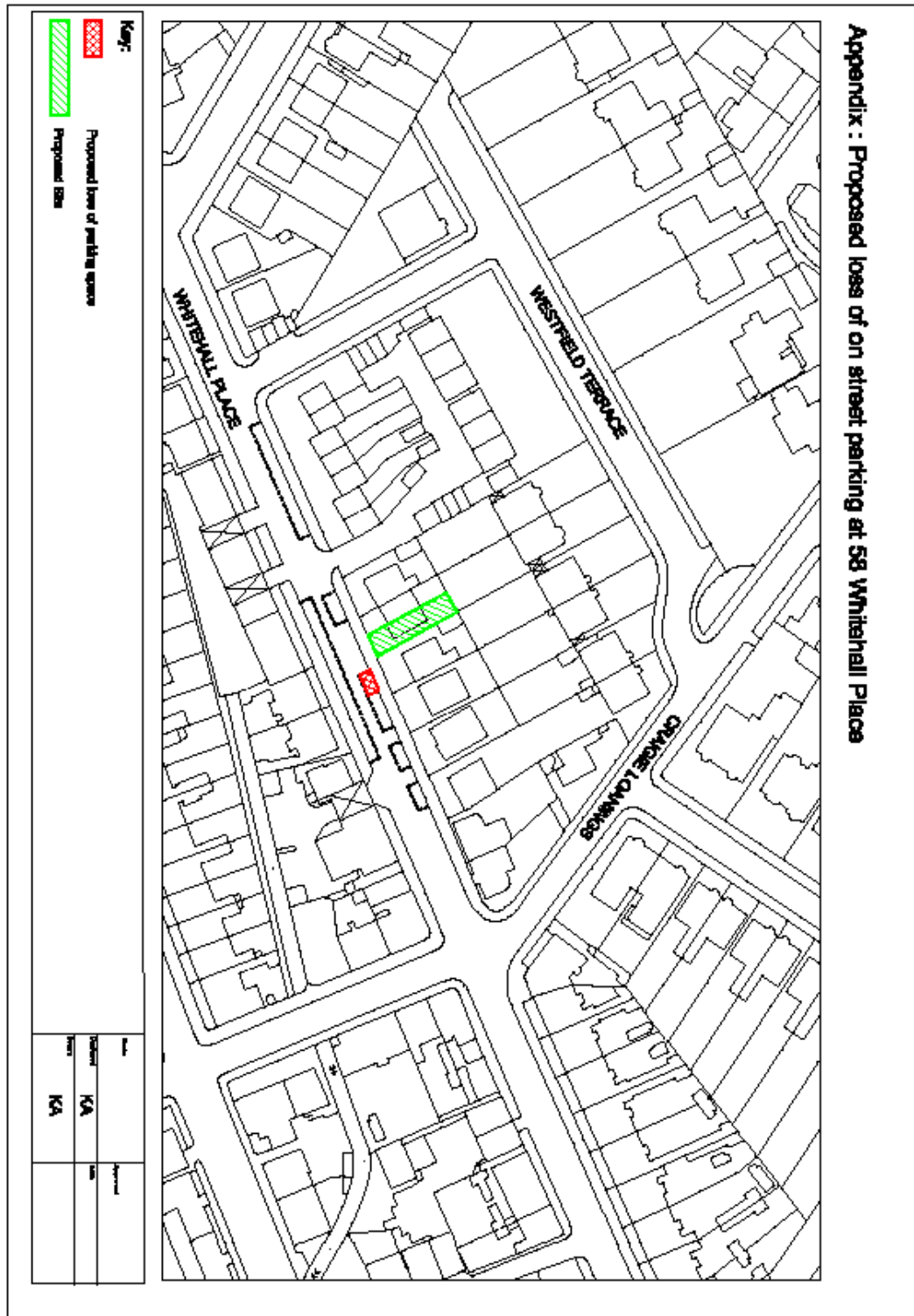
MUGIEMOSS ROADWEST ROAD MARKING & SIGNING LAYOUT

**FAIRHURST**  
 1000  
 1:500  
 24/07/14  
 103004/1005

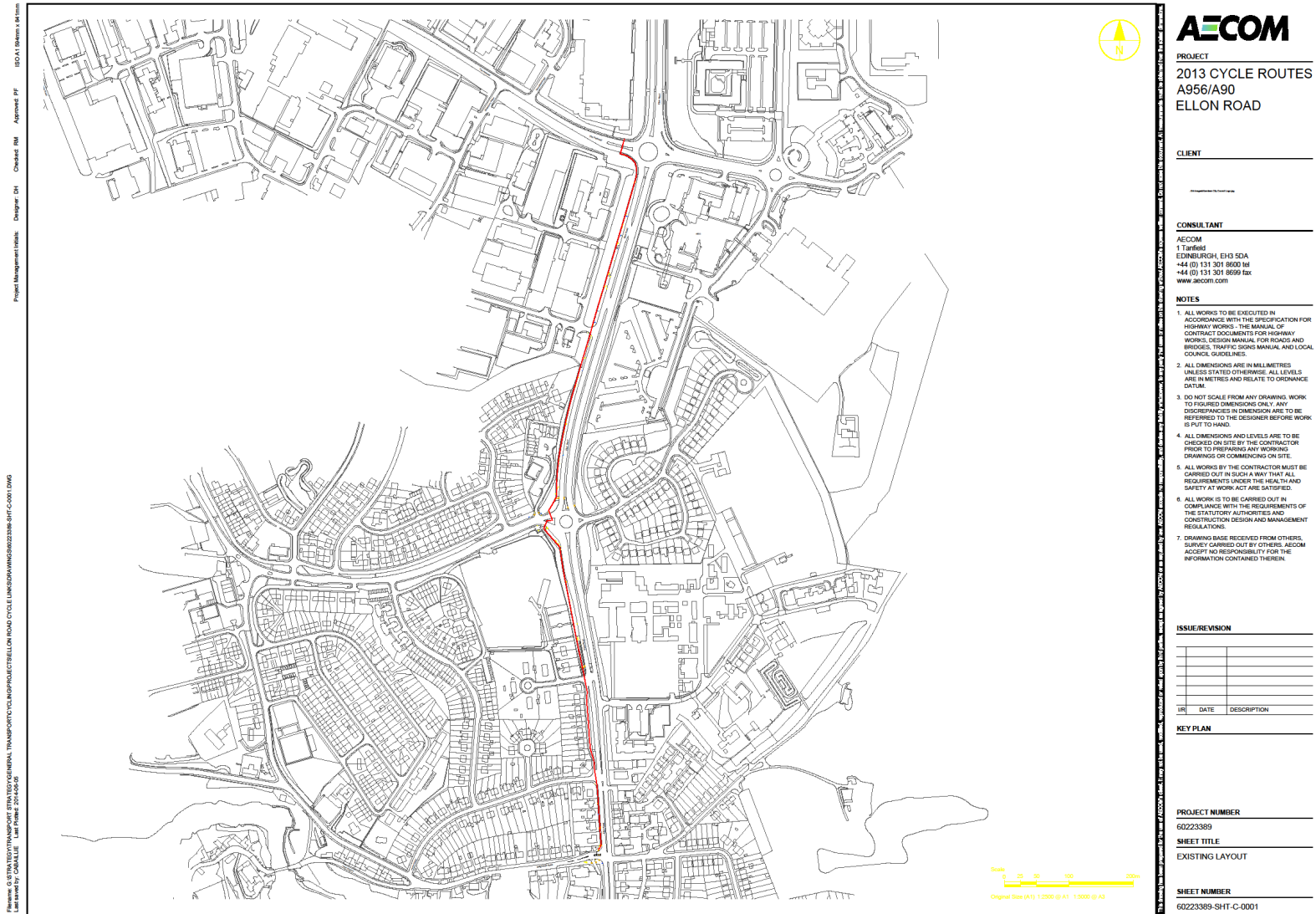
# North Deeside Road



# Whitehall Place



- **The following proposal will be funded by NESTRANS SUSTRANS**  
**ELLON ROAD CYCLE ROUTES**



- **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 are 71 applications to be considered at this meeting.

*(Plans are not included as, under normal circumstance, spaces are located close to the properties.)*

1	41C CALEDONIAN PLACE
2	46 MURRAY TERRACE
3	4 HOLBURN ROAD (APPLICANT 280 HOLBURN STREET)
4	3 BALMORAL ROAD
5	14 BRIGHTON PLACE
6	51-63 CRAIGIELEA AVENUE (APPLICANT 12 CRAIGTON ROAD)
7	111B GRAY STREET
8	413C HOLBURN STREET
9	118 JOHNSTONE GARDENS EAST
10	89 JOHNSTONE GARDENS EAST
11	6 LOCHNAGAR CRESCENT
12	192 JOHNSTON GARDENS NORTH (APPLICANT 190 JOHNSTON GARDENS NORTH)
13	OPPOSITE 9 MARISCHAL GARDENS
14	OUTSIDE BALGOWNIE COURT
15	17B SEATON DRIVE
16	DONVIEW HOUSE x2
17	SEAVIEW HOUSE x3
18	54 ARDARROCH ROAD
19	54B URQUHART ROAD
20	42 SUNNYBANK ROAD
21	26B BEDFORD ROAD
22	4 GREENBURN TERRACE
23	11 SCLATTIE PARK
24	4 MIDDLEMUIR PLACE
25	59 DAVIDSON DRIVE
26	22 JESMOND AVENUE (APPLICANT 8 JESMOND AVENUE)
27	16 SPRINGFIELD AVENUE
28	WESTBURN ROAD TO SIDE OF 93 ARGYLL PLACE
29	4 MORTIMER DRIVE
30	1 PRINCESS WAY
31	(HAZLEHEAD TERRACE) OPPOSITE 11 HAZLEHEAD ROAD
32	OPPOSITE 253-263 NORTH BALNAGASK ROAD (APPLICANT 17 PENTLAND ROAD)
33	50 GAIRN TERRACE
34	19 AUCHLEA ROAD
35	30 BEDFORD PLACE
36	260 VICTORIA ROAD

37	133 WESTERN ROAD
38	21 ST PETERS COURT, VICTORIA ROAD
39	20 FORESTERS AVENUE
40	10A GIRDLESTONE PLACE
41	28 WILLOWPARK ROAD
42	36 SUNNYBANK ROAD
43	134 FAULDS GATE
44	8 SMITHFIELD ROAD
45	106 MARCHBURN DRIVE
46	21 ANGUSFIELD AVENUE
47	CAR PARK TO REAR OF 126-130 BALNAGASK ROAD (APPLICANT 132A BALNAGASK ROAD)
48	23C SPA STREET
49	7 CADENHEAD ROAD
50	16 ABOYNE GARDENS
51	268 BROOMHILL ROAD
52	CAR PARK SERVING 1-13 CRAIGIELEA AVENUE (APPLICANT 23 COUNTESSWELLS ROAD)
53	CAR PARK SERVING 1-13 CRAIGIELEA AVENUE (APPLICANT 21 CRAIGIELEA AVENUE)
54	8D TULLOS CIRCLE
55	120B WALKER ROAD
56	84 NORTH GRAMPIAN CIRCLE
57	6 SINCLAIR TERRACE
58	121 HALLFIELD ROAD
59	TAY ROAD @ SIDE OF 95 UPPER MASTRICK WAY
60	100 BONNYVIEW DRIVE
61	103 HEATHRYFOLD CIRCLE
62	22 MORTIMER DRIVE
63	86 CUMMINGS PARK CIRCLE (APPLICANT 65 CUMMINGS PARK CIRCLE)
64	509 CLIFTON ROAD
65	36 SIMPSON ROAD (APPLICANT 40 SIMPSON ROAD)
66	BRADLEY TERRACE TO REAR OF 33-63 TEDDER STREET (APPLICANT 49 TEDDER STREET)
67	18 BELMONT ROAD
68	307 KINCORTH CIRCLE
69	57 DENMORE GARDENS
70	6 WOODSTOCK ROAD
71	47 GRAMPIAN ROAD

## **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**

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Engineering Officer  
[lsnee@aberdeencity.gov.uk](mailto:lsnee@aberdeencity.gov.uk)  
01224 522307

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## ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise, Strategic Planning and Infrastructure</b>
DATE	<b>4 September 2014</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Traffic Orders at the Final Stage of the Statutory Process</b>
REPORT NUMBER:	<b>EPI/14/224</b>
CHECKLIST:	YES

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### 1. PURPOSE OF REPORT

This report deals with 19 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 advert has been 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 (Greenfern Avenue, Aberdeen) (Prohibition of Waiting) Order 201(X); overrule the objection received and approve the orders made as originally envisaged.
- (iii) in relation to The Aberdeen City Council (Forbesfield Road / Forest Avenue Lane, Aberdeen) (Prohibition of Waiting) Order 201(X); overrule the objection received and approve the orders made as originally envisaged.
- (iv) in relation to The Aberdeen City Council (Stronsay Drive / Fernielea Crescent, Aberdeen) (Prohibition of Waiting) Order 201(X); overrule the objection received and approve the orders made as originally envisaged.

- (v) in relation to The Aberdeen City Council (Rosemount Place Area, Aberdeen) (Prohibition of Loading) Order 201(X); overrule the objection received and approve the orders made as originally envisaged.

### 3. FINANCIAL IMPLICATIONS

The proposals contained in the nineteen traffic orders detailed at 5.1 through to 5.13 will be funded through the Cycling, Walking & Safer Streets Budget.

The proposal contained in the traffic order detailed at 5.14 will be fully funded by the school.

The proposals contained in the three traffic orders detailed at 5.15 through to 5.17 will be fully funded by developers.

The proposal contained in the traffic order detailed at 5.18 is an administrative amendment to an existing order. There will be no cost implication.

The proposals contained in the traffic order detailed at 5.19 will be funded through the Disabled Parking Budget.

### 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 eighteen orders under consideration.

#### **5.1 THE ABERDEEN CITY COUNCIL (FERRYHILL) (ZONE V) (CONTROLLED PARKING AND WAITING RESTRICTIONS) (AMENDMENT) ORDER 201(X)**

5.1.1 No statutory objections have been received.

#### **5.2 THE ABERDEEN CITY COUNCIL (WALKER ROAD / GRAMPIAN PLACE, ABERDEEN) (PROHIBITION OF WAITING) (REVOCATION) ORDER 201(X)**

5.2.1 No statutory objections have been received.

#### **5.3 THE ABERDEEN CITY COUNCIL (OFF-STREET CAR PARKS, ABERDEEN) (AMENDMENT) ORDER 201(X)**

5.3.1 No statutory objections have been received.

**5.4 THE ABERDEEN CITY COUNCIL (SPRINGFIELD AVENUE / SPRINGFIELD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.4.1 No statutory objections have been received.

**5.5 THE ABERDEEN CITY COUNCIL (GREENFERN AVENUE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.5.1 Objection to the introduction of the proposed 'At Any Time' waiting restriction on Greenfern Avenue, Aberdeen

An objection to the introduction of the proposed 'At Any Time' waiting restriction on Greenfern Avenue has been received from a local resident. The objection states that the proposed restrictions will impact on the already limited parking on Greenfern Avenue. The objection also states that whilst the restriction is limited to a section of carriageway between two driveways, which is 2.7 metres in length, it is still sufficient to prevent them from parking their vehicle which they state is 3.7 metres in length. (For information the plan indicating the original proposal is highlighted in Appendix 3).

5.5.2 Response to objection

The proposed restrictions are intended to alleviate the on-going issue raised by the resident who is having problems accessing and exiting their driveway due to vehicles parking inappropriately. The resident has previously applied for a Long 'H' road marking but this has proved ineffective in preventing rogue parking.

Given the aforementioned, it is recommended that the 'At Any Time' waiting restrictions be introduced on Greenfern Avenue for a length of 3 metres or thereby to address the issues currently being encountered by the resident and the order therefore produced to reflect this.

**5.6 THE ABERDEEN CITY COUNCIL (AUCHINLECK CRESCENT AREA, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.6.1 No statutory objections have been received.

**5.7 THE ABERDEEN CITY COUNCIL (FORBESFIELD ROAD / FOREST AVENUE LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.7.1 Objection to the introduction of part time Mon to Fri, 10am to 4pm part-time waiting restrictions for Forest Avenue Lane, Aberdeen

Objections to the introduction of the proposed part-time waiting restrictions on Forest Avenue Lane have been received from three local residents. The proposed Mon to Fri, 10am to 4pm restrictions are intended to address the on-going issue of inconsiderate parking from non-residents seeking to park free of charge out-with the Controlled Parking Zone (CPZ). Local residents, including the objectors, have cited that poor parking is restricting and sometimes preventing local residents from accessing / exiting their garages. The objections suggests that the proposed restrictions would exacerbate the problem by reducing further the parking at the properties during the times covered by the restrictions and alternative measures such as extending the CPZ or introducing priority parking should be considered. The proposal for the introduction of 'At Any Time' waiting restriction at the junction of Forest Avenue Lane and Forbesfield Road, which is associated with the proposals are however supported by the three objectors, albeit one objector has stated that as parking is at a premium, the restrictions should be reduced from 10 metres to 5 metres in length in order to reduce the impact (For information the plan indicating the original proposal is highlighted in Appendix 3)

#### 5.7.2 Response to objection

Whilst the objections received confirms the issue of parking for residents during working hours it highlights the fact that this is an issue that the residents are prepared to accept as they feel that the imposition of restrictions will have a greater impact on residential amenity. Of the eleven properties that take direct access onto the lane, three have made a formal objection, whilst informal objections have been received from an additional three residents. All of the objections, both formal and informal have indicated support to the proposed 'At Any Time' waiting restrictions at the junction of Forest Avenue Lane and Forbesfield Road, albeit one objector who, whilst supporting the restrictions, wishes them to be reduced to address potential on-street parking issues.

Given the aforementioned, it is recommended that the waiting restrictions on Forest Avenue Lane and its junction with Forbesfield Road be introduced to the extent highlighted in Appendix 1, whilst the proposed part-time waiting restrictions be removed at this stage and monitored to gauge if they are required at a later date. The Order should therefore be produced to reflect this.

### **5.8 THE ABERDEEN CITY COUNCIL (THISTLE LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.8.1 No statutory objections have been received.

**5.9 THE ABERDEEN CITY COUNCIL (STRONSAY DRIVE / FERNILEA CRESCENT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

**5.9.1 Objection to the introduction of 'At Any Time' waiting restrictions for Stronsay Drive and Fernilea Crescent, Aberdeen**

Objections to the introduction of the proposed 'At Any Time' waiting restrictions on Stronsay Drive and Fernilea Crescent have been received from two residents of Fernilea Crescent. The proposed waiting restrictions are intended to address the on-going road safety issue caused by inconsiderate parking from residents of Stronsay Drive within the vicinity of the Fernilea Crescent junction and non-residents attending events within Summerhill Church. Currently vehicles are parking at or near the Give Way build outs on Stronsay Drive near Summerhill Church. This is causing visibility issues for drivers as they are unsighted to on-coming vehicles heading northwards on Stronsay Drive. The objectors feel that the proposed restrictions will impact further on Fernilea Crescent which is already subject to high levels of residents parking. They also feel that due to the narrow nature and restricted forward visibility on Fernilea Crescent, any additional parking would cause further issues with vehicles being able to pass within the boundaries of the carriageway. They feel that the restrictions on Stronsay Drive should be time limited to cover events held within the church, and reduced on Fernilea Crescent to limit impact on available parking (For information the plan indicating the original proposal is highlighted in Appendix 3).

**5.9.2 Response to objection**

The proposed restrictions are intended to both improve forward visibility for drivers and ensure that any displaced vehicles do not obstruct the junction of Fernilea Crescent. Whilst time limiting the restrictions would address the issues on Stronsay Drive during the restrictions and reduce the parking issues on Fernilea Crescent out-with the restrictions, they would not address the road safety concerns on Stronsay Drive at times out-with the restrictions. The proposed waiting restrictions at the junction of Fernilea Crescent are intended to ensure safe vehicular movements at or near the junction. The proposed restrictions on Fernilea Crescent are limited to the frontage of 21 Stronsay Drive, the owner of which has intimated that they are prepared to install a driveway access to mitigate the effects of the restrictions.

Given the aforementioned, it is recommended that the 'At Any Time' waiting restrictions be introduced on Stronsay Drive and Fernilea Crescent to the extent highlighted in Appendix 1 and the order therefore produced to reflect this.

**5.10 THE ABERDEEN CITY COUNCIL (CARNEGIE CRESCENT / ANDERSON DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.10.1 No statutory objections have been received.

**5.11 THE ABERDEEN CITY COUNCIL (A944 / B9119, ABERDEEN) (40 MPH SPEED LIMIT) ORDER 201(X)**

5.11.1 An objection to the introduction of the proposed 40mph speed limit on the A944 between the Prime Four Development and the City Boundary at Westhill has been received from the Westhill and Elrick Community Council. The objector feels that the proposed introduction of a 40mph speed limit is simply to reduce driver confusion by introducing a uniform speed limit whilst increasing driver frustration and encouraging drivers to ignore the speed limit, especially as this is a dual carriageway with few dwelling houses. The objector also mentions that the sections of the A944, Lang Stracht between the Skene Road junction and James Cocker roses, and the B9119, Skene Road from the A944 junction to Groats Road are currently single carriageway with a 50mph speed limit imposed.

5.11.2 Response to objection

The proposed restrictions are intended to rationalise the speed limit on the section of the A944, Aberdeen to Alford road on the section between Kingswells and Westhill in light of current and future developments including the AWPR interchange at the Five Mile Garage. This reduction will tie in with the 40mph speeds limits currently in place at the Arnhall Development, Westhill and the Prime Four Development at Kingswells. The current 50mph speed limits on the A944 and B9119 to the east of Kingswells are to be reassessed in light of the proposed development at the Den of Maidencraig.

