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ABERDEEN CITY COUNCIL

To: Councillor Dean, Convener; and Councillors McCaig (Vice-Convener), Adam, Allan, Boulton, Clark, Corall, Cormie, Crockett, Greig, Jaffrey, Milne, Penny, Robertson and Kevin Stewart.

Town House,
ABERDEEN 21st August, 2009

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

The Members of the **ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE** are requested to meet in Committee Room 2 - Town House on **TUESDAY, 1 SEPTEMBER 2009 at 2.00 pm.**

RODERICK MACBEATH
HEAD OF DEMOCRATIC SERVICES

B U S I N E S S

1 Request for Deputation

- 1.1 Mr. J Day - Soprano Hotels - this request relates to item 6.5 on the agenda (Pages 1 - 2)

2 WORKING GROUPS, COMMITTEE BUSINESS STATEMENT AND MOTIONS LIST

- 2.1 Sub-Committees and Working Groups (Pages 3 - 8)
- 2.2 Committee Business Statement (Pages 9 - 20)
- 2.3 Motions List (Pages 21 - 22)

3 PERFORMANCE MANAGEMENT

- 3.1 Performance Monitoring, Reporting and Target Setting 2009/10 (Pages 23 - 60)

4 ENTERPRISE

- 4.1 Aberdeen City and Shire Film Office (Pages 61 - 72)
- 4.2 Offshore Technology Conference 2010, USA (Pages 73 - 76)
- 4.3 Interreg IVB Build with CaRe Update (Pages 77 - 80)
- 4.4 Extending Service Level Agreement with the North East Scotland Biological Records Centre (NESBReC) (Pages 81 - 84)
- 4.5 World Energy Cities Partnership Climate Change Accord (Pages 85 - 104)
- 4.6 Applications for Funding from the International Twinning Budget 2009/2010 (Pages 105 - 112)

5 PLANNING

- 5.1 Final Draft Aberdeen City Council Nature Conservation Strategy (2010 - 2015) (Pages 113 - 172)

6 INFRASTRUCTURE

PROPOSED TRAFFIC ORDERS COMING TO COMMITTEE FOR THE FIRST TIME

- 6.1 Various, Small Scale Traffic Management and Development Associated Proposals (New Works) (Pages 173 - 186)

TRAFFIC ORDERS AT THE MIDDLE STAGE OF THE PROCEDURE

THERE ARE NO REPORTS UNDER THIS HEADING.

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

- 6.2 The Aberdeen City Council (Streets in the Vicinity of Airyhall School) (Traffic Management) Order 2009 (Pages 187 - 190)
- 6.3 The Aberdeen City Council (Streets in the Vicinity of Cults Academy) (Traffic Management) Order 2009 (with associated speed cushions to be established under the Roads (Scotland) Act 1984) (Pages 191 - 202)
- 6.4 The Aberdeen City Council (Streets in the Vicinity of Bucksburn Academy) (Traffic Management) Order 2009 (with associated speed cushions to be established under the Roads (Scotland) Act 1984) (Pages 203 - 208)
- 6.5 The Aberdeen City Council (The Green and Surrounding Streets) (Aberdeen) (Traffic Management) Order 2009 (with associated traffic calming) (Pages 209 - 220)

OTHER TRANSPORTATION, ROADS AND PARKING ISSUES

- 6.6 Disabled Persons' Parking Places (Scotland) Act 2009 - Joint Report by the Director of Corporate Governance and Director of Enterprise, Planning & Infrastructure (Pages 221 - 230)
- 6.7 Midstocket and Rosemount Public Transport Review (Pages 231 - 260)
- 6.8 Concessionary Bus Travel for People with Learning Difficulties (Pages 261 - 264)
- 6.9 Community Transport, TaxiCard and Passenger Fleet Operations (Pages 265 - 268)
- 6.10 Council Response to Cycling Action Plan for Scotland (Pages 269 - 278)

7 HUMAN RESOURCES

- 7.1 Interreg IVB Sustainable Urban Fringes (SURF) Lead Partner - Project Management - Business Case (Pages 279 - 284)

Should you require any further information about this agenda, please contact Allison Swanson, tel. 522822 or email aswanson@aberdeencity.gov.uk

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17 August 2009

Dear Alison

RE – The Green & Traffic Management - Objection

I would like the opportunity to speak at the Council's enterprise, planning and infrastructure meeting on 1 September 2009

When the initial proposal was put forward residents were consulted but not the local businesses.

The two most significant businesses in the area (myself and the Carmelite Hotel) both believe the proposal to reduce the number of parking spaces in the evening is unacceptable. As we are the two biggest businesses in the area one would hope that you would act on our views.

We need more not less parking spaces because

- The area is about to become busier with shoppers
- A large proportion of hotel guests arrive by car and parking is a fundamental requirement for these visitors
- New flats are about to be released that have no parking facilities for the 30 or so residents I believe will live there

I shall not repeat the comments I made in my original letter but they all remain valid. In this letter I would rather offer an alternative view and proposal.

Background Information

The object of the proposal is connectivity. Your proposal aims to do this by

- A Widening the footpaths on virtually every single street connecting Union Street with Union Square and reducing parking or
- B Eliminating parking from certain streets altogether

At present there is no obvious strategy for directional signs or street lighting. However, this is fundamental to the success of the scheme. If there are economic constraints, I would have thought it better to clearly designate a small number of preferred routes and equip them properly, as opposed to having lots of routes equipped poorly.

Surely what people want is clear guidance on the best routes. These would be the ones that offer

- **Directional sign posts for the preferred routes**
- **Safety via good lighting**
- **Accessibility via improved paving**
- **Visual improvements e.g. improved surfaces, shrubs etc**
- **Advice on stair or flat surface access**

PROPOSAL

- 1 From the current proposal, where street widening alongside reduced parking is being proposed for four roads, reduce the choice by one – retaining the three routes that best connect the two shopping centres**
- 2 Introduce finger signing to navigate people along the best retained available routes and equip these routes properly with adequate lighting etc**
- 3 I suggest the least used route would be Exchange Street. Here the road surface and pavement surface could still be improved but the pavement need not be widened. This road could then accommodate the car park spaces that you were proposing to remove.**

Thank you for your understanding.

Kind Regards

**Jonathan Day
Managing Director – Soprano Hotels**

**SOPRANO ST MAGNUS COURT HOTEL, 20-22 GUILD STREET, ABERDEEN , AB11 6 NF
TEL: 01224 589 411 EMAIL: ENQUIRIES@SOPRANOHOTELS.CO.UK
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ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Planning and Infrastructure
DATE:	1 September 2009
LEAD OFFICER:	Gordon Edwards
TITLE:	Sub-Committees and Working Groups

1. PURPOSE OF REPORT

To review the list of working groups and Sub-Committees within the remit of this Committee, having regard to the revised Committee structure.

2. RECOMMENDATIONS

that the Committee -

- (a) consider the list of Working Groups and Sub-Committees in the appendix and determine which of these groups should be wound up;
- (b) for those remaining, agree the proposed renaming of the groups as either Sub-Committees or Working Groups, also detailed at the appendix ;
- (c) for those remaining, make adjustments to membership and composition if required.

3. FINANCIAL IMPLICATIONS

There are no financial implications arising directly out of this report.

4. SERVICE & COMMUNITY IMPACT

The agreed Committee structure will reflect the new Service structure which has been introduced following comments made by the Accounts Commission on the Best Value Audit.

The incoming Director of Corporate Governance will review the management structure and workload implications of these changes.

In the event of groups being wound up, Services will require to report to the relevant parent Committee within the new structure.

5. OTHER IMPLICATIONS

Any changes agreed to the Council's representation on outside bodies will require to be communicated to the bodies involved. This will be undertaken by staff in Democratic Services.

Revisions to the naming of the groups listed at the appendix will be undertaken as when meetings are held.