Given the aforementioned, it is recommended that the reduced speed limit of 40mph be introduced on the section of A944 between the Arnhall and Prime Four developments to the extent highlighted in Appendix 1 and the order therefore produced to reflect this

**5.12 THE ABERDEEN CITY COUNCIL (ROSEMOUNT PLACE AREA, ABERDEEN) (PROHIBITION OF LOADING) ORDER 201(X)**

5.12.1 Objection to the introduction of the proposed Prohibition of Loading Mon to Sat, 8am to 9:30am and 15:30pm to 18:00pm restrictions on Rosemount Place, Aberdeen

An objection to the introduction of the proposed Prohibition of Loading, Mon to Sat, 8am to 9:30am and 15:30pm to 18:00pm restrictions has been received. The proposed restrictions are intended to address an on-going issue caused by delivery vehicles parking at or near the

junctions of View Terrace and Eden Place. Concerns have been received from local residents as delivery vehicles are obstructing visibility for motorists attempting to exit the aforementioned streets onto Rosemount Place, this has resulted in several near misses due to the volumes / speeds of vehicles along Rosemount Place at this location. Delivery vehicles parking within this location result in the actual road width being reduced significantly, this is resulting in a 'pinch point' which causes traffic build up's, especially during the rush hour period. The restrictions are intended to address the visibility problems and ease traffic congestion during the rush hour periods only, out-with this, is it anticipated that the restrictions will not impact adversely on the local businesses. Due to the potential for problems caused by delivery vehicles parking in this area during the rush hour period it is proposed to extend the restrictions on Rosemount Place from Short Loanings to Loanhead Terrace and on Short Loanings, View Terrace and Eden Place at the junctions (For information the plan indicating the original proposal is highlighted in Appendix 3).

#### 5.5.2 Response to objection

The proposed restrictions are intended to alleviate the on-going issues caused by delivery vehicles on Rosemount Place during the rush hour period, whilst not adversely affecting the local business community.

Given the aforementioned, it is recommended that the Prohibition of Loading restrictions be introduced on Rosemount Place, Short Loanings, View Terrace and Eden Place as per Appendix 1 and the order therefore produced to reflect this

#### **5.13 THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, CULTS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.13.1 No statutory objections have been received.

#### **5.14 THE ABERDEEN CITY COUNCIL (CULTS SCHOOL, CULTS, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)**

5.14.1 No statutory objections have been received.

#### **5.15 THE ABERDEEN CITY COUNCIL (TARBOTHILL ROAD, ABERDEEN) (NO STOPPING) (REVOCATION) ORDER 201(X)**

5.15.1 No statutory objections have been received.

#### **5.16 THE ABERDEEN CITY COUNCIL (WELLINGTON CIRCLE / UN-NAMED ACCESS ROAD OFF WELLINGTON CIRCLE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.16.1 No statutory objections have been received.

**5.17 THE ABERDEEN CITY COUNCIL (EARNS HEUGH ROAD / LOIRSTON AVENUE / LOIRSTON CLOSE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

5.17.1 No statutory objections have been received.

**5.18 THE ABERDEEN CITY COUNCIL (ASHLEY/QUEEN'S CROSS) (ZONE N) (CONTROLLED PARKING AND TRAFFIC MANAGEMENT) ORDER 201(X)**

5.18.1 No statutory objections have been received.

**5.19 THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN CITY) (REGULATORY PARKING PLACES) (NO 3) ORDER 201(X)**

5.19.1 No statutory objections have been received.

**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 13 March 2014.

<http://committees.aberdeencity.gov.uk/documents/s36094/EPI.14.023%20-%20Various%20small%20scale%20traffic%20management%20and%20development%20associated%20proposals.pdf>

**9. REPORT AUTHOR DETAILS**

Katherine Duncan  
Technical Officer



[kathduncan@aberdeencity.gov.uk](mailto:kathduncan@aberdeencity.gov.uk)  
(01224) 522319

## **Appendix 1**

### **ABERDEEN CITY COUNCIL**

#### **ROAD TRAFFIC REGULATION ACT 1984**

##### **THE ABERDEEN CITY COUNCIL (TARBOTHILL ROAD, ABERDEEN) (NO STOPPING) (REVOCATION) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Tarbothill Road, Aberdeen) (No Stopping) (Revocation) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to revoke two lengths of ‘no stopping’ / ‘School Keep Clear’ on Tarbothill Road that operated Monday to Friday, between the hours of 8am and 5pm, and were associated with the now defunct school that was located adjacent to this road. The lengths of road concerned are defined in the schedule below.

#### **Schedule**

##### **Tarbothill Road**

South side, from a point 64 metres north of its junction with Balgownie Road, in a northerly then westerly direction for a distance of 36 metres.

East side, from a point 15 metres south of its junction with Fowlershill Gardens, in a southerly direction for a distance of 31 metres.

##### **THE ABERDEEN CITY COUNCIL (SPRINGFIELD AVENUE / SPRINGFIELD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Springfield Avenue / Springfield 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 Springfield Avenue and Springfield Road, Aberdeen, as defined in the schedule below.

#### **Schedule**

##### **Springfield Avenue**

Both sides, from the extended east kerbline of Springfield Road, eastwards for a distance of 15 metres or thereby.

##### **Springfield Road**

East side, from the extended north kerbline of Springfield Avenue, northwards for a distance of 10 metres or thereby.

East side, from the extended south kerbline of Springfield Avenue, southwards for a distance of 10 metres or thereby.

##### **THE ABERDEEN CITY COUNCIL (FORBESFIELD ROAD / FOREST AVENUE LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Forbesfield Road / Forest Avenue Lane, 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 Forbesfield Road and Forest Avenue Lane, Aberdeen, as defined in the first schedule below. .

### **First Schedule**

Prohibition of waiting at any time

#### **Forbesfield Road**

East side, from the extended south kerbline of Forest Avenue Lane, southwards for a distance of 10 metres or thereby.

East side, from the extended north kerbline of Forest Avenue Lane, northwards for a distance of 10 metres or thereby.

#### **Forest Avenue Lane**

Both sides, from the extended east kerbline of Forbesfield Road, eastwards for a distance of 10 metres or thereby.

### **THE ABERDEEN CITY COUNCIL (GREENFERN AVENUE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Greenfern Avenue, 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 a certain length of prohibition of waiting at any time on Greenfern Avenue, Aberdeen, as defined in the schedule below.

#### **Schedule**

##### **Greenfern Avenue**

East side, from a point 62 metres or thereby south of the extended south kerbline of Greenfern Road, southwards for a distance of 5 metres or thereby.

### **THE ABERDEEN CITY COUNCIL (THISTLE LANE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Thistle Lane, 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 a prohibition of waiting at any time throughout Thistle Lane, Aberdeen.

### **THE ABERDEEN CITY COUNCIL (STRONSAY DRIVE / FERNIELEA CRESCENT, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Stronsay Drive / Fernielea Crescent, 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 a prohibition of waiting at any time on certain lengths of Stronsay Drive and Fernielea Crescent, as defined in the schedule below.

#### **Schedule**

##### **Stronsay Drive**

East side, from a point 50 metres or thereby north of the north kerbline of Fernielea Crescent, southwards for a distance of 140 metres or thereby.

West side, from a point 45 metres or thereby north of the north kerblines of Fernielea Crescent, southwards for a distance of 95 metres or thereby.

#### **Fernielea Crescent**

Both sides, from the extended west kerblines of Stronsay Drive, westwards for a distance of 15 metres or thereby.

### **THE ABERDEEN CITY COUNCIL (CARNEGIE CRESCENT / ANDERSON DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Carnegie Crescent / Anderson Drive, 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 a prohibition of waiting at any time on certain lengths of Carnegie Crescent and Anderson Drive (slip road serving property nos.162 to 168 Anderson Drive), Aberdeen, as defined in the schedule below.

#### **Schedule**

##### **Carnegie Crescent**

South side, from the extended east kerblines of the slip-road of Anderson Drive serving properties 162 to 168, eastwards for a distance of 10 metres or thereby.

South side, from the extended west kerblines of the slip-road of Anderson Drive serving properties 162 to 168, westwards for a distance of 8 metres or thereby.

##### **Anderson Drive (Slip-road serving property nos. 162 to 168 Anderson Drive)**

Both sides, from the extended south kerblines of Carnegie Crescent, southwards for a distance of 10 metres or thereby.

### **THE ABERDEEN CITY COUNCIL (ROSEMOUNT PLACE AREA, ABERDEEN) (PROHIBITION OF LOADING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Rosemount Place Area, Aberdeen) (Prohibition of Loading) 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 prohibition of loading, Monday to Saturday, between the hours of 8.00am to 9.30am, and 3.30pm to 6.00pm, on certain lengths of Rosemount Place, Short Loanings, Eden Place, View Terrace, Loanhead Terrace Lane, and Richmond Street, Aberdeen, as defined in the schedule below.

#### **Schedule**

**Rosemount Place** - South side, from the extended west kerblines of Eden Place, westwards for a distance of 14 metres or thereby; South side, from a point 29 metres or thereby west of the extended west kerblines of Eden Place, westwards for a distance of 21 metres or thereby; South side, from the extended east kerblines of Eden Place, eastwards for a distance of 51 metres or thereby; North side, from the extended west kerblines of View Terrace, westwards for a distance of 27 metres or thereby; North side, from the extended east kerblines of View Terrace, eastwards for a distance of 16 metres or thereby.

**Short Loanings** - East side, from the extended south kerblines of Rosemount Place, southwards for a distance of 24 metres or thereby.

**Eden Place** - Both sides, from the extended south kerbline of Rosemount Place, southwards for a distance of 11 metres or thereby.

**View Terrace** - East side, from the extended north kerbline of Rosemount Place, northwards for a distance of 16 metres or thereby; West side, from the extended north kerbline of Rosemount Place northwards for a distance of 8 metres or thereby.

**Loanhead Terrace Lane** - East side, from the extended north kerbline of Rosemount Place, northwards for a distance of 4 metres or thereby.

**Richmond Street** - West side, from the extended south kerbline of Rosemount Place, southwards for a distance of 6 metres or thereby.

**THE ABERDEEN CITY COUNCIL (OFF-STREET CAR PARKS, ABERDEEN)  
(AMENDMENT) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Off-Street Car Parks, Aberdeen) (Amendment) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order is to change the charging tariff at Frederick Street Car Park. The current tariff is currently £2.00 for a period of parking up to 2 hours; £3.00 for 3 hours; and £4.00 for a maximum of 4 hours. **It is proposed to introduce a new charge of £1.00 for a period of parking up to 1 hour.**

**THE ABERDEEN CITY COUNCIL (NORTH DEESIDE ROAD, CULTS, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (North Deeside Road, Cults, 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 a certain length of prohibition of waiting at any time on the south side of the North Deeside Road, Cults, Aberdeen; while at the same time revoking certain existing lengths on the north side, thereby shifting on-street parking availability from the south to the north side on the section of this road between its junctions with Netherby Road and South Avenue.

**THE ABERDEEN CITY COUNCIL (AUCHINLECK CRESCENT AREA, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Auchinleck Crescent Area, 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 Auchinleck Crescent, Gort Terrace, and on the Access Road to the Off-Street Car Park located off the north side of the Auchinleck Crescent, as defined in the schedule below.

## Schedule

### **Auchinleck Crescent**

North side, from the extended west kerblines of Gort Terrace, westwards then northwards for a distance of 95 metres or thereby.

### **Access road to the off-street car park located off the north side of Auchinleck Crescent**

Both sides, from the extended north kerblines of Auchinleck Crescent, northwards for a distance of 19 metres or thereby.

### **Gort Terrace**

West side, from its junction with Auchinleck Crescent, northwards for a distance of 5 metres or thereby.

## **THE ABERDEEN CITY COUNCIL (WALKER ROAD / GRAMPIAN PLACE, ABERDEEN) (PROHIBITION OF WAITING) (REVOCATION) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Walker Road / Grampian Place, Aberdeen) (Prohibition of Waiting) (Revocation) 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 existing prohibition of waiting at any time on Walker Road and Grampian Place, Aberdeen, as defined in the schedule below.

## Schedule

### **Walker Road**

West side, from a point 39 metres or thereby north of the extended north kerblines of Polwarth Road to a point 25 metres south of the extended south kerblines of Grampian Place.

### **Grampian Place**

North side, from a point 30 metres or thereby east of the extended east kerblines of Wellington Road, eastwards for a distance of 38 metres or thereby.

## **ROAD TRAFFIC REGULATION ACT 1984**

### **THE ABERDEEN CITY COUNCIL (A944 / B9119, ABERDEEN) (40 MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (A944 / B9119, Aberdeen) (40mph Speed Limit) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to reduce the existing 50 mph mandatory speed limit on certain lengths of the A944, Aberdeen, and the B9119, Aberdeen, to a mandatory speed limit of 40 mph. The existing lengths of carriageway concerned on the A944 are located between the Kingswells Roundabout and Bishoptams Bridge. The schedule below highlights the lengths concerned, but is also inclusive of carriageway already subject to a 40 mph speed limit. The new A944 westbound slip road leading to the B9119 would also be subject to a 40 mph speed limit.

## Schedule

### A944

Eastbound carriageway, from Bishopdams Bridge, eastwards to a point 132 metres or thereby east of its junction with the C89C.

Westbound carriageway, from a point 249 metres or thereby east of its junction with the C89C, westwards to the point of Bishopdams Bridge.

### A944 (westbound slip road leading to B9119)

In its entirety.

### B9119

From its junction with the A944, westwards for a distance of 188 metres or thereby.

### **THE ABERDEEN CITY COUNCIL (WELLINGTON CIRCLE / UN-NAMED ACCESS ROAD OFF WELLINGTON CIRCLE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Wellington Circle / Un-named Access Road off Wellington Circle, 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 a prohibition of waiting at any time on Wellington Circle with the exception of those lengths highlighted in the first schedule below; that is to say on-street parking will be retained on those lengths of road highlighted in the first schedule. It is also proposed certain lengths of prohibition of waiting are introduced on an un-named access road off Wellington Circle as defined in the second schedule below.

#### First Schedule

##### **Wellington Circle**

East side, from a point 234 metres or thereby west, then north, of its junction with the A956 Wellington Road, northwards for a distance of 79 metres or thereby.

North side, from a point 350 metres or thereby west, then north, then west, of its junction with the A956 Wellington Road, westwards for a distance of 44 metres or thereby.

North side, from a point 432 metres or thereby west, then north, then west, of its junction with the A956 Wellington Road, westwards for a distance of 12 metres or thereby.

North side, from a point 471 metres or thereby west, then north, then west, of its junction with the A956 Wellington Road, westwards for a distance of 20 metres or thereby.

#### Second Schedule

##### **Un-named Access Road (located off the north side of Wellington Circle at a point 486 metres or thereby west, then north, then west, of its junction with the A956 Wellington Road)**

West side, from its junction with Wellington Circle, northwards for a distance of 29 metres or thereby.

East side, from its junction with Wellington Circle, northwards for a distance of 7 metres or thereby.

**THE ABERDEEN CITY COUNCIL (EARNS HEUGH ROAD / LOIRSTON AVENUE / LOIRSTON CLOSE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Earns Heugh Road / Loirston Avenue / Loirston Close, 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 a prohibition of waiting at any time on certain lengths of Earns Heugh Road, Loirston Avenue and Loirston Close, Aberdeen, as defined in the schedule below.

**Schedule**

**Earns Heugh Road**

West side, from a point 8 metres or thereby north of the extended north kerblineline of Loirston Avenue, southwards for a distance of 40 metres or thereby; east side, from a point 10 metres or thereby south of the extended south kerblineline of Loirston Avenue southwards to the extended north kerblineline of Loirston Close.

**Loirston Avenue**

North side, from a point 11 metres or thereby east of the east extended kerblineline of Loirston Avenue, eastwards for a distance of 15 metres or thereby.

**Loirston Close**

North side, from the extended east kerblineline of Earns Heugh Road, eastwards, then southwards for a distance of 30 metres or thereby; South side, from the extended east kerblineline of Earns Heugh Road, eastwards for a distance of 15 metres or thereby.

**THE ABERDEEN CITY COUNCIL (CULTS SCHOOL, CULTS, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Cults School, Cults, Aberdeen) (Traffic Management) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose various traffic management measures on the un-named perimeter road serving Cults School, Cults, Aberdeen. These measures consist of certain lengths of prohibition of waiting at any time; a certain length of ‘no stopping’ (‘School Keep Clear’) operating Monday to Friday, 8am to 5pm; a dedicated bay for use by taxis; five disabled parking bays (four of which are located in areas taking access from the perimeter road); and a one-way system that only permits vehicles to take access to the perimeter road via its east junction with Earlswells Road and travel in an anti-clockwise direction only.

**THE ABERDEEN CITY COUNCIL (FERRYHILL) (ZONE V) (CONTROLLED PARKING AND WAITING RESTRICTIONS) (AMENDMENT) ORDER 201(X)**

Aberdeen City Council proposes to make “The Aberdeen City Council (Ferryhill) (Zone V) (Controlled Parking and Waiting Restrictions) (Amendment) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order is to revoke a 5 metre length of existing prohibition of waiting at any time on Ferryhill Place (south side near its junction with Ferryhill Road / Polmuir Road) and in its place introduce a further length of ‘Resident permit holders only’ parking. The aforementioned proposal will compensate for the loss of an equivalent length of ‘pay & display’ parking on Polmuir Road as a result of extending the ‘bus stop’ area on the west side of this road adjacent to Ferryhill Parish Church.



**THE ABERDEEN CITY COUNCIL (ASHLEY/QUEEN'S CROSS) (ZONE N)  
(CONTROLLED PARKING AND TRAFFIC MANAGEMENT) 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 new order is to restate and modernise the provisions of the existing equivalent order. Once concluded, the new order will revoke the previous order; while the existing traffic management measures on those roads affected by the new order will remain unchanged.

**THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN  
ABERDEEN CITY) (REGULATORY PARKING PLACES) (NO 3) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen City) (Regulatory Parking Places) (No 3) 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 a regulatory on-street parking place on Elmfield Avenue, Aberdeen, and also in an off-street car park serving property nos. 26a Rowan Road / 1 – 3 Dominies Road. In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established.

**Full details of the above proposals are to be found in the draft orders, which, together with maps showing the intended measures (where necessary) and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 23 July, 2014, to 12 August, 2014, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at Marischal College, Aberdeen.**

**It is recommended that anyone visiting Marischal College 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 Marischal College can telephone (01224 522319) 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](mailto:trafficmanagement@aberdeencity.gov.uk) during the statutory objection period which also runs from 23 July, 2014, to 12 August, 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**

## **Appendix 2:**

### **Objections received during Statutory and Public Consultations –**

#### **5.5 Greenfern Avenue**

An objection has been received from Mrs Laura Dey of 22 Greenfern Avenue.

Mrs Dey makes reference to the fact that she currently parks in the area between numbers 24 and 26 as she feels that this is adequate in length to accommodate her vehicle, which she states is 3.7 metres in length. She also makes reference to the lack of on-street parking and suggests that the proposed waiting restrictions will only further exacerbate the problem."

## **5.7 Forbesfield Road / Forest Avenue Lane**

### **Objection 1**

**From:** Alison Shaw

**Sent:** 24 July 2014 14:22

**To:** TrafficManagement

**Subject:** Objection to proposed waiting restrictions Forest Avenue Lane, Aberdeen

### **Objection to proposed Mon-Fri 10am to 4pm waiting restriction in Forest Avenue Lane**

Whilst I welcome the proposed "At Any Time" restrictions at the junction of Forbesfield Road and Forest Avenue Lane as a sensible safety measure, I write to express my deep reservations regarding the proposed Mon-Fri 10am to 4pm waiting restriction in Forest Avenue Lane.

I do appreciate that it is designed to alleviate the intolerable parking situation in the area caused by commuters but such a restriction will also penalise residents who are unable to park near their homes – because all the on-street parking is occupied all day by commuters.

The only advantage to the proposed waiting restriction would be to prevent commuters and senior schoolchildren parking in the lane, where their inconsiderate parking methods regularly restrict and sometimes block access to our garages and gardens, making it impossible to enter and exit safely without the danger of damaging vehicles.

I believe the proposal would exacerbate the parking problem by reducing even further the limited parking options for residents.

I suggest that the only workable solution would be to enforce the proposed regulation along with either a controlled parking zone (CPZ) or priority parking, similar to that being trialled in Edinburgh, which is designed to make it easier for residents to park near their homes and to prevent all-day commuter parking.

The problem of the area being used as a free car park has only arisen since the introduction of a CPZ covering neighbouring streets, eg Harlaw Road and Forest Avenue. I understand the rationale behind a CPZ is that it should be large enough to deter drivers from simply parking immediately outside the zone and therefore not merely shift the problem from one street to the next. However this is precisely the situation the CPZ referred to has created – and we are the innocent victims.

I would be grateful if you could consider the following:

- Commuters arrive very early each weekday morning to bag a space in front of our homes. Their vehicles then remain there all day, preventing

residents, visitors or delivery drivers parking for even a brief length of time

- although some homes have garages, it is not always convenient to have a vehicle locked away all day, every day – would residents be penalised, for example, for washing their vehicle in the lane during the day?
- in order to ensure a parking space for my visiting elderly parents I often leave my garage vacant, parking my own vehicle in the lane outside – would I receive a penalty for this, where do you suggest my parent's park?
- some commuters arrive so early to reserve their free parking space that they have to sit in their vehicles until it's time to go to work. One regular parker even has a cuppa and reads the paper. In order to beat them at their own game, I would have to take my car out of the garage at approx. 6.30am to park in front of my own home, to ensure a parking space for my parents in my own garage!
- there are plenty of available parking spaces within the CPZ which go unused, i.e. not bringing in revenue, because our street is a free car park

I would urge the authority not to proceed with the proposed parking restriction, which will penalise residents, unless it is in conjunction with a priority parking scheme or CPZ. I hope this suggestion will be given careful consideration.

Kind regards,

Alison Shaw  
15 Cromwell Road,  
Aberdeen  
AB15 4UH

## **Forbesfield Road / Forest Avenue Lane**

### **Objection 2**

Hi,

I have contacted you in the past regarding this issue. In our neighbourhood we feel we will suffer financially & are the ones being punished for the anti-social parking behaviour of private school kids blocking garages, parking opposite garages etc. In addition to this there are nursing home staff & office staff from Queens Rd area parking all day in our neighbourhood. I would think a two hour max stay between 10 - 3pm would deter many commuters. The locals many who are elderly and receive meals on wheels and home care would still have space near their home for their carers & children to pop in and check on them as is often the case. some elderly residents I speak to often complain that there are no spaces for their kids to park for a quick visit during the day and this saddens me. In the Cornhill neighbourhood of Aberdeen around 2006 there was a similar issue of hospital staff using local streets as a car park and the council issued two free controlled parking zones tickets, one for a vehicle registered at that property & another for visitors, why cannot the council consider alternatives such as this.

During the school holidays when there is less cars in Forest Avenue Lane you can see & hear people racing down that lane in their high performance cars as the lane is empty and generally hidden from the Police patrol cars, my worry is with no cars parked in the lane they will treat it as a racetrack. I believe people pass parked cars slower in case kids run out. Then there is the Scout hut which always has kids around it for Scouts or as a rented space.