6. REPORT

6.1 The Council on 24 June 2009 revised its Committee structure, and this structure will take effect from 19 August. The next stage of the process is to review the Sub-Committees and Working Groups within the former structure, with a view to (1) streamlining the structure and utilising the new Committees wherever possible, and (2) achieving consistency in terms of the naming of these groups.

6.2 The appendix to this report provides a list of Sub-Committees and Working Groups which would report directly to this Committee, and provides information which will assist the Committee in determining which groups remain in the new structure. It also suggests that groups be classified and named as either Sub-Committees (if they have powers) or Working Groups (if they do not). Exceptions to this rule would be:-

(1) Aberdeen City and Shire Strategic Planning Committee – joint with Aberdeenshire

6.3 The Committee is also asked to consider the membership and composition of the Working Groups and Sub-Committees remaining, and to make any adjustments necessary. Standing Orders do not currently **require** that the membership of Sub-Committees and Working Groups is taken from that of the parent Committee – this is at the discretion of the Committee.

7. AUTHORISED SIGNATURE

Gordon Edwards
Director of Corporate Governance
(01224) 522550

8. REPORT AUTHOR DETAILS

As above and

Vikki Cuthbert

Committee Manager
vcuthbert@aberdeencity.gov.uk
(01224) 522520

9. BACKGROUND PAPERS

No background papers were used in the preparation of this report.

LIST OF WORKING GROUPS, BOARDS etc

<u>Working Group/Board and Composition</u>	<u>Frequency of meetings</u>	<u>Remit</u>	<u>External or trade union members</u>	<u>Future Role - Commentary</u>	<u>Sub-Committee</u>	<u>Working Group</u>
Aberdeen City Development Company Shadow Board (5) Cormack, Allan, Donnelly, Kiddie and Malone	Has not yet met	To operate as a shadow board responsible for the creation of a citywide delivery vehicle (City Development Company), which would enable the Council to mitigate the impact of the Economic Downturn and support Economic Development.		Membership is that of South of City Regeneration Board and needs to be reviewed in any case.		✓

<u>Working Group/Board and Composition</u>	<u>Frequency of meetings</u>	<u>Remit</u>	<u>External or trade union members</u>	<u>Future Role - Commentary</u>	<u>Sub-Committee</u>	<u>Working Group</u>
Aberdeen City and Shire Strategic Planning Committee (6) Cassie, Cormie, Dean, Hunter, Jaffrey and Milne	Quarterly	To co-ordinate final approval, publication and implementation of, the Joint Structure Plan; and to liaise on matters of mutual concern relating to land use, planning, transportation and economic development.	Joint with Shire	Currently in abeyance. Some of remit being carried forward by Strategic Development Planning Authority.		
Controlled Parking Zones Working Party (5) Clark, Boulton, Laing, Wendy Stuart & Wisely	Ad hoc	To consider controlled parking issues where appropriate on an ad hoc basis and report to Committee with recommendations.		This Group was resurrected in May 2009 and has active remits which are as yet unfulfilled.		✓

<u>Working Group/Board and Composition</u>	<u>Frequency of meetings</u>	<u>Remit</u>	<u>External or trade union members</u>	<u>Future Role - Commentary</u>	<u>Sub-Committee</u>	<u>Working Group</u>
Development Plan Sub-Committee (7) Cassie, Dean, Graham, Jaffrey, Milne, J West and Yuill	As required (approximately 4 times a year)	To review the Local Plan.			✓	
Fairtrade City Working Group (4) Jennifer Stewart, Allan, McDonald & Milne	4 times a year	To attain and monitor Fairtrade City status for Aberdeen.	Yes	External input could be obtained via officers, and elected member input obtained at the appropriate Committee(s). (Service of view that it should remain)		✓

ENTERPRISE, PLANNING AND INFRASTRUCTURE

COMMITTEE BUSINESS

1 September, 2009

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
1.	Area Committee Central 16/04/08 article 9 & 19/11/08 article 11	<u>University of Aberdeen – Old Aberdeen Campus – Informal Consultation on Controlled Parking Zone</u>	The detailed design of the controlled parking Zone will be completed by the end of May 2009 and then the scheme requires to go out for Public Advert. Further consultation is still required to be carried out with the key stakeholder groups before the scheme goes out to Public Advert. It is proposed to put out the Public Advert late August early September and the final report will go back to committee late 2009.	Director of Enterprise, Planning and Infrastructure	27/05/09	26.11.09
2.	Area Committee Central 01/04/09 article 8	<u>Traffic Management Proposals Associated with the Green Townscape Heritage Initiative</u> The Committee resolved:- (i) to instruct officers to commence the necessary legal process associated with the implementation of a Restricted Parking Zone and 20mph Zone; and (ii) to instruct officers to report back to Committee with the comments received through the consultation process.	A report is on the agenda.	Director of Enterprise, Planning and Infrastructure	27/05/09	01.09.09

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Agenda Item 2.2

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
3.	Area Committee Central 01/04/09 article 9	<p><u>Lane Gating at the Adelphi</u> The Committee resolved:- (i) to instruct officers to commence with a Right of Way Extinguishment Order, the first steps of which involve public consultation; and (ii) to request that a report be brought back to the Committee with the results of the consultation process.</p>	An update was requested at the meeting of Area Committee Central of 27 May, 2009.	Director of Enterprise, Planning and Infrastructure	August 2009	
4. Page 10	Area Committee Central 27/05/09 article 7	<p><u>Traffic Management in Gordon Mills Crescent Area – Beach Boulevard – Jack’s Brae – Carnehe Brae – Charlotte Street</u></p> <p>The Committee resolved to request the officials to carry out preliminary statutory consultation on legislation to provide for these measures, to move straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back.</p>	The Public advert will be going out during August / September 2009 and a final report will be submitted to the Committee at its meeting on 27 October, 2009.	Director of Enterprise, Planning and Infrastructure	27.10.09	27.10.09

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
5.	Area Committee Central 27/05/09 article 8	<p><u>Old Aberdeen Traffic Management – College Bounds/University Road – Junction options</u></p> <p>The Committee resolved to note the options, to request officers to carry out further consultation (with local residents, affected businesses, Old Aberdeen Community Council, and the University of Aberdeen), to report back after the summer recess, but, at this stage, to express an initial preference for a camera system.</p>	Further consultation is still required to be carried out with the key stake holder groups and local businesses. A report should be Submitted to Committee at its meeting on 27 October, 2009.	Director of Enterprise, Planning and Infrastructure	27.10.09	27.10.09
Page 11	Area Committee South, 17.04.08 Article 8	<p><u>The Aberdeen City Council (Various Roads in Aberdeen) (Area South) (Traffic Management) Order 2008</u></p> <p>The Committee resolved to approve the order for implementation with the exception of Bingham Crescent consideration of which was deferred until the next meeting.</p>	<p>Bingham Crescent is being kept for a future order; the roads officials will negotiate with local residents to achieve a new, more propitious balance for the location. This item requires direct consultation with local residents which has not yet been possible to advance.</p> <p>It is hoped that the Public advert will be going out during August / September, 2009 and that a final report will be submitted to the Committee at its meeting on 27 October, 2009.</p>	Neighbourhood Services (South Area)	20.11.08	27.10.09

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
7.	Area Committee South, 20.11.08 Article 8	<p><u>Minto Place (Off Minto Drive, Altens)</u></p> <p>The Committee resolved to request the officials to carry out preliminary statutory consultation on an amendment order, to move straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back.</p>	<p>The proposals are currently going through the legal process for the Traffic Regulation Order and a report will be submitted to a future meeting of the Committee.</p> <p>At its meeting on 8 January, 2009, the Committee resolved to note the preliminary consultative response and to request the officials to move to substantive statutory advertisement and report back.</p> <p>The Public advert will be going out during August / September 2009 and a final report will be submitted to the Committee at its meeting on 27 October, 2009.</p>	Head of Shelter and Environment (South Area)	02.04.09	27.10.09
8.	Area Committee South, 08.01.09 Article 9	<p><u>Cults Academy and Airyhall Primary School (New Schools on Existing Sites) –Traffic Management)</u></p> <p>The Committee resolved to note the preliminary consultative response and to request the officials to move to substantive statutory advertisement and report back.</p>	A report is on the agenda.	Head of Shelter and Environment (South Area)	02.04.09	01.09.09