I also feel having double yellows at the East side of Forbesfield Rd all the way to Forest Av Lane will just open up the road for people to take that corner faster, I have seen it a lot in the 5 years I have lived there. If the road is empty they go faster, some cars on both sides does slow down the traffic.

I prefer to park on Forest Avenue Lane as it is a safer place to put my child in & out of the car. I firmly believe a two hour max stay between 10-3pm would deter most and issue one free CPZ for lane parking only per household backing onto the lane.

Regards,  
Garry Morrison  
17 Cromwell Road  
ABERDEEN  
AB154UH

## **Forbesfield Road / Forest Avenue Lane**

### **Objection 3**

To whom it may concern,

I have recently noted a Prohibition of waiting order posted to a lamppost outside our house at no 94 Forbesfield Road.

Having visited the council office to review the full plans and, whilst I am all for safety and appreciate the difficulties sometimes posed when ensuring the safety of the public, I feel that the extent of the proposed no waiting zone is too extreme. I have no desire to object to these proposals but would like the council to consider reducing the 'At any time' waiting zone from 10 metres to 5 metres. As far as we can find, there have been no safety related incidents in this area that would justify a 10 metre zone.

As residents who work Monday to Friday, my wife and I are finding it increasingly more difficult to park outside our home and the council's un-amended proposal will only exacerbate that problem. We are a close family and receive many visits from family and friends one of which is my sister-in-law who is disabled. Keeping the 10m zone would severely impact our ability to move our cars (my wife's and I) to enable sufficient space for her vehicle.

Another option would be to introduce a metering system around the area with the caveat that residents parking extends from 94 Forbesfield road to eg 78 Forbesfield Road between 16:00 and 08:00 Monday to Friday. This measure in conjunction with my first proposal would have the added benefit of bringing in additional revenue to the council and help relieve the parking issue for local residents.

My final concern is that un-amended this proposal would bring the probability of people parking in front of other people's homes and driveways which can only lead to the spectre of further frustration and, possibly, confrontations between homeowners and drivers.

Many thanks

Kevin Wood

## 5.9 Stronsay Drive / Fernielea Crescent

Objection 1:

2 Fernielea Crescent  
ABERDEEN  
AB15 6JN

Dear Ms Duncan

Following our recent telephone conversation when I spoke to you and your colleague Kevin Abercrombie, I would like to lodge my objection to the proposed 15 metre length of double yellow lines from Stronsay Drive into Fernielea Crescent. I feel this is an excessive length of yellow lines, which will cause further obstructions in Fernielea Crescent.

People who are abusing Stronsay Drive and Fernielea Crescent at this time are parents and adults attending classes at Fernielea Church and not using the car park provided by the Church.

The drivers will park in Fernielea Crescent preventing residents parking at their own doors and the residents may have to park quite some distance away and their cars are then out of sight and may be damaged/stolen. The road is so narrow that if they completely park on one side of the road cars will have nowhere to pull in to allow cars to pass. If there must be yellow lines can this not be single lines which cease to be in operation after 7.00pm or 8.00pm.

There is a large expanse of grass between fences separating the Church and Fernielea School that is lying idle with nothing on it but grass. Can this not be made into parking areas?

Are you going to take away some of the grass area on Fernielea Crescent to compensate for all the extra cars that will now park in Fernielea Crescent and cause traffic jams, to allow residents to park outside their own houses?

I would appreciate your comments to the information and questions above.

Yours sincerely

**Carol Clark**

Objection 2:

**Sent:** 19 July 2014 11:19

**To:** Katherine Duncan

**Subject:** Objection to planned parking changes on Stronsay Drive/Fernielea Crescent

Good morning,

I wish to object to the proposed changes to parking on Stronsay Drive and Fernielea Crescent.

I strongly believe that the new proposed measures will lead to absolute mayhem, especially on Fernielea Crescent where I live.

The comings and goings of people attending Summerhill Church, especially for the evening clubs and Saturday boot sales have recently caused major problems on Fernielea Crescent with cars being directed away from Stronsay Drive. This morning (Saturday 19/7) there were traffic cones placed on Stronsay Drive, illegally in my mind, more or less telling people to overload Fernielea Crescent, and this was certainly the case even though there were plenty spaces within the church car park itself.

Fernelea Crescent is not a big street and its occupants always park their cars accordingly and only use one side of the street for parking. The overflow from the church users cause major congestion as cars trying to use the street coming from both directions meet in the middle with nowhere to go but to reverse back to allow others to pass. I saw at least two vehicles this morning having to reverse onto Stronsay Drive and this is extremely dangerous.

The proposed measures state that there will be double yellow lines for 15 metres from the top of Fernielea Crescent. This will only make the scenario worse. Is there a plan in place to make Fernielea Crescent a one-way system? I indeed hope so if these plans are carried out.

Stronsay Drive in itself is a complete joke as the traffic "islands/bollards" or whatever they are called are very DANGEROUSLY placed. The one outside the church is on a blind spot where there is a hill, and therefore is an accident waiting to happen. In fact there have already been several minor bumps at this spot and it is very common to hear car horns being blasted. The one further down Stronsay Drive is on a blind corner, which again is a major hazard!

These islands/bollards DO NOT make people slow down, in fact it is the opposite, as drivers need to speed up often to avoid meeting traffic from the opposite direction.

I do agree that double yellow parking measures need to be installed near to these island/bollards, as at present people park their cars far too close to them and therefore increase the dangers.

The measurements proposed though will only direct people to park further down Stronsay Drive and onto the 2nd bollard system I have mentioned above.

Can I suggest that these bollards are removed completely and replaced with proper speed control bumps? or better still cameras? Bearing in mind that there is a primary school in the very close vicinity and also a large piece of grassland often used by children playing, Stronsay Drive is a crossing point



for these children and to enforce parking restrictions that will endanger this ever more so seems like a very badly thought out move. Stronsay Drive has become a race track, largely due to these bollards. I do not know your procedures regarding replying to objections, but I would very much appreciate some feedback on your thoughts.

I look forward to your response.

Mr Gary Law  
4 Fernielea Crescent  
Aberdeen  
AB15 6JN

## 5.11 A944 – Proposed 40mph Speed limit

Dear Traffic Management,

I am writing to you on behalf of Westhill & Elrick Community Council regarding the above order.

In reality, this reduction in the speed limit applies to a 50mph section of the A944 which is dual carriageway, from the Aberdeen City boundary at Bishopdams to the location of Ardene House Veterinary Hospital, where a 40mph limit is already in place to the other side of the Kingswells roundabout.

This section of road is relatively open, and has clear lines of sight at all junctions. It is rural landscape with few dwelling houses.

The reasons that have been stated for reducing the speed limit are related to further development along this section of the road, as well as the forthcoming AWPR interchange, but the prime reason appears to be that reducing the speed limit to 40mph will decrease the number of changes of speed limit along this section of road, therefore causing less confusion for vehicle drivers. There is one increase from 40 to 50mph and one decrease from 50 to 40mph. That is a total of 2 changes. There is no statement that the reason for reducing the speed limit is primarily for safety reasons. We cannot see any reason why the speed limit needs to be reduced to 40mph for either of the first 2 reasons. There are many 50mph and 70mph sections of road alongside business developments and at roundabouts in Aberdeenshire.

The A944 section from just west of the entrance to James Cocker and Sons on the Lang Stracht to just east of the Kingswells roundabout has a 50mph speed limit as has Skene Road from just west of the junction with Groats Road at Hazelhead to just east of the Kingswells roundabout. A large part of both these sections of road are single carriageway with limited sight lines at some of the junctions. I assume that the changes of speed limit here are not considered to cause confusion for vehicle drivers.

There seems to be little logic for the reasons given as stated above.

Our main concern is that the reduction in speed limit will encourage frustrated drivers to break the new speed limit, both during and out with the peak traffic hours. Most drivers using this route can remember when the road speed limit was derestricted i.e. 70mph. A number of drivers are still doing that speed.

The second concern is that a reduction in the speed limit will inevitably lead to traffic driving closer together, making it more difficult for vehicles to join or cross the dual carriageway. Frustration leads to stress and consequential effects, whether trying to cross the carriageway, or being limited to 40mph.

We would request that the elected council members carefully consider the reasoning behind the reduction in the speed limit and whether it is reasonable for this traffic order to be approved.

Thank-you,

John Imrie  
Secretary  
Westhill & Elrick Community Council

## 5.12 Rosemount Place – Loading Restrictions

Ref: Proposed “No Loading” on Rosemount Place

Dear Katherine Duncan

The proposal indicates that the exiting problem is only from View Terrace onto Rosemount Place when we R&M-ECC have highlighted that residents and members of the public have the same problem when exiting Eden Place.

These issues aren't due to HGV vehicles parked at either of the stores on Rosemount place, this is due to the volume of traffic on Rosemount Place which we are all well aware of but not a lot can be done about that.

We have had discussions with the City Council and Police Scotland on parking and traffic issues throughout the years without much success from either.

Following on from these discussions with our local councillors we were informed that one of the issues this present administration were going to conduct was a survey on all parking issues which affect all areas of the city but up to date haven't seen any results from these discussions.

Having taken the time to visit both stores on Rosemount Place to discuss the parking issues I was pleased with the outcome of my visit.

<>By the time this proposal is discussed the parking problem for the time being at View Terrace/Rosemount Place will no longer be an issue as the co-op intend closing the store by the end of April 2014.

At the moment their delivery is anytime **after 6am** unless they have a special delivery which could be at any time of the day which isn't very often.

<><>I had an interesting discussion with the Sainsbury's manage who is well aware of these parking and traffic issue which exists on Rosemount Place.

Sainsbury's have two deliveries per day, **6.30am** is for their perishable goods and the second one at **6.30pm-7pm** is for their non-perishable goods.

<><><>I also took time to speak to both drivers and the one who delivers to the Co-op pointed out that he had to either park on Rosemount place as the type of HGV he has couldn't negotiate along Mount Street onto West Mount Street and then trying to negotiate onto View Terrace with all the vehicles parked on both sides, hence the reason they have to park on Rosemount Place DYL as there are too many spaces for vehicles parked on the Pay & Display so they have no option but to park on the DYL or not deliver any good to the store.

<><><><>The Sainsbury's driver had less of a problem but on occasions there were vehicles parked on the SYL which left him no option but to park on DYL.

Sainsbury's second delivery is just on the verge of 6.30pm which could be changed to slightly later on as this would suit the manager better as their rush period would be over and they would have more staff to assist with unloading.

In my opinion had the council taken the time to visit both of these stores before any discussion had taken place they would have found out the aforesaid information and negotiated with the manage/transport dept. to change the Sainsbury's second delivery time to help the traffic flow up to 6.30pm as this would also help the staff as well to have more staff to take the deliveries into the store and shorten the time the vehicle has to park on Rosemount Place.

Both stores are aware of the early morning parking problems on DYL and SYL which their passing customers create but that is not their problem, this has to be addressed by the City Council Wardens.

The only real practical answer to the early morning parking issues on Double Yellow Lines/SYL by members of the public chancing their luck to shop in Sainsbury's/Co-op is to deploy City Wardens as the general public are aware the City Wardens do not get to this part of Rosemount Place until later in the day.

I have been told that the wardens on the City Centre first and then they deal with any issues on their way out of the City Centre.

We have discussed parking issues over the years from Skene Square to Westfield Road and Argyll Place without much success.

The council can make as many proposed parking restrictions throughout the city but the million dollar question is "how are these new parking restriction going to be policed"??

We are well aware of parking issues in the area which have been reported directly to the City Wardens but not a lot has been achieved.

Why you may ask and the answer is quite simple there aren't enough City Wardens to do the job properly.

As you will appreciate this will only affect Sainsbury's by the time any decision is made but parking issues on Rosemount Place need addressing sooner than later as members of the public chance their luck at any time of the day to pop into any of the shopping outlets from Mount Street to Westfield Road and Mount Street to Argyll Place.

In conclusion, we are of the opinion these "No Loading" restriction aren't needed if the council take the time to discuss the deliveries to the co-op and

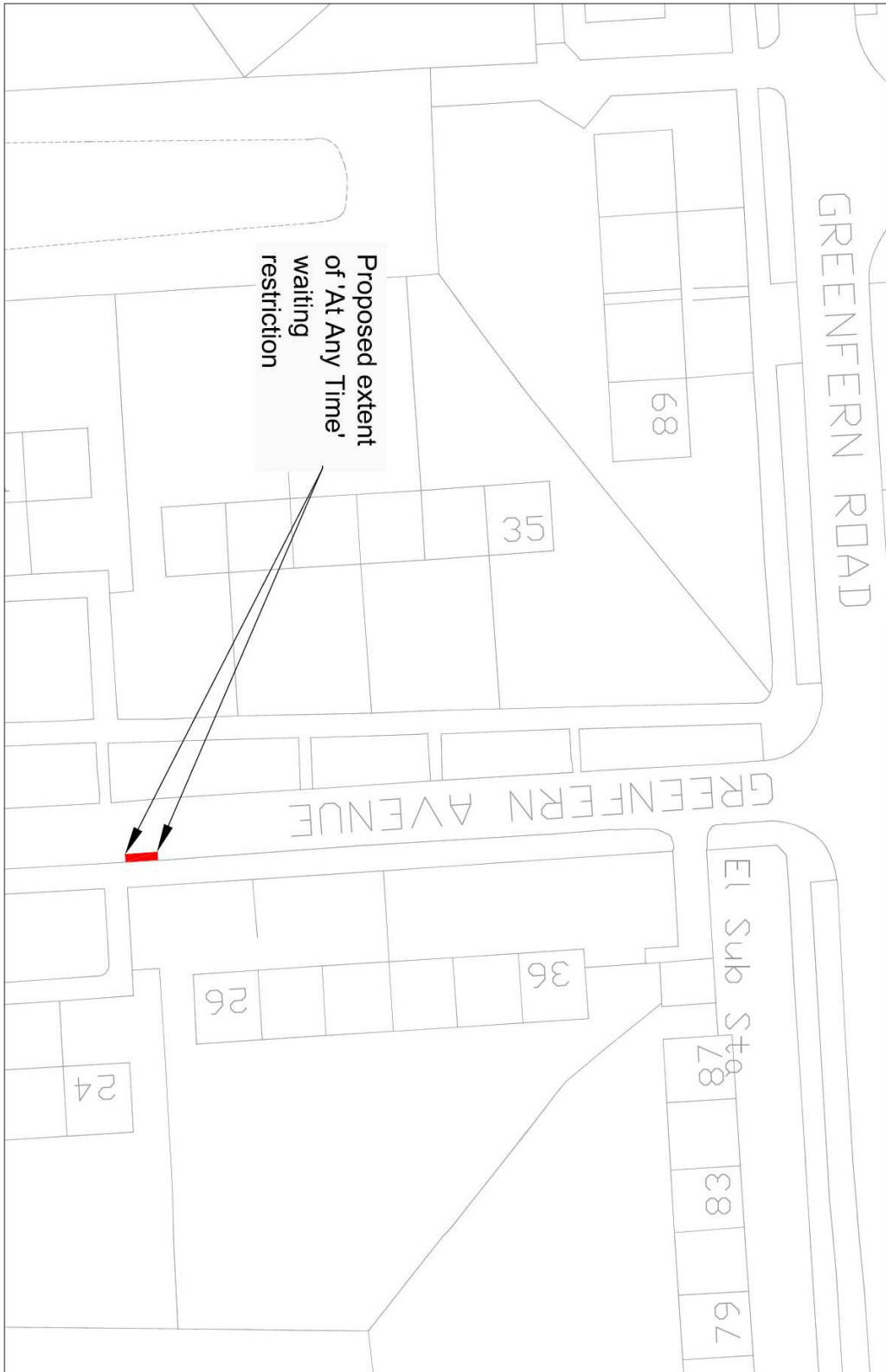
Sainsbury's stores and what it was going to cost could be put to better use, like repairing the road surfaces properly.

Yours sincerely

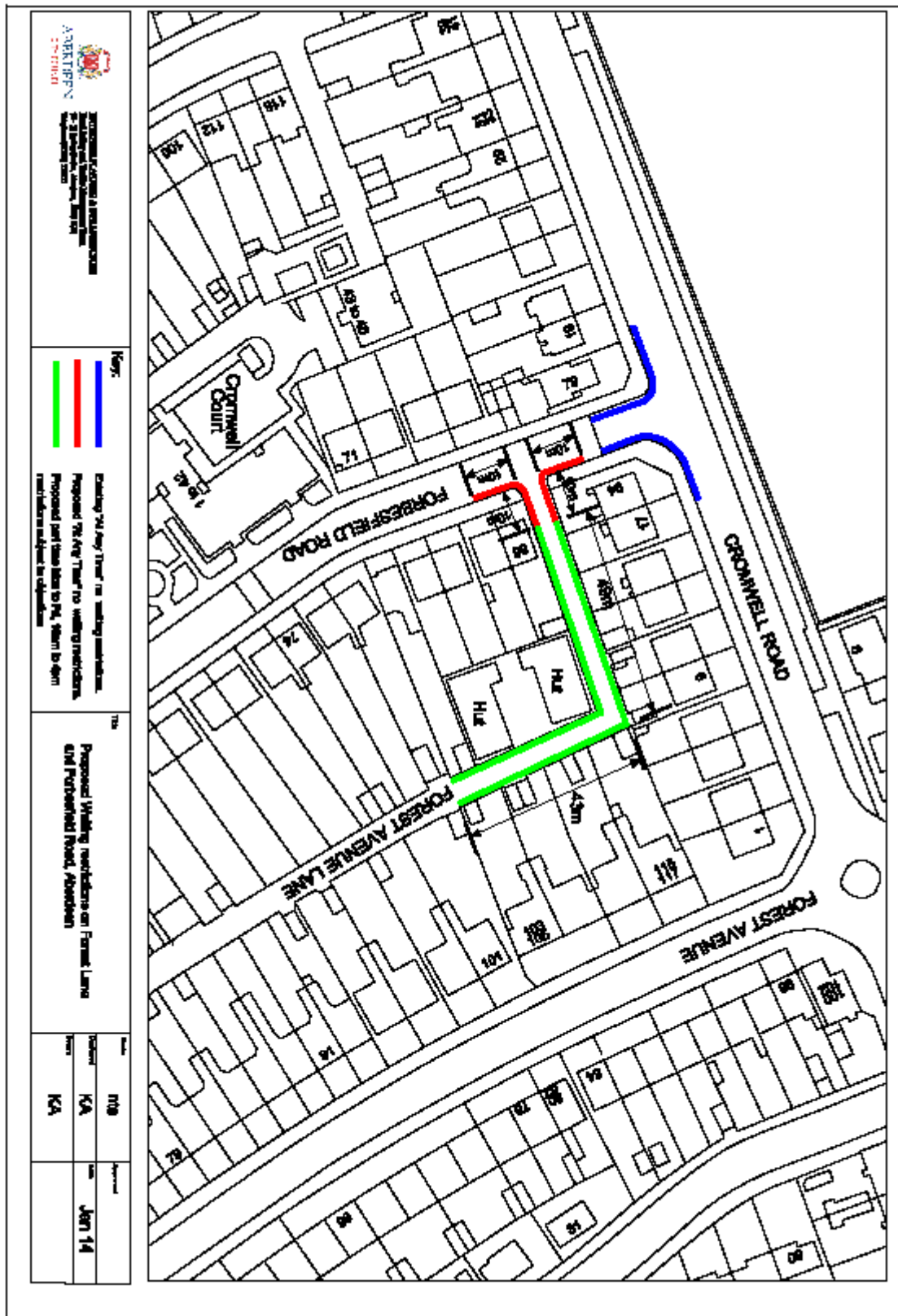
Willie Jaffray  
R&M-ECC

**Appendix 3**

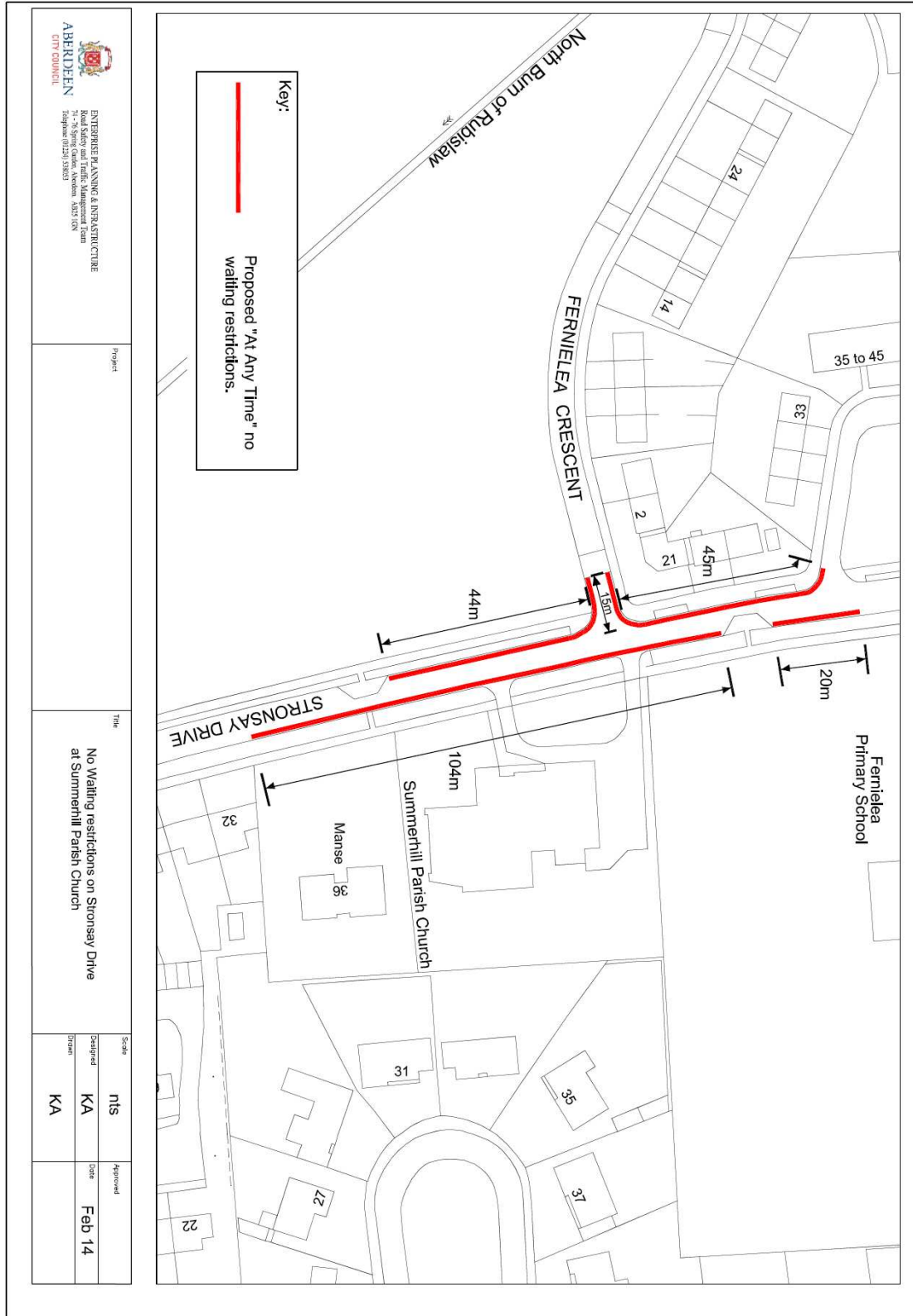
**Greenfern Avenue - 'At Any Time' waiting restrictions**