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
9.	Area Committee South, 08.01.09 Article 11	<p><u>Craig Den (and access road to Woodend Hospital) – Craigton Road – Spademill Road – Crombie Road –Traffic Management Measures</u></p> <p>The Committee resolved to request the officials to carry out preliminary statutory consultation on legislation to provide for these schemes, to move straight to substantive statutory advertisement if there were no significant preliminary responses, and thereafter to report back.</p>	<p>At its meeting on 19 February, 2009, the Committee resolved to note the preliminary consultative response and to request the officials to move to substantive statutory advertisement and report back.</p> <p>The Public advert will be going out during August / September 2009 and a final report will be submitted to the Committee at its meeting on 27 October, 2009.</p>	Head of Shelter and Environment (South Area)	28.05.09	27.10.09
10.	Area Committee South, 02.04.09 Article 12	<p><u>Broomhill Road – Affleck Street – Hamilton Place (no. 19) – Aberdeen Gateway, Moss-side</u></p> <p>The Committee resolved to note the preliminary consultative responses and to request officers to move to substantive statutory advertisement and report back.</p>	The Public advert will be going out during August / September 2009 and a final report will be submitted to the Committee at its meeting on 27 October, 2009.	Head of Shelter and Environment (South Area)	27.08.09	27.10.09
11.	Area Committee South, 02.04.09 Article 15	<p><u>Peterculter Recycling Point – Relocation of Facilities to Allow Additional Parking Spaces in Village Centre</u></p> <p>The Committee resolved to request officers to hold further discussions with Peterculter Community Council local Members and to submit a further report to the next meeting of</p>	A report has been postponed until there is clarity from the local community as to whether the issue at stake here is the capacity of parking in the village centre and if there is a need based on usage to provide more capacity. Once clarification is received further detailed work would have to be undertaken to	Head of Shelter and Environment (South Area)	28.05.09	

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
Page 14		Area Committee South on 28 May, 2009.	<p>assess the car parking issues in the area and to identify the range of options available (one of which is the possibility of resiting the recycling banks). Further discussions will continue with local members on this issue.</p> <p>Officers would therefore request that this item be removed from the business list and an appropriate report brought forward to Committee in due course with the specific issues being addressed.</p> <p>Recommended for removal.</p>			
12.	Area Committee South, 28.05.09 Article 10	<p><u>Bloomfield Road – Westerton Road – Marchbank Road, Cults – Cults Primary School – North Esplanade West - Prospect Terrace – A944 Westhill Roundabout – Deeside Golf Club, Bieldside</u></p> <p>The Committee resolved:-</p> <p>(i) to approve the proposals in principle subject to funding; and</p> <p>(ii) to request officers to commence the preliminary statutory consultation on legislation to provide for these schemes, to move straight to substantive statutory advertisement and if there were no significant</p>	The Public advert will be going out during August / September 2009 and a final report will be submitted to the Committee at its meeting on 27 October, 2009.	Director of Enterprise, Planning and Infrastructure	27.10.09	27.10.09