Forest Avenue Lane / Forbesfield Road

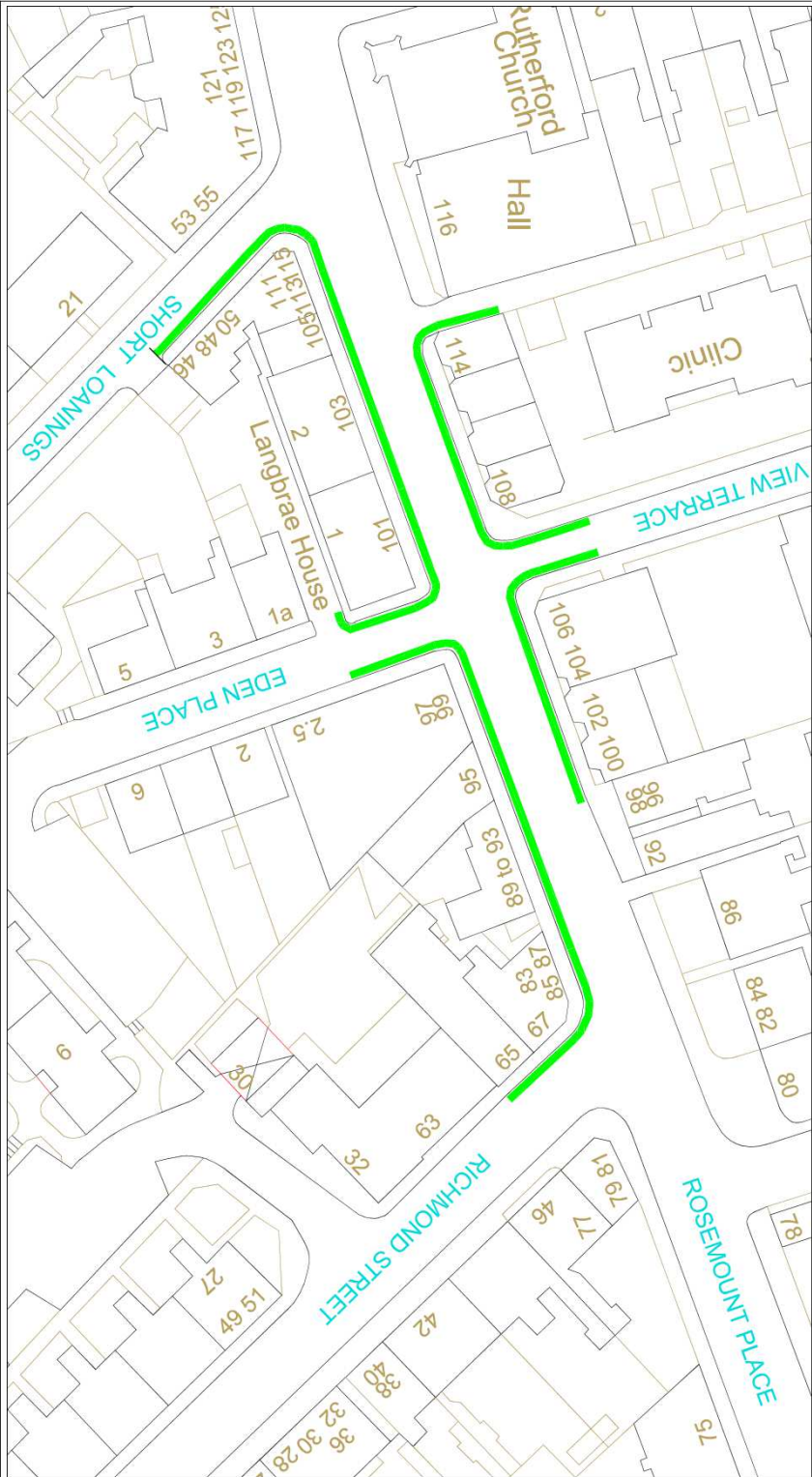


# Stronsay Drive





Proposed 'No Loading' restrictions on Rosemount Place, Aberdeen



Key:

Proposed 'No Loading 07:30 to 09:30 am and 15:30 to 18:30pm' restrictions

Title		Scale		Author	
		Designed	KA	Approved	
		Drawn	KA	Date	

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	04 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Third Don Crossing – Traffic Management Proposals
REPORT NUMBER:	EPI/14/225
CHECKLIST RECEIVED	Yes / <del>No</del>

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### 1. PURPOSE OF REPORT

To advise the Committee of the proposed traffic management measures that require to be progressed through the legal process for the required Traffic Regulation Order (TRO) in association with the imminent construction of the Third Don Crossing.

### 2. RECOMMENDATION(S)

It is recommended by officers that:-

1. The Committee note the proposed traffic management proposals
2. Instruct officers to commence the necessary legal procedures of preliminary statutory consultation for the various Traffic Regulation Orders required as described in this report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.

### 3. FINANCIAL IMPLICATIONS

The funding for this project has been identified within the capital budget laid out by council for this specific scheme. The current approved four year capital budget plan for the Third Don Crossing allows for an estimated £15.36M expenditure. The various traffic management proposals contained within this report will be minimal and form part of the overall scheme costs.

### 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 period of 2 years from the start of the public consultation.

## 5. BACKGROUND/MAIN ISSUES

### 5.1 Background

At its meeting on 19 June 2014 the Finance, Policy & Resources Committee considered a report by officers relating to the results of the tender process for the construction of the Third Don Crossing.

The Committee resolved to approve the recommendation to award the tender to the preferred bidder.

### 5.2 Traffic Management Proposals

This roads infrastructure project will include a number of new provisions such as 10 pedestrian crossings, sections of new cycle track and shared cycle track / footway links, traffic calming measures, a new 'Bus gate' and the removal of the St. Machar Drive roundabout to allow for the installation of a new signalised junction.

Also within this scheme there are a number of restrictions that require to be taken through the legislative process for a permanent Traffic Regulation Order (TRO). All proposals / restrictions referred to within this report can be seen in detail within Appendices A – N.

A speed limit of 40mph is to be introduced on the new section of carriageway from its junction with the Parkway, southwards to a point just north of the new junction at Gordon's Mills Road. From this point, the speed limit will be reduced to 30 mph southwards to St Machar Drive. (Appendix A)

Throughout this new route there is a requirement to maintain free flowing traffic movements whilst ensuring that on-street parking is provided at suitable locations to reduce the impact on both residents and the surrounding roads network. It is therefore proposed to introduce an 'Urban Clearway' on the 40 mph section of carriageway from its junction with the Parkway, southwards to a point just north of the new junction at Gordon's Mills Road (Appendix A). This restriction will not impact on local residents as there are no property frontages within this section of carriageway. The remainder of the route, which falls within the 30mph section between Gordon Mills Road and St Machar Drive will be subject to various sections of 'At any time' waiting restrictions and on-street parking bays. The existing on-street parking provision within the vicinity of the University's Zoology building requires to be rationalised to ensure free flowing traffic movements are maintained at the new signalised junction at St Machar Drive and Tillydrone Avenue. Throughout the length of the new route, various sections of 'At any time' waiting restrictions are proposed, at both new and existing junctions, in order to both maintain visibility for pedestrians and road users and ensure that the proposed cycle track is free-flowing. The extent of these restrictions can be seen on the plans provided in Appendix A – G.

A Prohibition of Driving Order is proposed on the northernmost junction of Gort Road. In very close proximity to this junction there are a further 2 junctions, which are both on the opposite side of the carriageway, therefore to reduce the conflict in turning movements at this location it was deemed appropriate to close off one of the junctions, in this case Gort Road. The construction of a turning head will be created within the area of the closed off junction which will maintain access to properties numbers 1-11 Gort Road, it would also be prudent that to keep this area clear from indiscriminate parking, 'At any time' waiting restrictions be introduced. Access to Auchinleck Road and adjoining roads will be retained via the remaining junctions of Gort Road. (Appendix G)

The existing section of Gort Road, which connects onto Hayton Road and is currently closed off to through traffic, is proposed to be re-opened and the junction upgraded. This is to ease congestion on the remaining access from Gort Road onto the new section of carriageway. As this section of Gort Road is narrow, "At Any Time" waiting restrictions are proposed along the entire length from Gort Road to Hayton Road in order to maintain the through flow of traffic. Traffic calming features in the form of speed cushions are proposed on this section to maintain low traffic speeds and ensure pedestrian safety. (Appendix H)

Currently on Gort Road, at its junction with Montgomery Road which is closed off by means of bollards, a 90 degree bend is created and this area is often parked upon. Given the changes being made to Gort Road with one junction being closed off and another being re-opened it is expected that there will be an increase in vehicles requiring to negotiate this 90 degree bend in the road. To maintain through flow of traffic and clear visibility at this location it is proposed to introduce 'At any time' waiting restrictions. These restrictions will connect with the current 'At any time waiting restrictions at the junction of Gort Road and Auchinleck Road. (Appendix H)

A one-way system is to be introduced on Meadow Lane with the creation of a new junction out onto Papermill Drive just prior to the turning area at the end of this road. The one-way will operate in a west to east direction from its modified junction with Gordon's Mills Road. (Appendix G)

Cyclists and pedestrians will have specific provisions provided for them through the entire length of this newly formed route from the North. There shall be a new cycle track on the east side from The Parkway to a point approximately 100m south east of the newly formed junction with Grandholm Drive, at which point it reverts to a shared cycle track / footway and continues over the bridge where there shall be an underpass to allow the continuation onto the new cycle track on the west side for the remainder of this route. Cyclists will then be able to proceed on their journey via the existing cycle lane provisions on St Machar Drive as well as the newly formed shared cycle track / footway on the south side of St Machar Drive to the High Street. (Appendix I – K)

To manage strategic traffic movements, a 'Bus Gate' is proposed for Bedford Road. The location of this is between the junctions of Hermitage Avenue and Meston Walk. Current Bus services will be maintained but motorists wishing to head south from Tillydrone Avenue will be required to either use the St Machar Drive / King Street or St amchar Drive / Berryden corridor. No other major changes to on-street parking or access restrictions are proposed for Bedford Road. (Appendix L)

- 5.3 In addition to the above traffic management proposals that require going through a formal legal process it is also planned to introduce traffic calming measures on Wingate Road and Portal Crescent as part of this project.

There is concern that once the new signalised junction at the Tillydrone Avenue and St Machar Drive junction becomes operational motorists may 'rat-run' via Tedder Road, Portal Crescent and Wingate Road in either direction. This whole area is already covered by a mandatory 20 mph speed limit with only Tedder Road having any physical traffic calming measures, in the means of speed tables, therefore in attempt to reduce the speed and volume of potential vehicles using this route as a 'rat-run' it is proposed to introduce traffic calming measures in the form of speed cushions. (Appendix M)

- 5.4 At each Committee members consider a report called 'Various small scale traffic management and development associated proposal (New Works)'. Within this cycle there is a proposal for 'At any time' waiting restrictions on Donbank Terrace. It would therefore seem appropriate to remove this proposal from this report and include it as part of a wider scheme of traffic management proposals being carried out in the Tillydrone Area.

A number of concerns have been received from residents of Donbank Terrace and its neighbouring streets about parking near the junction of Donbank Terrace / Hayton Road / Don Street. Currently southbound vehicles are required to pass parked vehicles on the middle of the road, with forward visibility limited due to the geometry of the road on approach to the railway bridge. This has resulted in a number of 'near-misses' at or near the junction. Having investigated the site it has been decided that a section of 'At any time' waiting restrictions requires to be installed on both sides of Donbank Terrace for a length of 56 metres north of its junction with Don Street / Hayton Road, along with a section of 'At any time' waiting restrictions on both sides of Don Street and Hayton Road at the junction with Donbank Terrace for a distance of 15 metres in order to address this problem. As the majority of properties have off-street parking it is felt that the impact of the proposed restrictions would be minimal. Additionally restrictions would also be required to be introduced at the junction of Don Street and Hayton Road to prevent any possible displacement of parked vehicles. A plan indicating the proposals can be seen in Appendix N.

- 5.5 Given the above it is recommended that the Committee instruct officers to progress with necessary legal procedures for all restrictions associated with the new Third Don Crossing and that of the proposed restrictions in the Donbank Terrace area, as to be finalised upon the opening of this route.

## 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”.

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 supports.

## 7. BACKGROUND PAPERS

Report and Minute of ‘Progression of the Access from the North Proposals (Third Don Crossing) and A96 Park and Choose / Dyce Drive Link road – EPI/13/022 submitted to Council meeting 06 March 2013.

<http://committees.aberdeencity.gov.uk/documents/g2531/Public%20reports%20pack%2006th-Mar-2013%2010.30%20Council.pdf?T=10>

<http://committees.aberdeencity.gov.uk/documents/g2531/Printed%20minutes%2006th-Mar-2013%2010.30%20Council.pdf?T=1>

## 8. REPORT AUTHOR DETAILS

Michael Cowie  
Engineering Assistant  
Tel. (01224) 522316  
E-mail: [micowie@aberdeencity.gov.uk](mailto:micowie@aberdeencity.gov.uk)

## 9. CONSULTEES COMMENTS

Council Leader

Councillor Jenny Laing – has been consulted 31/07/14

## Enterprise, Strategic Planning & Infrastructure Committee

Convener: Councillor Barney Crockett – has been consulted 31/07/14

Vice Convener: Councillor Angela Taylor – has been consulted 31/07/14

## Finance, Policy and Resources

Convener: Councillor Willie Young – has been consulted 31/07/14

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### Local Members:

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Councillor Willie Young – has been consulted 31/07/14

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Councillor Murial Jaffray – has been consulted 31/07/14

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Councillor John Reynolds – has been consulted 31/07/14

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Councillor Sandy Stuart – has been consulted 31/07/14

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Councillor Graeme Lawrence – has been consulted 31/07/14

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Councillor Neil MacGregor – has been consulted 31/07/14

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Councillor Gill Samarai – has been consulted 31/07/14

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Councillor Ross Grant – has been consulted 31/07/14

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Councillor Ramsay Milne – has been consulted 31/07/14

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Councillor James Noble – has been consulted 31/07/14

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### Council Officers

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Steven Whyte, Head of Finance – *has been consulted with Helen Sherrit responding on behalf of the service with no comments.*

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Jane MacEachran, Head of Legal and Democratic Services, Corporate Governance – *has been consulted.*

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

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

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Hugh Murdoch, Head of Asset Management and Operations, Enterprise, Planning and Infrastructure – *has been consulted.*

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

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Mike Cheyne, General Manager Operations, Enterprise, Planning and Infrastructure – *has been consulted.*

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

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David Young, Account Manager, Corporate Governance – *has been consulted.*

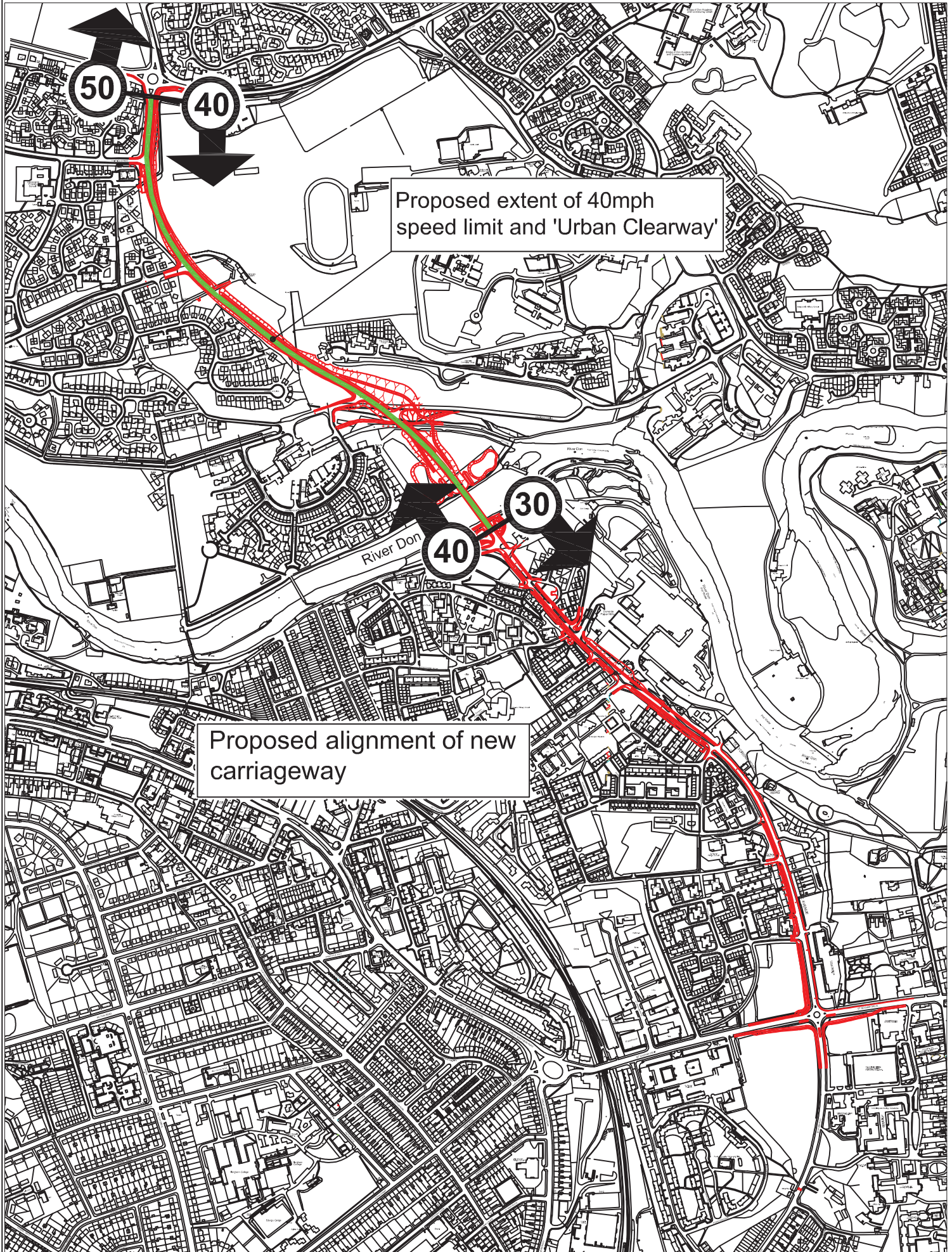
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Laura Watson, Service Co0ordinator

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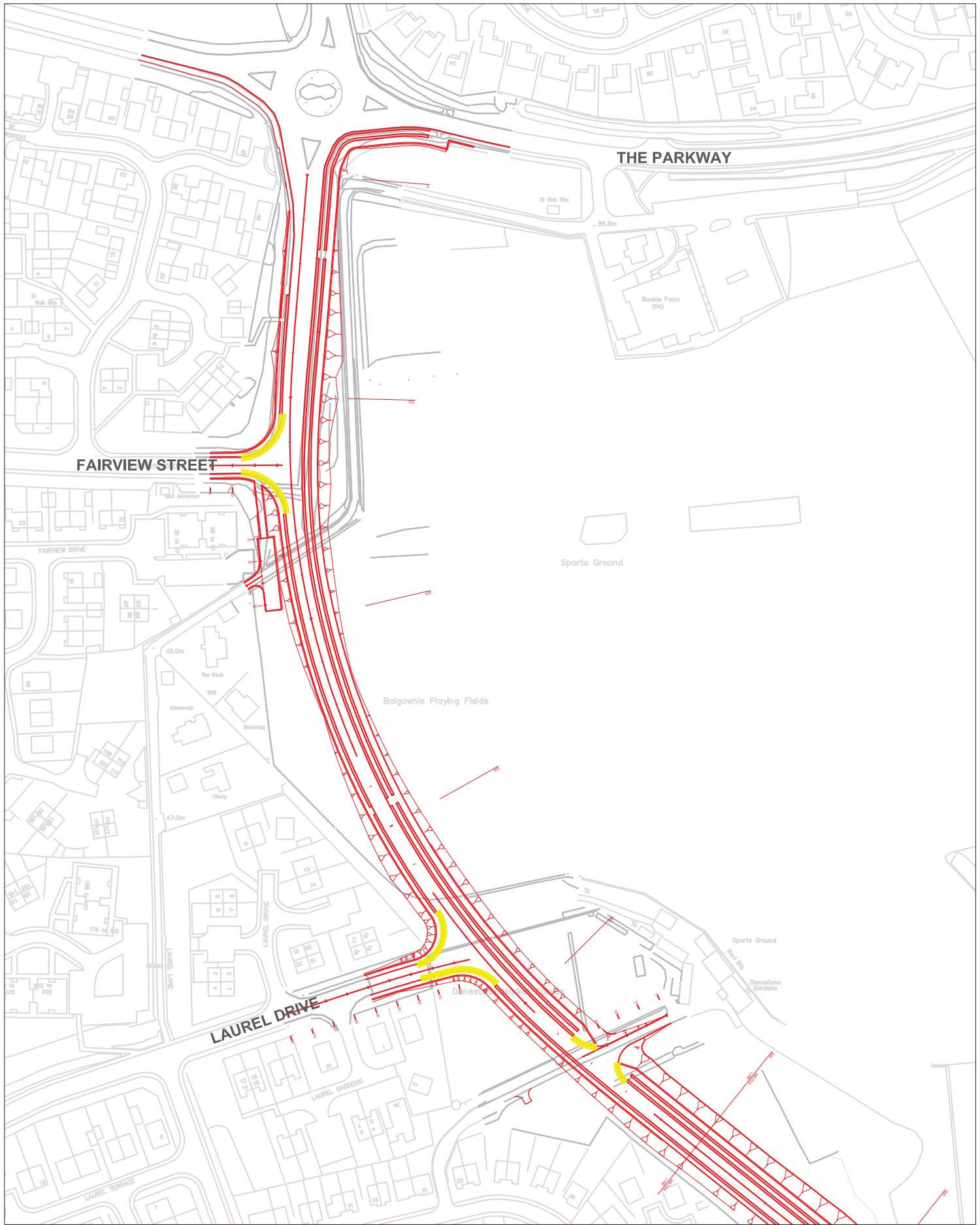
Appendix A - Third Don Crossing - Proposed 40mph speed limit and 'Urban Clearway'



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# Appendix B - Third Don Crossing - 'At any time' waiting restrictions

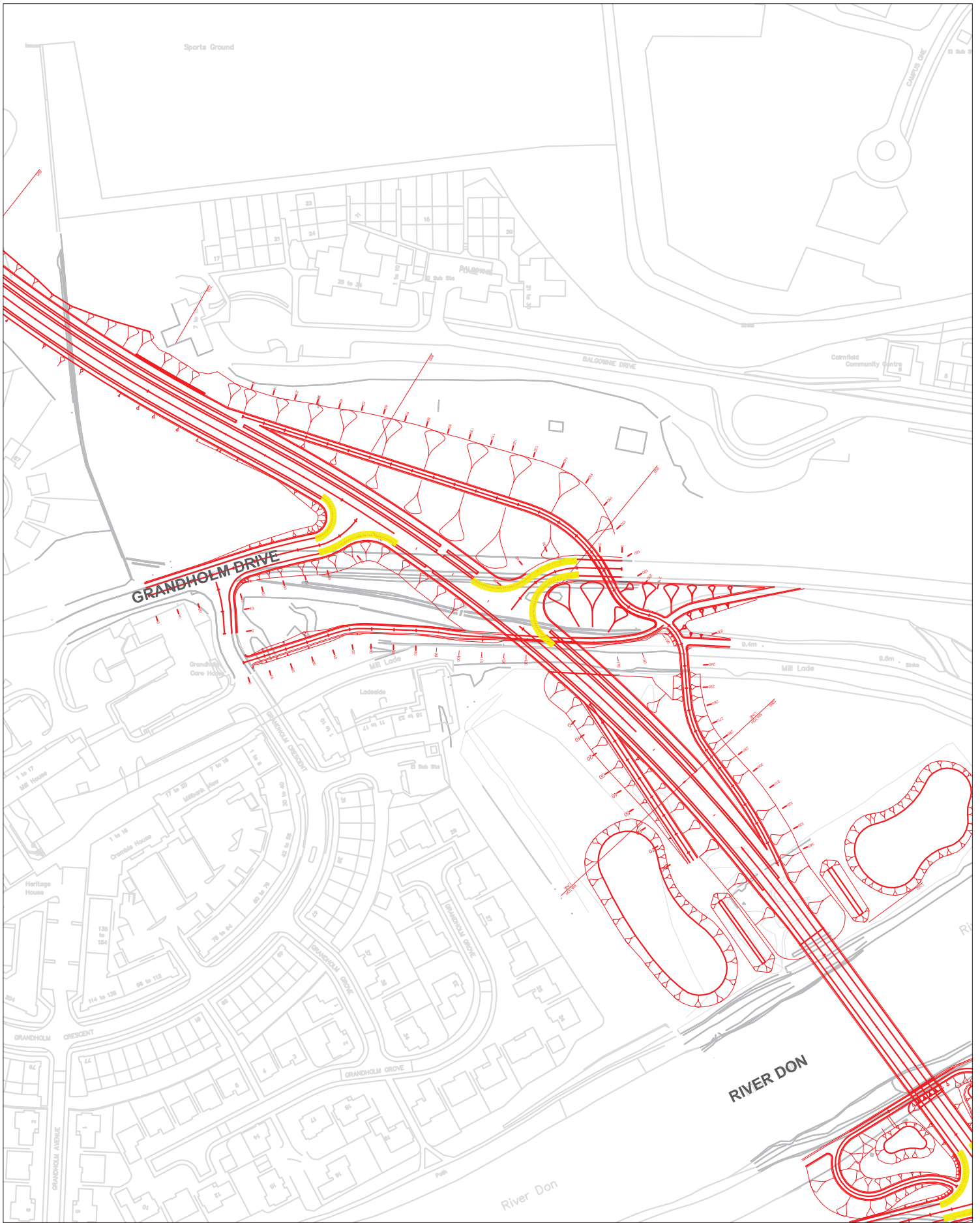


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- Existing 'At Any Time' waiting restrictions
- Proposed 'At Any Time' waiting restrictions

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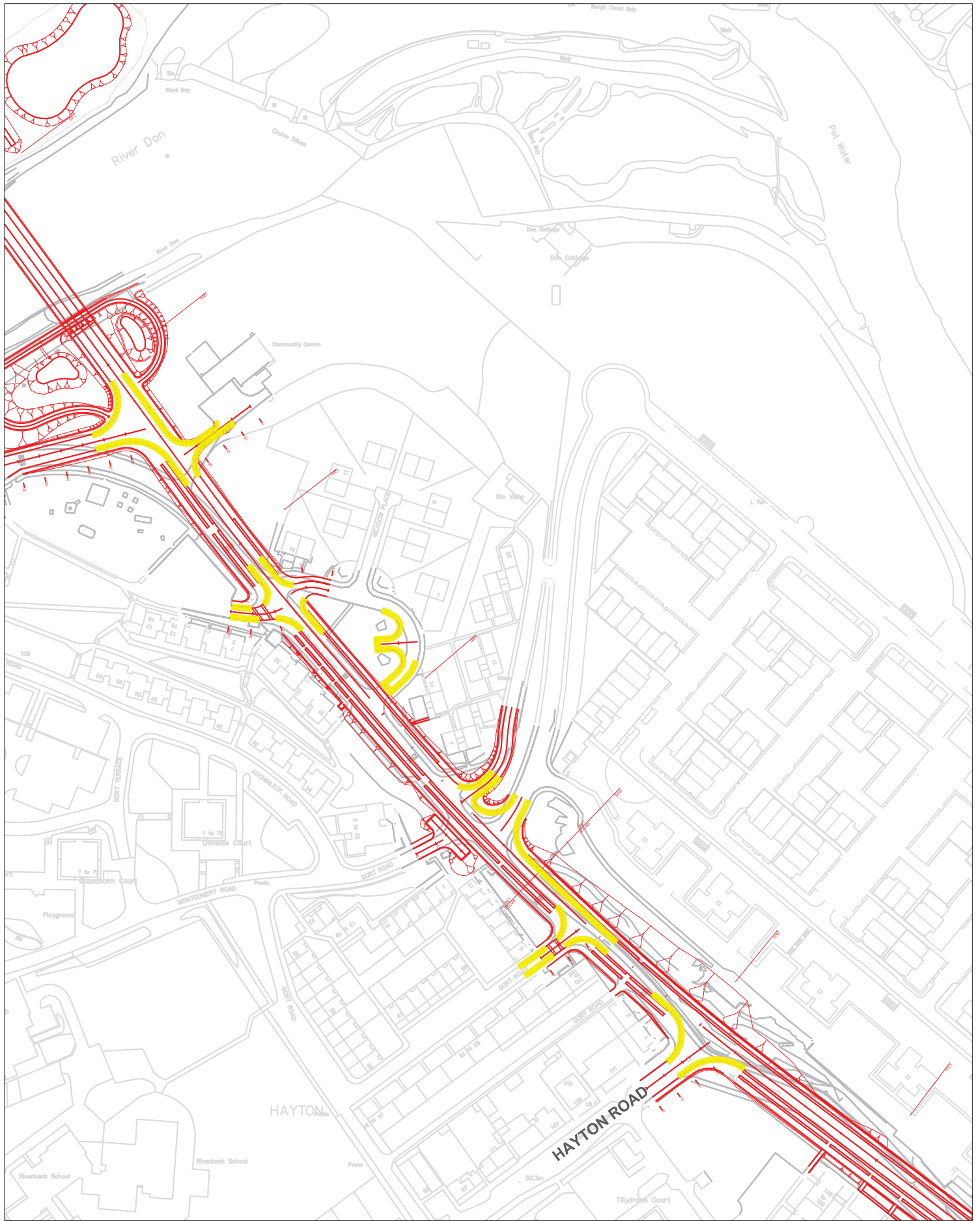
# Appendix C - Third Don Crossing - 'At any time' waiting restrictions





- Key:
- Existing 'At Any Time' waiting restrictions
  - Proposed 'At Any Time' waiting restrictions

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# Appendix D - Third Don Crossing - 'At any time' waiting restrictions



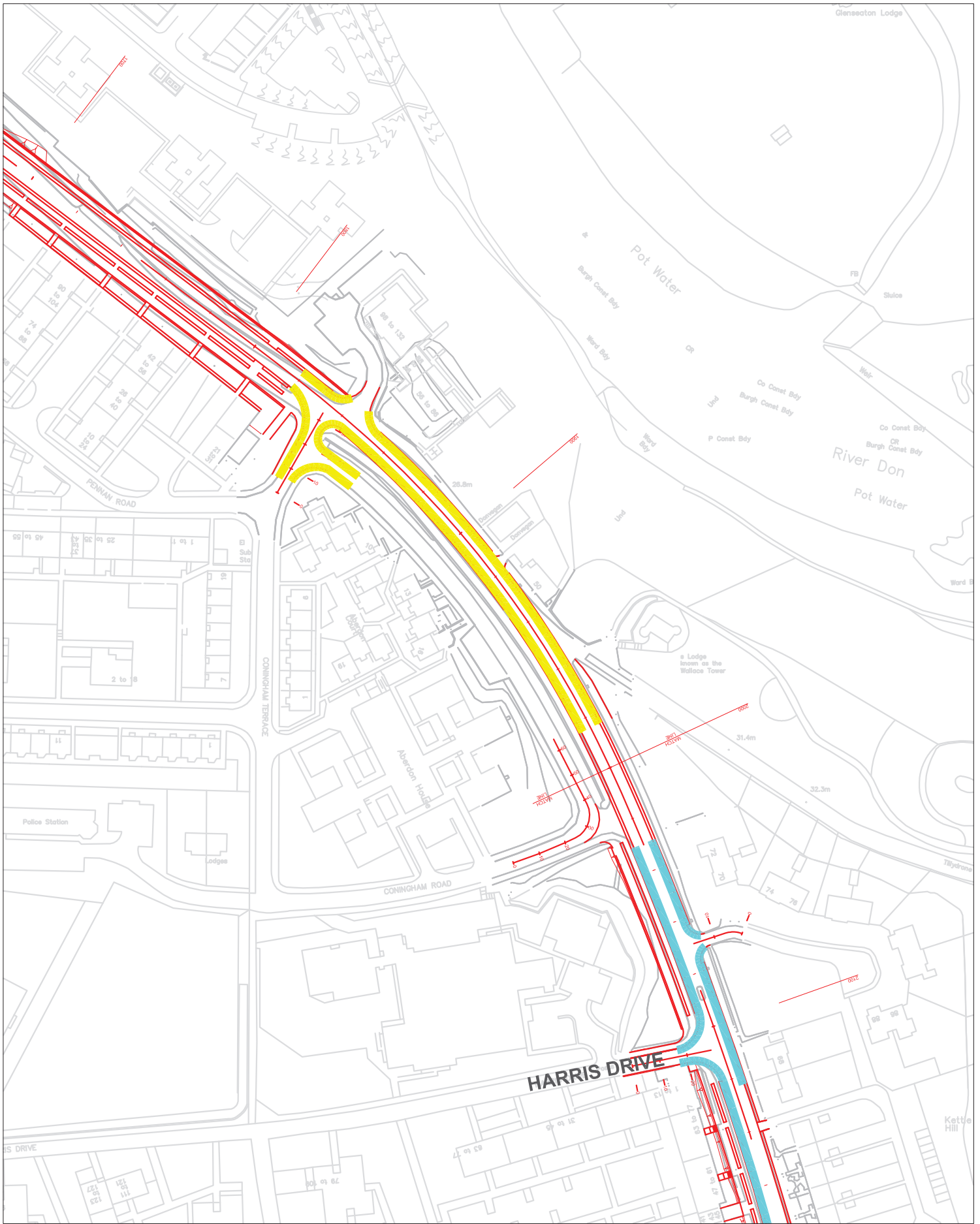
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-  Proposed 'At Any Time' waiting restrictions

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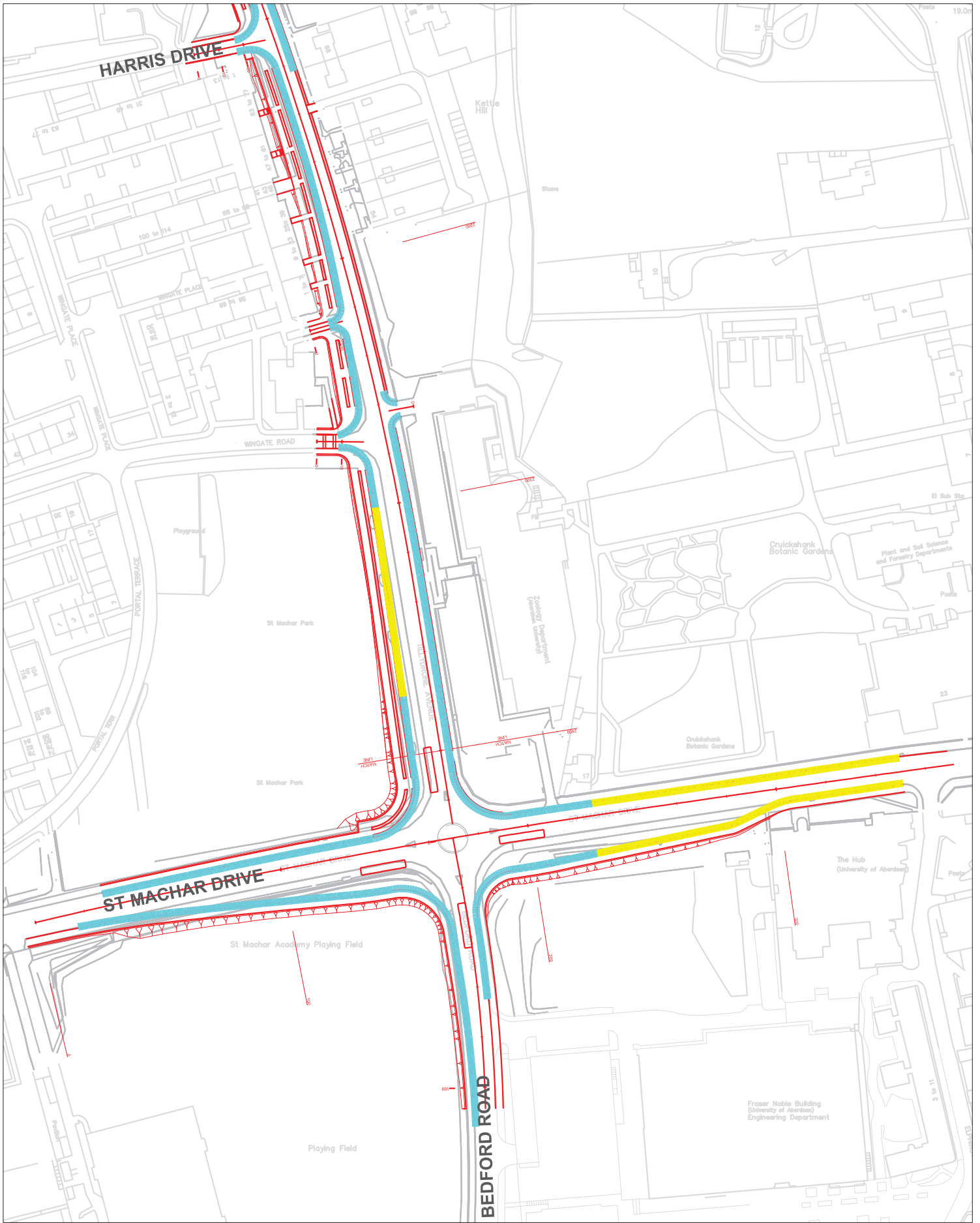
# Appendix E - Third Don Crossing - 'At any time' waiting restrictions



- Key:
- Existing 'At Any Time' waiting restrictions
  - Proposed 'At Any Time' waiting restrictions

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# Appendix F - Third Don Crossing - 'At any time' waiting restrictions

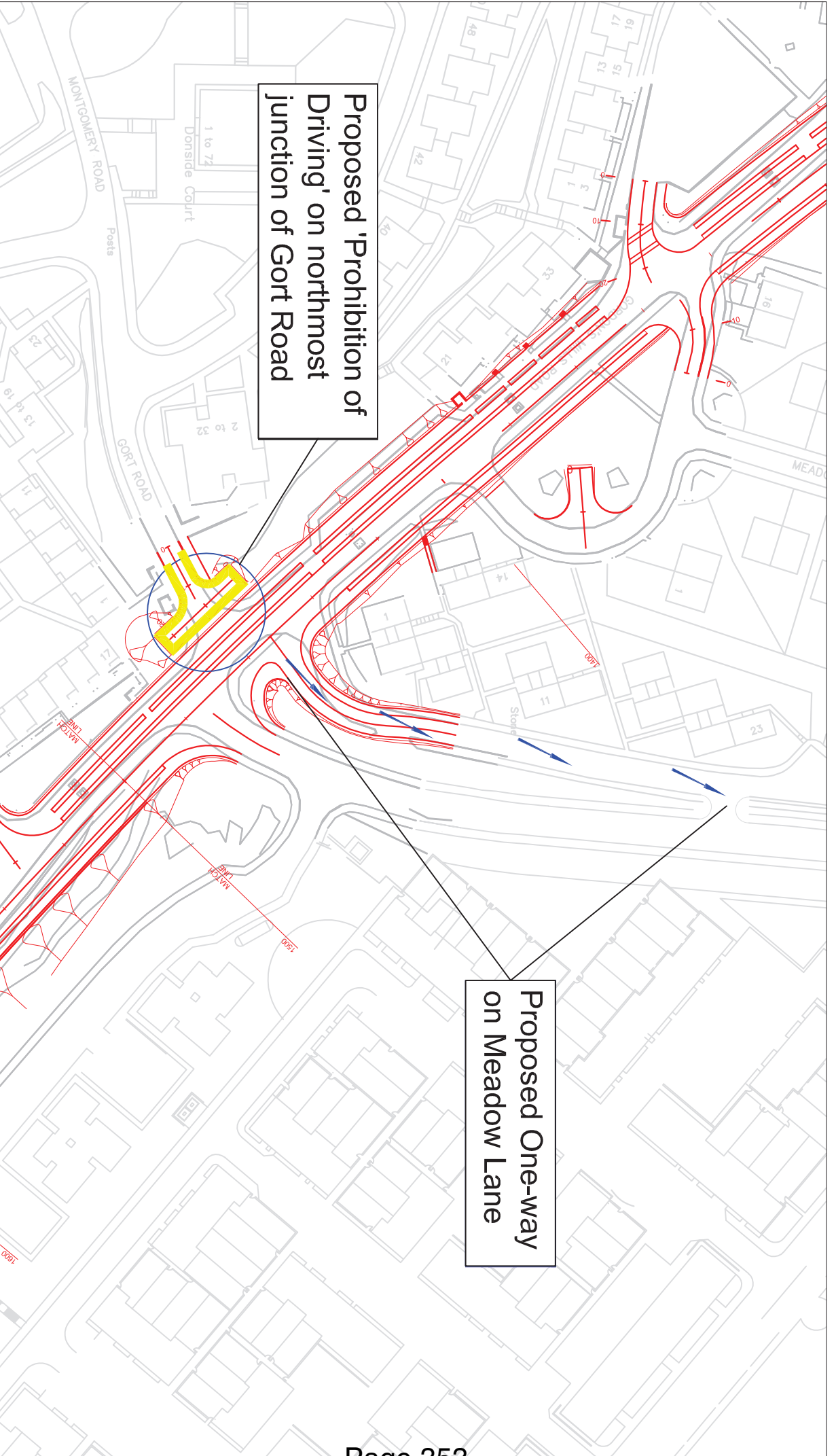


Key:

- Existing 'At Any Time' waiting restrictions
- Proposed 'At Any Time' waiting restrictions