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
		preliminary responses, and thereafter to report back.				
13.	Area Committee South, 28.05.09 Article 12	<p><u>South College Street Improvement Traffic Management Associated Proposals</u></p> <p>The Committee resolved to note the preliminary consultative responses and to instruct officers to progress to public advertisement and report back thereafter.</p>	The traffic management proposals and public advert for this scheme have been put on hold due to the recent changes to the non housing capital budgets.	Director of Enterprise, Planning and Infrastructure	27.10.09	
14 Page 15	Environment and Infrastructure 27.09.04 Article 56	<p><u>Golden Square, Aberdeen – Car Parking Arrangements</u></p> <p>The Committee agreed to request officials to develop consultation and negotiation with all those affected by this matter, in conjunction with the preparation of more detailed possible plans, these to include an assessment of the impact of extending pay and display charges at the location, but that it would not be appropriate to go as far as the preliminary advertisement of a traffic order at this stage, and that a report back be placed before the Committee at its next meeting on the outcome of discussions with local residents and businesses, and also the Royal British Legion.</p>	<p>On 2 September 2008 the Committee resolved: - to take no further action with regards to the feasibility of providing an underground car park at Golden Square; instructed the Head of Shelter and Environment, Neighbourhood Services (Central Area) to carry out a review of the parking arrangements at Golden Square as part of the forthcoming car park review, in conjunction with the Head of Planning and Infrastructure and report back; and instructed the City Solicitor to negotiate with the British Legion with regard to their interest in Golden Square and report back.</p> <p>As at September, 2008, the City</p>	Head of Shelter and Environment, (North Area) / City Solicitor	21.01.09	03.11.09

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
Page 16			<p>Solicitor and Head of Shelter and Environment, N'hood Services (Central Area) are liaising in order to outline the scope/aims of the negotiations prior to contacting the British Legion.</p> <p>A review of tasks has been undertaken to prioritise activities supporting statutory responsibilities and to make best use of limited resources. On that basis this project has been relegated to a lower level task and will be picked up by relevant officers when resources permit. At this stage it is not anticipated that the work will be completed until the late summer with a report to Committee in the autumn of 2009.</p>			
15.	Policy and Strategy 04.09.07 Article 14	<p><u>Coach Parking – Remit from Disability Advisory Group</u></p> <p>The Committee resolved to instruct officers to investigate the provision of appropriate coach parking with ancillary facilities for drivers and passengers in an area accessible to the city centre and to report back to this Committee.</p>	<p>At the Area Committee Central meeting on 20.02.08 officers were instructed to carry out preliminary statutory consultation on the establishment of parking bays on Beach Boulevard, Beach Esplanade and the Chanonry. At its meeting of 28.05.08 the Committee noted the preliminary responses and requested that an order be made the subject of full public advertisement to establish the statutory objection period. The Queen Street site, along with</p>	Head of Shelter and Environment (North Area) / Planning and Infrastructure	27.10.09	27.10.09

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
Page 17			<p>a number of other city centre locations are currently being considered and it is hoped that these will be implemented on site by Spring 2009. At the meeting of 21 January 2009, the Committee agreed to defer the report on the matter for 2 cycles, to allow work to progress.</p> <p>All the new tourist coach parking locations have been agreed by the relevant committees for implementation apart from the one at the Chanonry. All the agreed locations will now be implemented within the current financial year and within existing budget arrangements. The location at the Chanonry has been discussed and agreed with the Cathedral and the relevant tourist organisations and will be progressed as part of the promotion of the Old Aberdeen controlled parking zone proposals. The statutory public consultation for the proposed zone is due to start in around 4 weeks time (end of August).</p>			

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
16.	Policy & Strategy Committee 10.06.08 Article 6	<p><u>Eligibility for Bus Passes</u></p> <p>The Committee requested officers to initiate a dialogue with appropriate officials in the Scottish Government and in particular Transport Scotland, with a view of resolving the difficulties. Officers were also requested to liaise with Councillor Kiddie on the issues involved and how to resolve them.</p>	<p>At the meeting of 21 January, the Committee requested that a report be brought to the next meeting of 3 March 2009.</p> <p>As requested by the Committee in January, a report was drafted for submission to the March Committee. However, due to the lead officer being on sick leave, the report will now be submitted to the next meeting of the Committee in April.</p> <p>At the meeting of 28 April meeting, the Committee noted a verbal update from the Head of Health and Social Care, Neighbourhood Services (South Area) and further noted that a report would be submitted to a future meeting of the Committee.</p> <p>A report is on the agenda.</p>	Head of Shelter and Environment, (North Area)	03.03.09	01.09.09