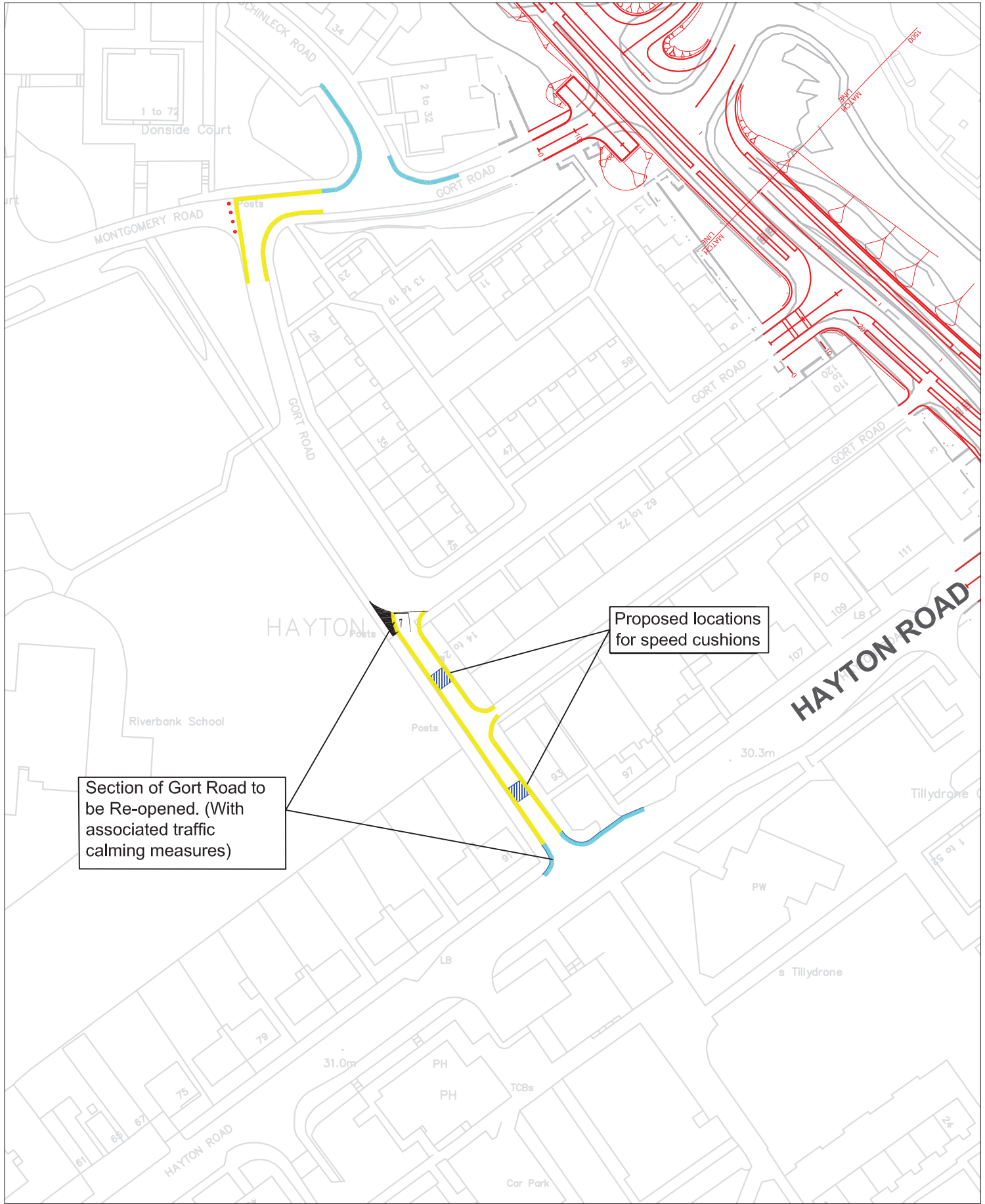
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**Appendix G - Third Don Crossing - Proposed 'Prohibition of Driving' and One-way**





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# Appendix H - Third Don Crossing - Re-opening of Gort Road / Hayton Road and proposed 'At any time waiting restrictions



Section of Gort Road to be Re-opened. (With associated traffic calming measures)

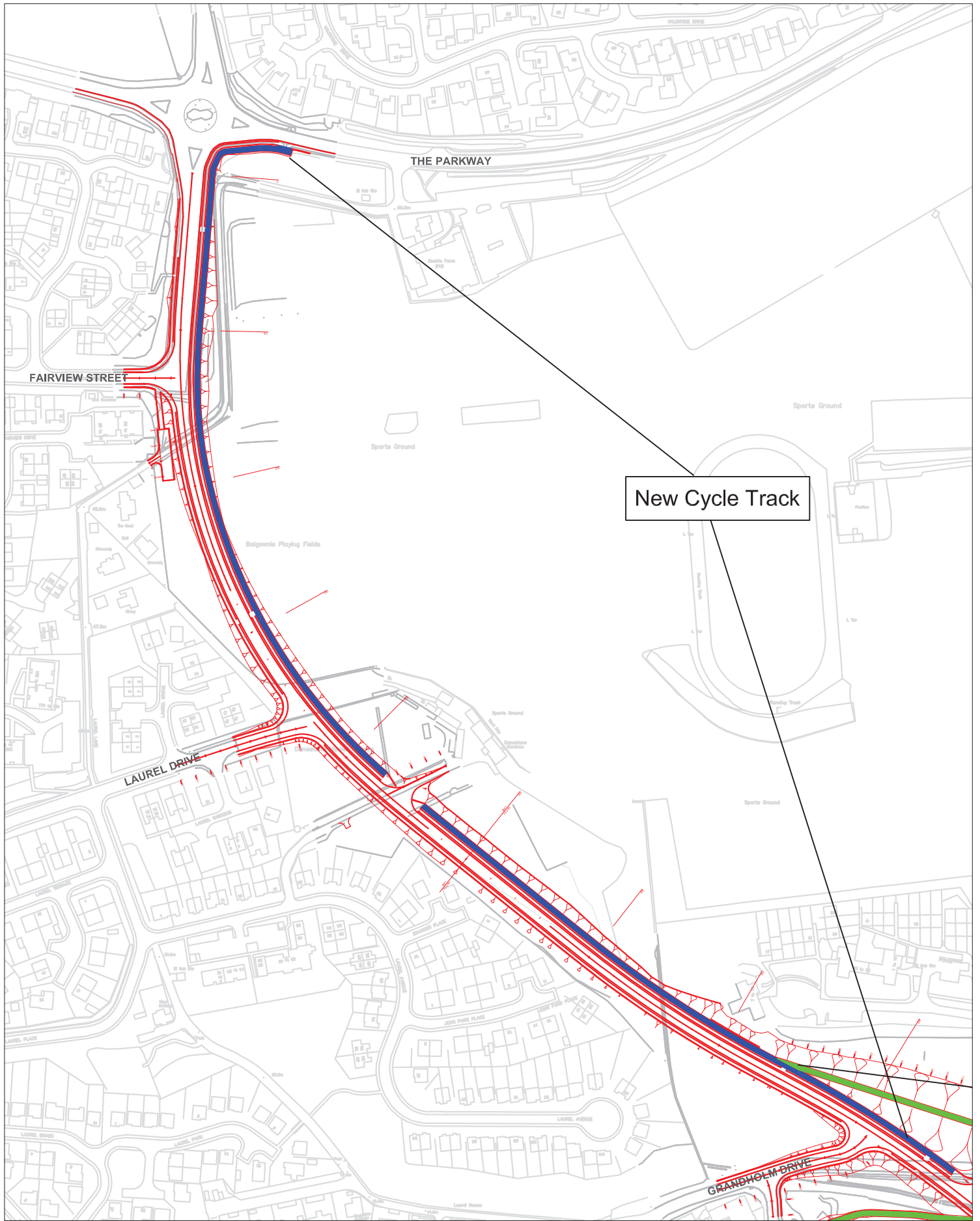
Proposed locations for speed cushions



Key:	
	Existing 'At Any Time' waiting restrictions
	Proposed 'At Any Time' waiting restrictions

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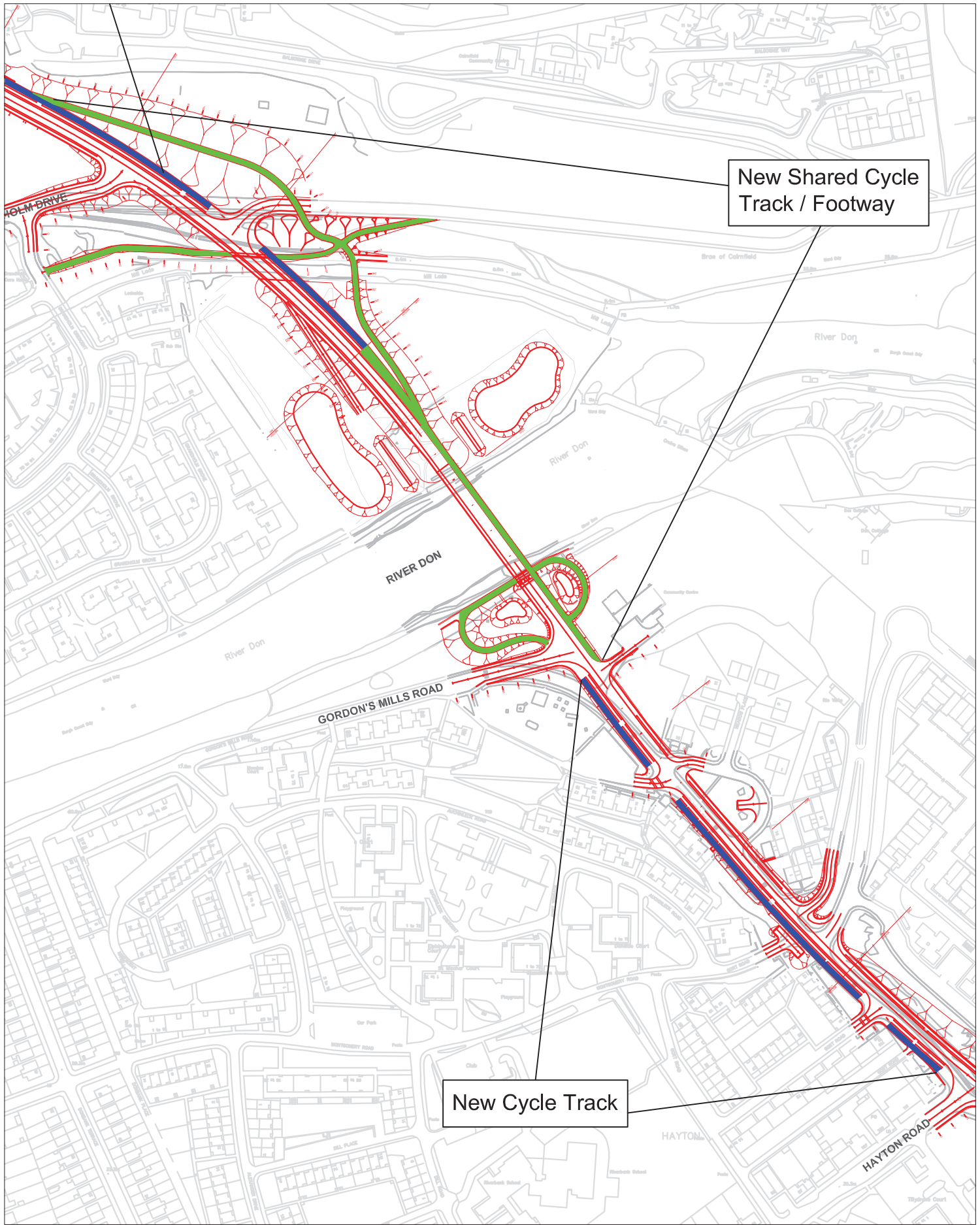
# Appendix I - Third Don Crossing - Cycle Provisions



- Key:
-  New Cycle Track
  -  New Shared Cycle Track / Footway



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# Appendix J - Third Don Crossing - Cycle Provisions



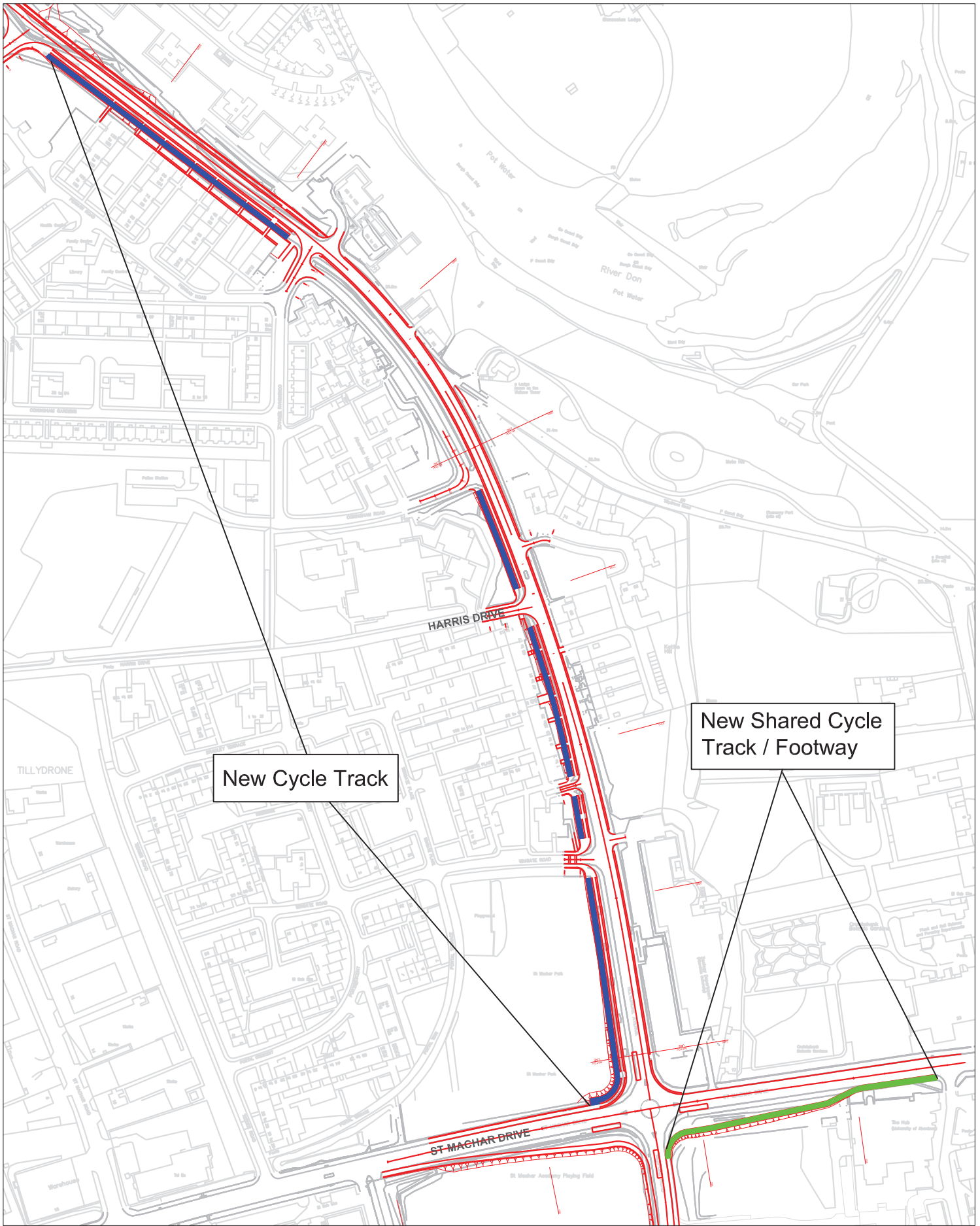
New Shared Cycle Track / Footway

New Cycle Track



- Key:
-  New Cycle Track
  -  New Shared Cycle Track / Footway

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# Appendix K - Third Don Crossing - Cycle Provisions

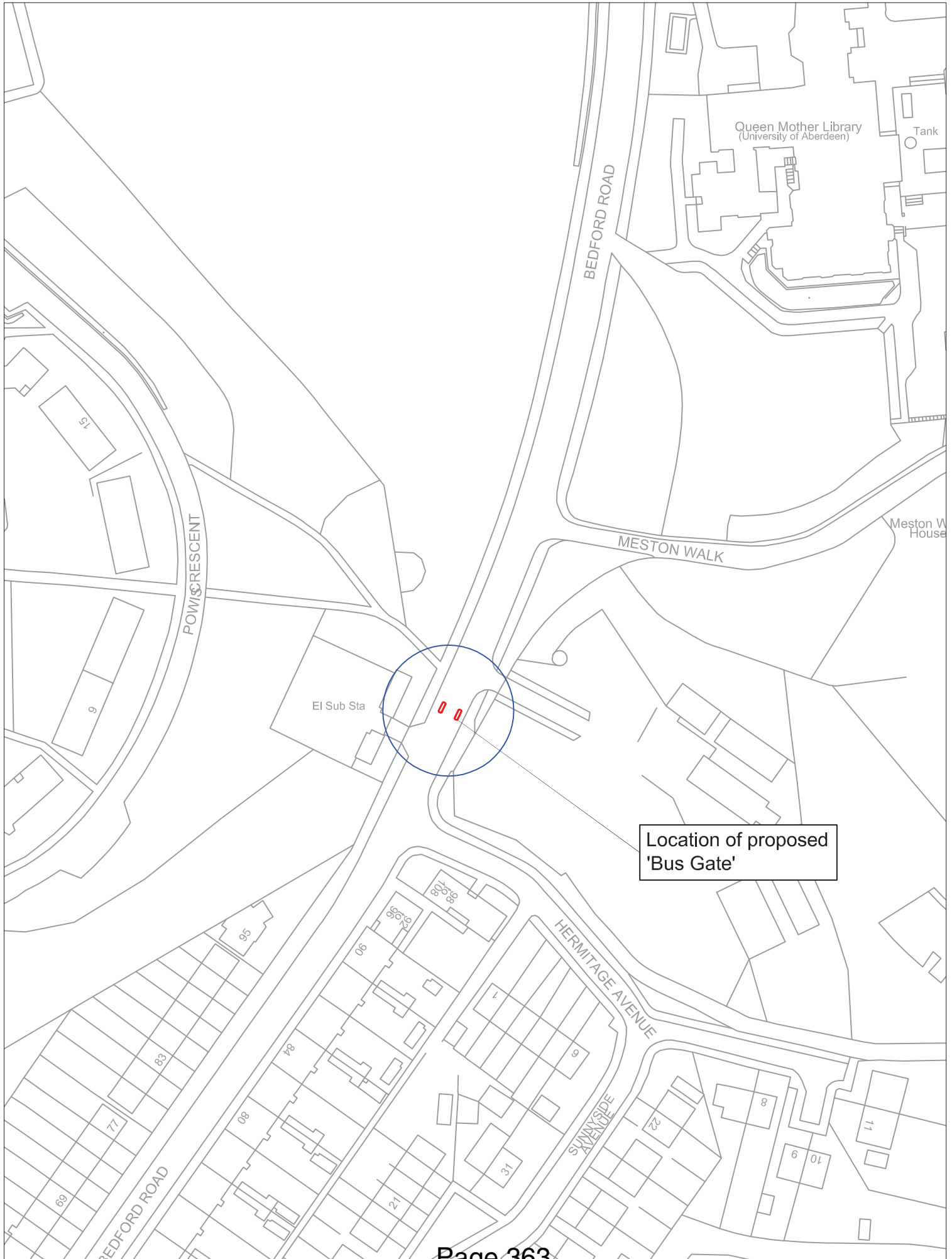


Key:

-  New Cycle Track
-  New Cycle Track / Footway

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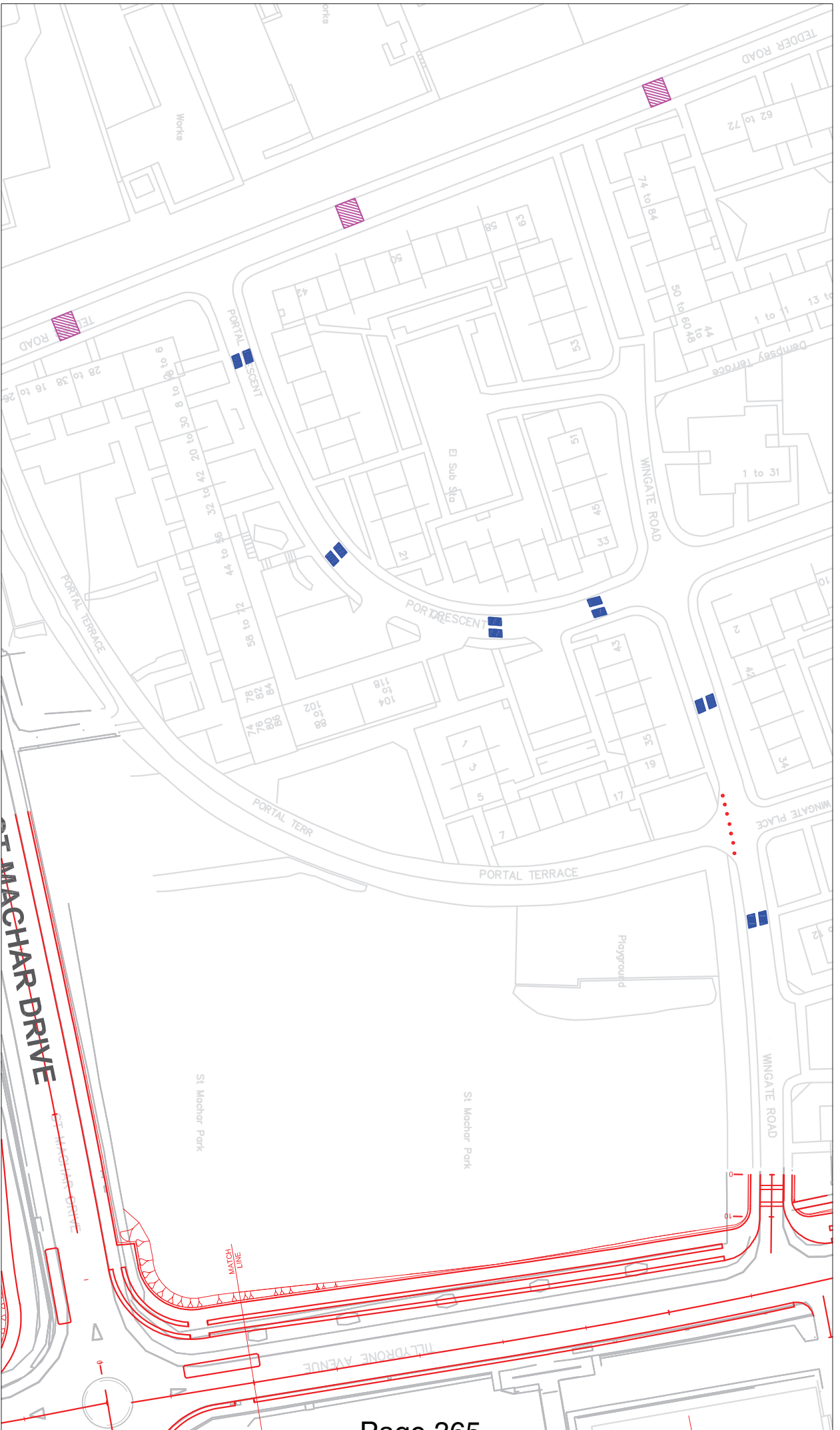
# Appendix L - Third Don Crossing - Proposed 'Bus Gate' on Bedford Road



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# Appendix M - Third Don Crossing - Proposed Traffic Calming Measures

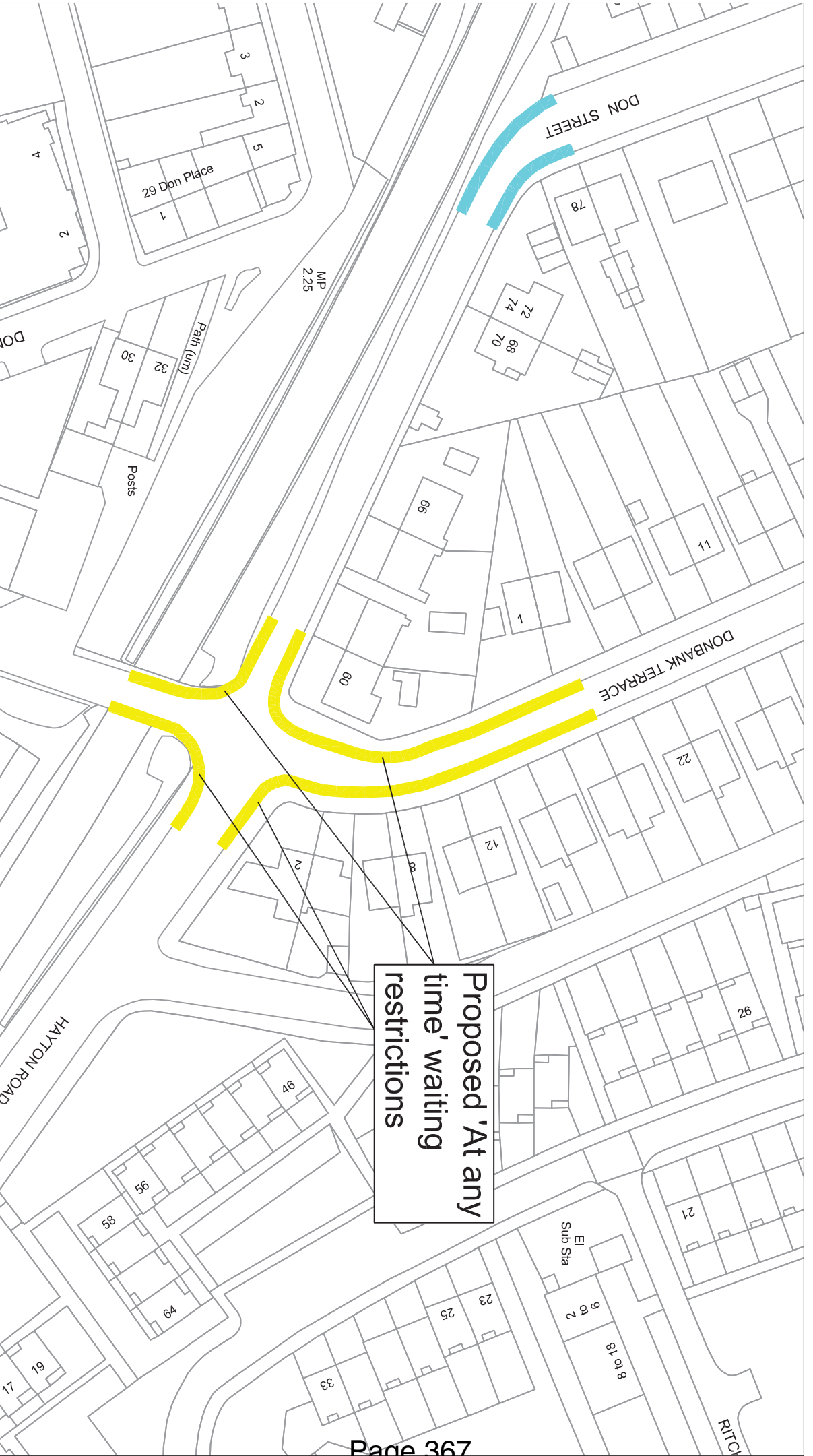


Key:

-  Proposed Speed Cushions
-  Existing Speed Tables
-  Existing Bollards

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**Appendix N - Proposed 'At any time' waiting restrictions on Donbank Terrace / Don Street / Hayton Road**



**Key:**

- Existing 'At Any Time' waiting restrictions
- Proposed 'At Any Time' waiting restrictions

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Planning & Infrastructure
DATE	4 <sup>th</sup> September 2014
DIRECTOR	GORDON MCINTOSH
TITLE OF REPORT	ADOPTIONS OF ROADS
REPORT NUMBER:	EPI/14/218
CHECKLIST RECEIVED	Yes

---

1. PURPOSE OF REPORT

To resolve the anomalous position regarding the maintenance of some roads within the City.

2. RECOMMENDATION(S)

That the Committee approve the adoption of Beach Esplanade, Links Road between Urquhart Road and Beach Esplanade and Pitfodels Station Road in terms of Section 1(4) of the Roads (Scotland) Act 1984 and that these roads be added to the Council's 'List of Roads' managed and maintained by the Council.

3. FINANCIAL IMPLICATIONS

There are no significant financial implications arising from this Report as the roads are already maintained by the Council.

4. OTHER IMPLICATIONS

There are no other significant implications arising from this Report.

5. BACKGROUND/MAIN ISSUES

**Beach Esplanade**

This road was originally laid out as part of the amenity of the beachfront and was intended to provide access for the enjoyment of the sea beach. The road was accordingly maintained by this and previous Councils, not as an adopted public road but as part of what was formerly under the umbrella of 'Links & Parks'.

In recent years, the growth of traffic particularly, from the expanding suburban developments in the Bridge of Don area, has resulted in increased volumes of traffic using the Beach Esplanade. This increase has been predominantly through traffic seeking routes between A90 at

Bridge of Don and the City, principally on the journey to and from places of work.

The volume of traffic using the road for this purpose now considerably outweighs the traffic seeking the amenity of the beach and it is thus no longer reasonable to expect this road to be managed and maintained otherwise than from the budget allocated to the adopted road network.

### **Links Road (Urquhart Road – Beach Esplanade)**

This road is effectively a continuation of the Beach Esplanade, linking it to the northern and eastern areas of the City Centre and will be in an anomalous position if it is not adopted with the Esplanade.

### **Pitfodels Station Road**

As its name suggests, this road was originally laid out by the Great North of Scotland Railway to give access to the former station and the suburban train services between Culter and the City.

Growth of traffic in the Deeside area and developments in Garthdee result in it now being used by considerably greater volumes of traffic than is generated by the residents in the immediate area.

It is considered unreasonable to expect the frontagers to bear the cost of managing and maintaining this road. The Council itself, having acquired the railway land and also the adjacent allotments, is a substantial frontager.

Grampian Regional Council took advantage of a scheme established by the former Aberdeen County Council to put the road into a category of 'surface maintenance'. This is suitable primarily for local access roads, such as where a farm steading has been developed into private housing. In an urban area it leads to administrative complications and effectively leads to the Council bearing the bulk of the costs of maintaining a road that is not adopted.

## **6. IMPACT**

Corporate – There are no direct links to the Community Plan, the Single Outcome Agreement, the 5 year Corporate Business Plan, and individual Service Plans.

Public – The members of the public who are directly interested in the effect of this report, the frontagers of the affected roads, have been notified in accordance with the procedure in terms of Section 1(4) of the Roads (Scotland) Act 1984. No representations have been received.

A notice has also been published in a local newspaper and no representations have been received.

The users of the roads will experience no change in the service offered as a result of the recommendations of this Report.

There are no Equality and Human Rights impacts arising from the recommendations of this Report.

7. MANAGEMENT OF RISK

There are no risks resulting from the recommendations of this Report.

8. BACKGROUND PAPERS

No background papers have been used in the preparation of this Report.

9. REPORT AUTHOR DETAILS

Angus Plumb Engineer (Roads Asset Management)

[angusp@aberdeencity.gov.uk](mailto:angusp@aberdeencity.gov.uk)

01224 241567

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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise Planning and Infrastructure
DATE	4 September 2004
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Flood Risk Management (Scotland) Act 2009 - Short list of measures for further appraisal
REPORT NUMBER:	EPI/14/208
CHECKLIST RECEIVED	Yes

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### 1. PURPOSE OF REPORT

To update the committee on progress with the Flood Risk Management Plan (FRMP) and with particular reference to the short list of measures identified for the Potentially Vulnerable Areas (PVAs) within Aberdeen City.

### 2. RECOMMENDATION(S)

It is recommended that the committee:-

- a) notes the content of the report
- b) approves the shortlisted options for further investigation

### 3. FINANCIAL IMPLICATIONS

The publication of the Flood Risk Management Plan (FRMP) in 2015/16 will create some budget pressures from 2016 onwards.

### 4. OTHER IMPLICATIONS

None

### 5. BACKGROUND/MAIN ISSUES

Flooding is a natural process which cannot be prevented entirely, but it can be managed to reduce its social and economic consequences and to safeguard the continued functioning of services and infrastructure. Some locations are already susceptible to intermittent flooding and climate change is expected to worsen the situation. Inadequate drainage infrastructure also increases the risk of flooding.

The Flood Risk Management (Scotland) Act 2009 set in place a statutory framework for delivering a sustainable and risk-based approach to managing flooding. This includes the preparation of assessments of the likelihood and impacts of flooding, and catchment focused plans to address these impacts. By 2016 FRMPs will be in place across Scotland.

As part of the process FRMPs are required. These plans are created via a 3 stage process. The process is :-

1. Identify risk areas (PVAs)
2. Create a short list of viable management options.
3. Detail specific schemes from the short list options and include in the FRMP

Phase 1 has identified the wider areas that are at risk. These areas are known as Potentially Vulnerable Areas (PVAs) of which there are 5 within Aberdeen.

Phase 2 has now been completed by consultants working for SEPA, providing us with a short list of flood mitigation measures for each of the PVAs. The list is included in Appendix A.

Phase 3 will be developed over the next few months and referred to committee for approval.

## **6. IMPACT**

There may be public reaction to the plan, which will require to be managed.

If the council sets out vulnerable areas, and identifies target measures, it is important that such measures are carried out, as this otherwise could give rise to complaints

FRM fits with the Smarter City agenda and will influence the development of the Local Plan

At this stage an EHRIA has not been undertaken. This will be done once stage 3 has been completed and when a clearly defined list of actions is in place. The EHRIA will form part of the assessment and prioritisation of the schemes.

## **7. MANAGEMENT OF RISK**

The measures identified for inclusion in the first 6 year plan need to be realistic and deliverable.

Local public meetings will be held as required to explain the FRMP and to listen to concerns.

As part of the delivery process of the FRM a risk register will be produced for the following elements:-

1. Over arching process for FRM
2. Surface Water Manager Plans
3. Individual projects

## **8. BACKGROUND PAPERS**

Flood Risk Management (Scotland) act 2009 – Progress Report.  
EPI/13/245

Local Plan Districts and Potentially Vulnerable Areas, 6 North East -

[http://apps.sepa.org.uk/nfra/lpd/pdf/lpd\\_06.pdf](http://apps.sepa.org.uk/nfra/lpd/pdf/lpd_06.pdf)

North East\_WP2\_v1.0. Short list

## **9. REPORT AUTHOR DETAILS**

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# Appendix A. Aberdeen City Council Short list of Flood Risk Management Options

Objective	Action Category	Action	Initial Coastal Screening	Initial River Screening	06/15 Aberdeen Bridge of Don		06/16 Aberdeen City - Denmore		06/17 Westhill		06/18 Aberdeen City - Deeside		06/19 Peterculter	
					Coastal	River	Coastal	River	Coastal	River	Coastal	River	Coastal	River
Flood Protection Schemes	Maintain existing defences		No coastal objectives	Properties/ People/ Utilities/ Roads	PVD = £37.5M	No objectives	No objectives	No Objectives	Residential/ NRP/ People/ roads/ rail	PVD = £1.7M	Residential/ NRP/ People/ community facilities/ utilities/ roads/ rail	PVD = £345M	Inland PVA	Residential/ People/ Utilities/ Roads
Relocation	Relocation of properties/infrastructure away from flood risk areas		If a formal flood protection scheme, including coastal defences, is present in the PVA, then always retain this action for the short-list		PVD = £6k	No objectives	No objectives	No Objectives	Sea wall along the beach and to south of harbour	Fraser Road Flood Prevention Scheme (2002)- Gormiston Burn scheme				
National Planning Policies	Scottish Planning Policy (SPP)		Always retain for short list											
Local Planning Policies	Use of Strategic Flood Risk Assessment to inform local development plans													
Runoff	Gully woodland planting		Retain if NFM Screening A identifies areas of moderate to high potential			Only section of existing embankment is in vicinity of waste water treatment works (this does flood)					Flood banks already overtop, floodplain utilised			Already connected to floodplain.
River/floodplain restoration	Placed large woody debris and boulders		Retain if NFM Screening B identifies areas of moderate to high potential			No locations considered appropriate, too urban and too far down urban area					Maximum potential ~700ha (minimum cost of ~£3.4M for full area of potential). Within the 'green' corridor. Potential land use issues i.e. golf courses. A lot of floodplain is planted and combined tidal effect.			Although there is some potential within the PVA the majority is not located upstream of the main area of properties at risk. The amount available is ~30ha and therefore unlikely to achieve much benefit

Opportunity for works/ actions to be done

Actions deemed inappropriate or unable able to be done based on current constraints.

SEPA to advise

# Appendix A. Aberdeen City Council Short list of Flood Risk Management Options

Objective	Action Category	Action	06/15 Aberdeen Bridge of Don		06/16 Aberdeen City - Denmore		06/17 Westhill		06/18 Aberdeen City - Deeside		06/19 Peterculter	
			Coastal	River	Coastal	River	Coastal	River	Coastal	River	Coastal	River
Protect (NRM)	Surge attenuation	Reach restoration (e.g. re-meandering) Creation of washlands (offline storage)	Initial Coastal Screening Automatically screen out for coastal	Initial River Screening No coastal objectives PVD = £6k	No objectives	No objectives	Inland PVA	No Objectives	Residential/ NRP/ People/ roads/ rail PVD = £1.7M	Residential/ NRP/ People/ community facilities/ utilities/ roads/ rail PVD = £345M	Inland PVA PVD = £0	Residential/ People/ Utilities/ Roads PVD = £18M
Protect (NRM)	Sediment Management	Managing channel instabilities (sediment transport)	Automatically screen out for coastal	Retain if NFM Screening C identifies areas of high deposition	No significant space on floodplains within PVA but potentially upstream outside of PVA boundary. No existing embankments to alter and create action on tributaries	No objectives	Inland PVA	No Objectives	No existing embankments on the smaller tributaries to alter and create washlands	Risk not from Dee, therefore action here would not reduce risk although sediment issues around mouth of harbour which is dredged yearly. Deposition on tributaries not really located in areas of risk	Some existing embankments on Gormack to potentially create washlands	At the bottom of the Culter burn there are issues
Protect (NRM)	Sediment Management	Sediment traps	Mainland - Retain if NFM Screening D identifies areas of moderate to high potential. Screen based on local geography	Retain if river objectives identified	Not aware of issues	No objectives	Inland PVA	No Objectives	As risk not from Dee, would not particularly reduce risk. No issues on smaller tributaries	As risk not from Dee, would not particularly reduce risk, although keep in as standard		
Protect (NRM)	Surge attenuation	Creation/restoration of intertidal area including mudflats and saltmarsh, and regulated tidal exchange	Mainland - Retain if NFM Screening D identifies areas of moderate to high potential. Screen based on local geography	Automatically screen out for river	No objectives	No objectives	Inland PVA	No Objectives	As risk not from Dee, would not particularly reduce risk, although keep in as standard			

# Appendix A. Aberdeen City Council Short list of Flood Risk Management Options

Objective	Action Category	Action	Initial Coastal Screening		Initial River Screening		06/15 Aberdeen Bridge of Don		06/16 Aberdeen City - Denmore		06/17 Westhill		06/18 Aberdeen City - Deeside		06/19 Peterculter		
			Coastal	River	Coastal	River	Coastal	River	Coastal	River	Coastal	River	Coastal	River	Coastal	River	
Storage	Flood storage online	Flood storage offline	No coastal objectives	Properties/ People/ Utilities/ Roads	No objectives	No objectives	No objectives	No objectives	No objectives	No objectives	Inland PVA	No Objectives	Residential/ NRP/ People/ roads/ rail	Residential/ NRP/ People/ community facilities/ utilities/ roads/ rail	Inland PVA	Residential/ People/ Utilities/ Roads	
			PVd = £6k	PVd = £37.5M													
Storage	Flood storage online	Flood storage offline		Potential areas too disconnected from properties at risk, several tributaries connect into Don after potential area										On tributaries upstream and west of Stronsay (30,000m3) and similar elsewhere (west burn).			
Conveyance	Increased conveyance through channel modification - deepening/widening/two-stage channel	Relief/diversion channel/bypass tunnel/culvert		Always potential for it to be tide locked so would not help. Permission been granted for area at woodside										Only potential for channel modification at upstream end of PVA which would push the problem downstream where the most affected areas of property are located			
Conveyance	Realign channel	Culvert (addition or removal)		No space for realignment due to proximity of properties/infrastructure										No potential routes due to topography, proximity of properties and infrastructure and size of watercourse			
Conveyance	Removal of hydraulic constrictions	Removal of hydraulic constrictions		Trying to open up a few culverts (Alan to send list).										No potential routes due to topography, proximity of properties and infrastructure and size of watercourse			
				No known issues													
			Automatically screen out for coastal	Retain if river objectives identified													No issues with existing topography

Opportunity for works/ actions to be done

Actions deemed inappropriate or unable able to be done based on current constraints.

SEPA to advise





# Appendix A. Aberdeen City Council Short list of Flood Risk Management Options

Objective	Action Category	Action	06/15 Aberdeen Bridge of Don		06/16 Aberdeen City - Denmore		06/17 Westhill		06/18 Aberdeen City - Deeside		06/19 Peterculter		
			Coastal	River	Coastal	River	Coastal	River	Coastal	River	Coastal	River	
Coastal	Initial Coastal Screening	Initial River Screening	No coastal objectives	Properties/ People/ Utilities/ Roads	No objectives	No objectives	Inland PVA	No Objectives	Residential/ NRP/ People/ roads/ rail	Residential/ NRP/ People/ community facilities/ utilities/ roads/ rail	Inland PVA	Residential/ People/ Utilities/ Roads	
			PVD = £6k	PVD = £37.5M						PVD = £1.7M	PVD = £345M	PVD = £0	PVD = £18M
Coastal	Artificial reefs and detached breakwaters	Gates and tidal barriers	Automatically screen out for river						Don't affect still water level therefore will not impact on interaction with River Dee				
			Retain if coastal objectives identified						Affordability may be an issue but consider further for area west of harbour. Would not reduce risk at foot of the Dee. Potential conflict with harbour use. Would impact on outflow from River Dee which is the larger flood source				
Direct defences	Embankment	Wall	Retain if river objectives identified	Improve existing potentially					No space due to existing land use	Embankment at reservoir maintained by Scottish water but not sufficient to protect reservoir. Agricultural embankments overtop regularly. May be potential for new where there is space. Location to be defined in ICS.			
				Retain if coastal objectives identified									
				Automatically screen out - surface water measures									
				Always retain for short list									
Sustainable Urban Drainage	SUDS measures	Demountable/temporary defence	Automatically screen out for coastal						In combination with measures to address river flood risk (so would deal with both sources of flooding). Concrete wave wall already in place at foot of Dee	Location to be defined in ICS.		Type of defence will depend on height and space available for footprint, most likely to be walls rather than embankment (embankment in Millside area)	
													No space, too many properties backing onto watercourse
Watercourse maintenance	Routine inspection and maintenance of watercourses	Event triggered watercourse maintenance	If any properties at risk retain for short list										
Property level protection	Property level protection	Resilient property design (retrofit)	If any properties at risk retain for short list										

# Appendix A. Aberdeen City Council Short list of Flood Risk Management Options

Objective	Action Category	Action	06/15 Aberdeen Bridge of Don		06/16 Aberdeen City - Denmore		06/17 Westhill		06/18 Aberdeen City - Deeside		06/19 Peterculter	
			Coastal	River	Coastal	River	Coastal	River	Coastal	River	Coastal	River
Flood forecasting & warning	Flood forecasting and alerts Flood warning schemes	Initial Coastal Screening Initial River Screening	No coastal objectives	Properties/ People/ Utilities/ Roads	No objectives	No objectives	No Objectives	Residential/ NRP/ People/ roads/ rail	Residential/ NRP/ People/ community facilities/ utilities/ roads/ rail	Inland PVA	Residential/ People/ Utilities/ Roads	
			PVD = £6k	PVD = £37.5M					PVD = £1.7M	PVD = £345M	PVD = £0	PVD = £1.8M
Prepare	Flood forecasting and alerts Flood warning schemes	Liaise with SEPA regarding assessment of Flood Warning appraisal for inclusion	SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise		SEPA to advise	
			SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise	SEPA to advise		SEPA to advise
Self Help	Business continuity planning Flood insurance Community Flood Action Groups (including resilient community plans) Awareness raising	If any non-residential properties at risk retain for short list  If any properties at risk retain for short list										
Emergency Plans	Emergency response plans	Always retain for short list										
Site Protection Plans	Site protection plans	If trunk roads, railways, airports, cultural heritage sites designated environmental sites, utilities present then include on short-list  Always retain for short list		utilities, rail, roads			Roads	roads, rail, cultural heritage	utilities, roads, rail, cultural heritage		utilities, roads	
Improved Understanding	Modelling and other assessments to improve knowledge of flood hazards and impacts	Always retain for short list										



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## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	04 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Allocation of Funding For Non Adopted Roads
REPORT NUMBER	EPI/14/207
CHECKLIST RECEIVED	YES

---

### **1 PURPOSE OF THE REPORT**

The Finance, Policy and Resources Committee of the 6<sup>th</sup> May 2014 recognising the problem for the frontagers of unadopted roads allocated £100,000 for use.

This report seeks members' approval of a procedure for dealing with the allocation and consideration of bids for this funding.

### **2 RECOMMENDATIONS**

It is recommended that the Committee approve the procedure for the allocation of these funds as set out in this report.

### **3. FINANCIAL IMPLICATIONS**

Finance, Policy and Resource Committee of 6<sup>th</sup> May 2014 allocated £100,000 for upgrading of Unadopted Roads with contributions from the Council to be to a maximum of 50% of the cost of the surfacing of the road by the frontagers.

### **4. OTHER IMPLICATIONS**

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.

Single Outcome Agreement - National Outcomes: 1, 5, 10, 12, 13, 14.

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

The Council needs to be seen to be transparent in dealing with the allocation of this fund, by having a procedure in place both applicants and officers will be aware of how and where the money can be allocated

## 5 BACKGROUND ISSUES

There are many unadopted roads across the city which should be maintained by the frontagers, in many cases due to lack of maintenance over the years these roads are no longer fit for purpose. The Finance, Policy and Resources Committee recognising the problem for the frontagers of these roads allocated £100,000 to be ring-fenced for use.

## 6 REPORT

- 6.1 In order to be fair and transparent as to how any bids are assessed it is important to establish a clear set of eligibility criteria, what information is required from bidders and in what timescale officers will assess bids.

At this stage it is considered important to establish a clear set of criteria that not only allow the management of the process to deal with bids for the currently allocated funds but would be suitable for dealing with bids in the future should further funding become available. The scoring methodology is set out in Appendix 1.

- 6.2 It is also important to have clarity around the expectations of frontagers and what is eligible for funding. Basic requirements are as follows:

- The Council's responsibility for providing funds towards the upgrading of an unadopted roads remains conditional on adequate maintenance having being undertaken by frontagers in all other aspects of its maintenance such as the foundation of the road, drainage, kerbs etc. The Council will not contribute to any costs associated with addressing any of the items listed above
- Owners/frontagers will be required to provide a letter of commitment from all frontagers, or their representatives, that the estimated cost of their apportionment would be met and that this monies will be secured prior to the scheme being considered for any budget allocation.
- Owners/frontagers to be required to provide payment of their share of costs within eight weeks of a letter of notification having been sent out by the council.

### 6.3 Future Maintenance Responsibilities

If the road, other than in cases where the frontagers are only commercial in nature, once works have been completed complies with adoptable standards it

will be added to the list of public roads, (i.e. thereafter wholly maintained by Aberdeen City Council).

Where frontagers are predominately commercial the road must be made up to adoptable standards for both layout and construction in order for the Council to take on responsibility for future maintenance as a public road.

#### 6.4 Bidding Timescales

It is proposed that there be two fixed dates for submission of bids while funding is available. These would be 30 June and 31 December in any year. All bids up to these dates would be considered and monies allocated on the basis of the available funding and requests. In the event that the available funding at any point is insufficient to cover all of the requests the scoring will be used with the highest scores receiving monies first.

## APPENDIX 1

### Criteria and Scoring Matrix for Assessing Bids

CRITERIA	SCORE
<i>LOCATION</i>	
Owners/frontagers of residential road only	5
Owners/frontagers mix of uses including residential, commercial	4
Owners of frontages mainly related to charitable or religious activities	3
Properties where educational, recreational or welfare activities are significantly associated with the properties in question	3
Private owners/frontagers of domestic frontages on incomplete housing estate roads in respect of which the developer had gone into liquidation or could not be traced (these matters to be confirmed by the Director of Finance in each instance) and where there was not apparent possibility of the developer completing outstanding roadworks or recovering costs from any financial bond in place	2
Owners/frontagers commercial uses only	1
<i>ROAD TYPE</i>	
Private Through Roads which are used predominantly by non-frontagers and serve as an access between two public roads.	5
Private roads which are the sole or principal means of access for frontagers	3
<i>TRAFFIC VOLUMES</i>	
Traffic Volumes of more than 1000 vehicles/day	5
Traffic Volumes of less than 1000 vehicles/day but greater than 300 vehicles/day	3
Traffic volumes of less than 300 vehicles/day	1
<i>FUNDING LEVEL SOUGHT</i>	
Up to 20% of costs	5
Between 20% and 30%	4
Between 30% and 40%	3
Between 40% and 50%	2



## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	04 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Roads Winter Service Plan 2014 - 15
REPORT NUMBER:	EPI/14/189
Checklist:	Yes

---

### 1. PURPOSE OF REPORT

This report is intended to present Members with the proposed Winter Service Plan and to explain significant changes.

### 2. RECOMMENDATION(S)

It is recommended that the Committee

- a) note the content of this report
- b) approve the "Roads Winter Service Plan" for 2014 – 2015.  
Appendix A, The Roads Winter Service Plan.  
(This will be sent to Councillors electronically)

### 3. FINANCIAL IMPLICATIONS

Expenditure will be in accordance with the Council's approved Revenue budgets for Winter Maintenance and Emergencies 2014-2015 of £1.977M. It should be noted that the expenditure for the previous three winters has been £1.565M in 2013-14, £1.986M in 2012-13 and £2.12M in 2011-12.

Salt which is purchased through Scotland Excel procurement has increased in price since last winter. In an average winter 19,000 tonnes of salt may be used, so this will potentially increase costs by £43,000 during this financial year.

### 4. SERVICE & COMMUNITY IMPACT

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

### Council Policy Statements

‘Aberdeen – The Smarter City’ identifies as a high priority that the Council will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.

Winter treatment priority is given to bus routes to encourage the use of public transport.

## 5. OTHER IMPLICATIONS

Failure to have a robust “Roads Winter Service Plan” will leave the Council more vulnerable to 3<sup>rd</sup> party insurance claims.

## 6. REPORT

Aberdeen City Council, Roads Winter Service Plan has evolved over many years and is amended to reflect both national and local requirements.

This year’s amendments have been made to reflect: the following –

### a) Well Maintained Highways, Code of Practice for Highway Maintenance Management

This document gives general guidance to Roads Authorities on all aspects of Road Maintenance. Appendix H of the Code of Practice deals specifically with Winter Service Issues. The recommendations within Appendix H would present an onerous burden in terms of staff time and infrastructure implications for Local Authorities, if fully complied with. The Society of Chief Officers of Transportation in Scotland (SCOTS) have recognised this and have set up a working group to produce recommendations on the most appropriate and practical approach to implementing elements of Appendix H. This will produce a consolidated approach throughout Local Authorities in Scotland and provide substantial backing to each Roads Authority in the implementation of their Winter Service Plan. The SCOTS working group has issued draft findings to all Scottish Roads Authorities for consultation but these have yet to be finalised. Elements of the recommendations may have to be implemented during this coming winter if appropriate and the full recommendations will be reported to committee prior to winter 2015-16.

#### b) Salt Usage and Stocks

Salt stock levels have been taken back up to 12,000T in preparation for winter with regular programmed top-up deliveries throughout the winter.

<u>Year</u>	<u>Starting Tonnage</u>	<u>Usage</u>
11/12	15,986	8,088
12/13	17,156	18,801
13/14	12,000	5,600

#### c) De-icing Agent

A proposed trial during the previous winter was not possible due to the relative mildness of that winter. We did not experience hard packed snow and ice which will be the real test of this material. There are still 12,000 litres in stock and the equipment is in place to carry out a trial this coming winter should conditions be severe enough. This de-icing agent is more effective at very low temperatures than salt and may be a useful addition to assist with winter treatment. In particular a trial is proposed along sections of the cycle ways added to the Winter Service Plan to assess whether or not the thawing effect is longer lasting than with roads treated with salt. This will only take place if a prolonged period of freezing weather is forecast.

#### d) Grit

The general guidance for dealing with hard packed snow and ice is to use grit mixed with salt and this is included as part of the Roads Winter Service Plan. The use of grit causes problems and expense for both street sweeping and gully emptying. While stocks of grit will continue to be held, they will only be used in extreme conditions given the consequences following application.

De-icing agents, once suitably trialed, may provide a more acceptable alternative to the use of grit in very severe conditions.

#### e) Salt Bins

There are currently more than 900 salt bins throughout the City. Every year there are demands for further bins at new locations. Maintaining these boxes is a very labour intensive operation and to continually increase their numbers will only add to the current restocking problems. Following on from last year it is proposed to continue the policy of not issuing any additional grit bins this winter.

but to further promote the issue of 1T bags of salt for community use.

A review of existing bins will be undertaken to ensure that they are still in an appropriate location, if not they will be removed and reallocated to an area of high demand. Should an unused bin be removed, the local members will be advised.

f) Community Salt Bags

A scheme was introduced, in 2012-13, to issue 1Tonne bags of salt to Community groups willing to carry out self help winter treatment. There were 89 bags issued last winter to interested groups, more than double the previous year, with the feedback being generally very positive. This scheme will be continued this winter but with the following conditions,

- The salt is issued to Community Groups.
- The bags need to be located in a secure place such as a resident's driveway as they are susceptible to theft and vandalism.
- the location needs to be accessible to the Council delivery lorry.

These bags hold a far greater quantity of salt than a salt bin, will therefore last longer and are relatively quick to replenish. While it is appropriate to encourage self help during severe winter weather, current staffing levels mean that it would not be possible to implement and manage a more formal scheme of equipment issue so it is proposed that this scheme remains limited to the issue of salt only.

g) Vehicles and Plant

Over the last 4 years, considerable investment has reduced the average age of the winter fleet. This will continue this winter maintaining a fleet of at an age which is serviceable and reduces downtime for repair. Future investment will continue with the purchase of multi-use vehicles, as these can be quickly converted to other specialist equipment, such as gully emptiers, when not required for gritting. This has proven to be the most cost effective method of updating the fleet. It is envisaged that two more front line gritters will be replaced this winter and that the remaining aging footway trailers will be replaced with vehicle mounted gritters

h) Service Provision Over Festive Period

Service provision over the festive period will remain at the same level as in previous years. The specific details are shown below.

DAY	STATUS	SERVICE AVAILABLE
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Mon 22 Dec	Normal Day	Full Service
Tues 23 Dec	Normal Day	Full Service
Wed 24 Dec	Normal Day	Full Service
Thurs 25 Dec	Public Holiday	Standby + Response
Fri 26 Dec	Public Holiday	Standby + Response
Sat 27 Dec	Week End	Standby + Response
Sun 28 Dec	Week End	Standby + Response
Mon 29 Dec	Normal Day	Standby+Early Morning+ Response
Tues 30 Dec	Normal Day	Standby+Early Morning+ Response
Wed 31 Dec	Public Holiday	Standby + Response
Thurs 01 Jan	Public Holiday	Standby + Response
Fri 02 Jan	Public Holiday	Standby + Response
Sat 03 Jan	Week End	Standby + Response
Sun 04 Jan	Week End	Standby + Response
Mon 05 Jan	Normal Day	Full Service

Response consists of up to 5 roadworkers providing 23 hour cover per day, 7 days per week with a break between shifts from 03:00 to 04:00. This break will be monitored by the night attendant and can be covered in emergencies.

Standby + Response consists of sufficient staff to operate the 10 Priority 1 carriageway routes and 2 Priority footpath gritter routes for up to a 10 hour service during the period 05:45 to 19:00 for the standby workers and can be utilised in different ways depending on the prevailing weather conditions.

Response provides cover from 19.00 until 6.00 am to the main arterial routes through the City, generally on the North & South Routes which are detailed in the Roads Winter Service Plan. This operation does not include any operations within the housing estates. The exception to this is in an emergency situation.

Early Morning provides a treatment of the 10 Priority 1 carriageway routes and 2 Priority footpath gritter routes if necessary at 04:45 and this shift will continue working until the end of the normal working day at 15:45.

#### i) Public Information

An information section for Winter Operations was introduced to the Council's web site 4 years ago. This provided information on gritter routes and live information on operations on the main routes. There is a further section advising of weather and road conditions. This webpage will be developed further as necessary.

After the success of last year's presentation to Councillors and the Press at Tullos Roads Depot and a follow up Public presentation held at St Nicholas Street, it is intended to repeat both events this

winter. Councillors will be advised once the dates for these events are set.



j) City Voice Questionnaire

The last survey using the City Voice network was undertaken in 2012 It is intended to resume this following the 2014 – 15 winter, to gauge public opinion on the service provided and to feed into the development of the plan in 2015-16

7. BACKGROUND PAPERS

ESP&I Committee 03 June 2014 Item 8.4 Winter Maintenance Operations 2013-14

8. REPORT AUTHOR DETAILS

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ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE - COMMITTEE BUSINESS  
 UPDATED FOLLOWING MEETING ON 03/06/14

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><b><u>Berryden Corridor – Transport Infrastructure Improvements</u></b></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 6<sup>th</sup> November 2012 that this item</p>	<p>Progress via key milestones will be contained within the Strategic and Local Transport Projects update report to this committee.</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>
		was to remain on the Committee Business Statement.				
2.	Enterprise, Planning and Infrastructure Committee 26.11.10 (article 19)	<p><b><u>(1) Access from the North – An Integrated Transport Solution - (2) Access from the North Proposals “Third Don Crossing”</u></b></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 -</p> <p>(a) 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</p>	<b>Progress via key milestones will be contained within the Strategic and Local Transport Projects update report to this committee.</b>	Maggie Bochel		
	Enterprise, Planning and Infrastructure Committee 18.01.11 (article 25)					



<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>
		<p>Capital budget and other relevant sources of funding.</p> <p>The Committee on 6 November 2012 agreed that this item was to remain on the Committee Business Statement.</p>				
3.	Enterprise, Planning and Infrastructure 11.09.12 (article 23)	<p><b><u>Aberdeen The Smarter City: A Strategy for 2020</u></b></p> <p>The Committee agreed to instruct officers to report back to the Committee in August 2013 with the strategy and implementation plan for approval.</p>	<p>Project initiation documents including project brief have been developed.</p> <p>Officers within EP&amp;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</p>	Maggie Bochel	<b>29.08.13</b>	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 if item overdue)</u>	<u>Report Expected (if known)</u>
			<p>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 Baseline Emissions Inventory work is nearly complete. This forms the basis of data for scenario modelling and project identification for a Sustainable Energy Action Plan. Presently we are in discussion with NE colleagues to take a regional approach, whilst also in discussions with SBC regarding the formulation of an Aberdeen business Hub and obtaining support and coaching from the STEP-UP programme.</p>			
4.	Enterprise, Planning and Infrastructure 11.09.12 (article 26)	<b><u>Shared Pathway - (A96/Old Meldrum Road/ Mugiemoor Road, Aberdeen) Dubford/ Greenbrae Area.</u></b>		Hugh Murdoch	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>
		The Committee agreed that officers be instructed to report back in two years time on how these Traffic Orders have progressed.				
5.	Enterprise, Planning and Infrastructure 11.09.12 (article 29)	<b><u>Extension of Pay by Phone Parking</u></b> The Committee agreed to instruct officers to report back on the feasibility of paying parking charges by credit/debit cards at parking machines.  The Committee at their meeting on 21 January 2014 requested that officers submit a report to the next meeting in March 2014.		Hugh Murdoch	<b>22.01.13</b>	<b>03.06.14</b>
6.	Enterprise, Planning and Infrastructure 22.01.13 (article 26)	<b><u>Garthdee Controlled Parking Zone Extension</u></b> The Committee agreed to instruct officers to monitor the parking impact in the area	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	Hugh Murdoch	<b>21.05.13</b>	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>
		following the opening of the expanded Robert Gordon University campus and report findings to the Committee with recommendations pertaining to the implementation of the Controlled Parking Zone.	postponed to the September committee.			
7.	Enterprise, Planning and Infrastructure 21.05.13 (article 14)	<b><u>Electric Vehicle Charging</u></b> 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.	<b>An update on this project will be contained within the Strategic and Local Transport Projects update report to this Committee.</b>	Maggie Bochel	13.03.14	
8.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 23)	<b><u>Market Street/Guild Street Junction</u></b> (i) in relation to the Aberdeen City Council (Market Street/Guild Aberdeen) (Rationalisation of Turning Movements) Order	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	<b>March 2015</b>

<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>
9.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 27)	<p>201(X), uphold the objection received and refuse the making of this order, reverting to the status quo position from January 2014 after the Christmas and New Year period; and</p> <p>(ii) that officers review this in twelve months' time and report back to the Committee.</p> <p><b><u>Speed Survey A944 to B9119</u></b></p> <p>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 currently out to Public Advert. Depending on the level of objections it should be returning to the 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 if item overdue)</u>	<u>Report Expected (if known)</u>
10.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 27)	<p><b><u>Extension of 30mph Speed limit on A93 to Old Ferry Road and 153 North Deeside Road</u></b></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>	<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.</p> <p><b>*The extension of this 30mph speed limit was reported back to the June 2014 committee and is now concluded. (Request removal from the statement.</b></p>	Hugh Murdoch	21.01.14	03.06.14
11.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 28)	<p><b><u>Area Around Hill of Rubislaw – Parking Review</u></b></p> <p>It was agreed to instruct officers to investigate further the potential to introduce a</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</p>	Hugh Murdoch	21.01.14	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 if item overdue)</u>	<u>Report Expected (if known)</u>
		<p>Priority Parking Scheme, detailing estimated income/expenditure following further surveys and to report back to a future Committee with these findings</p>	<p>residents and businesses to be consulted.</p> <p><b>This report will include the option of a priority parking scheme, however given the on-going discussions with the businesses and the commencement of the area wide consultation with the residents being delayed this will be a summary report to September to update the committee with the detailed report going to the November committee.</b></p>			
12.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 9)	<p><b>C127 Blacktop Road – Flashing Speed Limit Signs</b></p> <p>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).</p>	<p>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.</p>	Hugh Murdoch	21.01.14	

<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>
13.	Enterprise, Strategic Planning and Infrastructure 29.08.13 (article 9)	<p><b><u>Rural Roads – Speed Limits</u></b></p> <p>It was agreed that officers would report back to the Committee in twelve months time on the speed limits across rural roads.</p>	<p>An Information Bulletin Report is due to the September 2014 committee.</p> <p>Due to the Traffic Survey, Technical Officer's post remaining unfilled then this report is currently on hold until the survey work can be completed. It will be November at the earliest before this report is back to committee but more likely January 2015.</p>	Hugh Murdoch	January 2015	
14.	Enterprise, Strategic Planning and Infrastructure 12.11.13 (article 4)	<p><b><u>Review of Parking Charges</u></b></p> <p>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 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</p>		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>
		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.				
15.	Enterprise, Strategic Planning and Infrastructure 12.11.13 (article 18)	<b><u>Park and Ride Sites</u></b> 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.  <b><i>* This matter was included in the June report therefore this item can now be removed from the Statement.</i></b>	Maggie Bochel	03.06.14	
16.	Enterprise, Strategic Planning and Infrastructure 12.11.13 (article 32)	<b><u>Galas and Festive Community Grants</u></b> The Committee agreed that officers identify an appropriate Council service to support the delivery of Galas and Festive Community Grants and	This information will be contained within the standard annual City Events report for future financial year.	Maggie Bochel		January 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>
		report back to the Committee in this regard.				
17.	Enterprise, Strategic Planning and Infrastructure 21.1.14 (article 4)	<b>Management of Parking</b> 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.  <b>It will be November at the earliest before a report goes back to committee.</b>	Hugh Murdoch	03.06.14	<b>04.11.14</b>
18.	Enterprise, Strategic Planning and Infrastructure 21.1.14 (article 22)	<b>Community Facility Developer Contributions</b> 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.	<b>This will be held on Thursday 4 September and an invite will be passed onto Members in due course. The presentation will cover Developer Obligations and the formula calculations for pupil to household ratios.</b> <b>*(Remove Item from the statement)</b>	Maggie Bochel	03.06.14	N/A
19.	Enterprise, Strategic Planning and Infrastructure	<b>Quality Partnership for Public Transport</b> 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	<b>04.09.14</b>

<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.  <b>Progress on this item will be contained within the Strategic and Local Transport Projects update report to this Committee.</b>			
20.	Enterprise, Strategic Planning and Infrastructure 21.1.14 (article 12)	<b><u>KIMO Membership</u></b> The Committee agreed to continue membership of KIMO and to review the decision in twelve months time.		Maggie Bochel	January 2015	
21.	Enterprise, Strategic Planning and Infrastructure 13.03.14 (article 15)	<b><u>Sponsorship of Roundabouts</u></b> 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 if item overdue)</u>	<u>Report Expected (if known)</u>
		recommend how such sponsorship could be delivered in future.				
22.	Enterprise, Strategic Planning and Infrastructure 13.03.14 (article 16)	<p><b><u>High Hedges Scotland Act 2013 – Application Fees</u></b></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	
23.	Enterprise, Strategic Planning and Infrastructure 03.06.14 (article 4)	<p><b><u>Maximum Parking Standards</u></b></p> <p>The Committee agreed to request a report back to the next meeting of the Committee outlining the</p>	<b>Officers have requested benchmarking information from other cities and still are awaiting responses to inform the report.</b>	Maggie Bochel	04.09.14	<b>04.09.14</b>

<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>
		potential implications of the following proposal from the Planning Development Management Committee:- To recommend to the Enterprise, Strategic Planning and Infrastructure Committee that a letter be sent to the relevant Scottish Minister to (a) request that a dispensation be made for Aberdeen in relation to maximum parking standards, and (b) ask for consideration of how targets set within Green Travel Plans could be legally enforced.				
24.	Enterprise, Strategic Planning and Infrastructure 03.06.14 (article 22)	<b><u>Winter Maintenance Operations 2013/14</u></b>  The Committee agreed to instruct officers to report back to Committee in September 2014 with the updated Winter Services Plan.	<b>A report is contained within this agenda *(Request removal from the statement)</b>	Hugh Murdoch	04.09.14	04.09.14
25.	Enterprise, Strategic	<b><u>Advertising Bus Shelter Tender</u></b>		Maggie Bochel	Autumn 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>
	Planning and Infrastructure 03.06.14 (article 28)	The Committee agreed to instruct officers to report back to Committee with details of a preferred bidder for approval in Autumn 2015.				
26.	Petitions Committee 24.04.14 (article 2)	<u>Westhill Cycle Path Improvement</u> It was agreed to request officers in consultation with NESTRANS, to submit a report providing detailed information relating to the engineering and financial challenges with the proposed improvements to the Westhill Cycle Route at the Prime 4 development (increase the size of the cycle path) and the five mile garage (to improve the area where cyclists are required to dismount) and to include details of the current cycle path network within	Following initial investigation it has been established that any route, meeting full standards would probably need to go behind the filling station and former post office and therefore some additional work is required.	Maggie Bochel	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 if item overdue)</u>	<u>Report Expected (if known)</u>
		Aberdeen and any planned major improvements to them to the Enterprise, Strategic Planning and Infrastructure Committee.				

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ENTERPRISE, STRATEGIC PLANNING AND INFRASTRUCTURE

MOTIONS LIST – Updated following meeting on 3 June 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 Joint Motion by Councillors Boulton and Delaney</u>                      “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>                      The Committee agreed to adopt the motion and to receive a report back.                      At the meeting on 3<sup>rd</sup> June 2014, the Committee agreed to instruct officers to carry out further investigation on implementing a layout for bus stops/laybys in both directions in the immediate vicinity of the Five Mile Garage on the A944 Hazlehead to Westhill Road and a footpath from Smiddy Brae to the bus stop at the five mile location heading towards Westhill and to bring a report back to the next meeting of the Committee including the financial implications.                      Given the work involved to identify suitable land, design a scheme and</p>		Asset Management & Operations	04.11.14	No

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			<p>determine costs, this report may be delayed to the November Committee, which would result in a summary report going to September.</p>				

Exempt information as described in paragraph(s) 6 of Schedule 7A of the Local Government (Scotland) Act 1973.

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