<u>No.</u>	<u>Minute Reference</u>	<u>Committee Decision</u>	<u>Update</u>	<u>Lead Officer(s)</u>	<u>Report Due</u>	<u>Report Expected (if known)</u>
17.	Resources Management Committee 05.02.09 Article 34	<p><u>Car Parking Charges</u></p> <p>The Committee noted a report which provided an update on various issues in relation to car parking charges and noted that a further report on the outstanding issues, namely (1) the number of permits per household; (2) the steps required to introduce proposals which gave priority on the basis of environmental impact; and (3) changes to national legislation on parking fines, would be required</p>	<p>The resources have been focussed on ensuring the approved changes were in place for 1 April which meant that the outstanding tasks were not able to be completed in time for this meeting.</p> <p>The Close Proximity Parking Review group has a meeting scheduled for early May and so it will have the opportunity to consider some of the items prior to a report coming back before the committee after the summer recess.</p>	Head of Shelter and Environment (North Area)	05/05/09	27.10.09
Page 19	Policy & Strategy Committee 16.06.09 Article 11	<p><u>City Development Company – Next Stage</u></p> <p>The Committee agreed, in principle, to the establishment of Aberdeen City Development Company and requested that the investigation of partnership options to be submitted as part of a future report to Committee.</p>		Director of Enterprise, Planning and Infrastructure	27.10.09	27.10.09

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ENTERPRISE, PLANNING AND INFRASTRUCTURE

MOTIONS LIST

1 September, 2009

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
1.	<p><u>Motion by Councillor Allan</u></p> <p>“That the relevant Committee take the necessary action to create a pavement on both sides of St Fitticks Road.”</p>	06/06/07	<p><u>Area Committee South 23/08/07</u></p> <p>It was agreed that the works would be considered for incorporation within any developments resulting from the Regeneration work in the area. Any Health and Safety issues would be taken care of as necessary and consideration would be given to including any interim works within the budget programme for 08/09.</p>		Head of Shelter and Environment, Neighbourhood Services (South)		No
2.	<p><u>Motion by Councillor Cassie</u></p> <p>"In view of the increasing parking problems arising as a result of student numbers at Robert Gordon University, the Council considers extending the existing Controlled Parking Zone across the entire Garthdee Ward as</p>	23/03/05	<p><u>Environment & Infrastructure 23/03/05</u></p> <p>To instruct the Corporate Director for Environment and Infrastructure to report in greater detail to the next meeting, addressing the various areas of concern raised.</p> <p>On 24th May 2005, the</p>	<p>A report was submitted to Council on 30 May which provided an update on parking surveys in Garthdee and up-to-date information for 2007. The Council resolved to note the continuing concern of Councillor Cassie, to request officials to continue to monitor the displacement effect at this location and to report back if and when</p>	Head of Shelter and Environment Neighbourhood Services (South)	Report due if and when significant parking issue attributable to RGU invoked the agreement with them.	No

<u>No.</u>	<u>Motion</u>	<u>Date of Council Meeting</u>	<u>Committee Motion referred to / date/ decision of Committee</u>	<u>Action taken / Proposed Future Action</u>	<u>Responsible Head(s) of Service</u>	<u>Due Date</u>	<u>Is authority sought to remove motion from list?</u>
	originally discussed"		Committee having considered a further report, resolved to support the view of Councillor Cassie and request the officials to revisit all aspects of this matter.	significant parking issues attributable to the University were sufficient to invoke the agreement whereby the latter was obliged to finance an extension to the existing zone. No change from previous update.			
3 Page 22	<u>Motion by Councillor Donnelly</u> "Calls on the Administration to introduce a levied 'Trades Annual Parking Permit' to assist the city's plumbers, electricians and joiners to carry out their work unhindered in the city's parking zones. This would not apply to parking in no parking areas."	25.06.08	The Committee resolved to remit the matter to the Controlled Zones Working Party and that a meeting of the Working Group be held as soon as possible. At the meeting of 3 March, 2009, the Committee requested that a meeting of the Controlled Zones Working Group be held within the next month.	A referral from the Controlled Zones Working Party was considered by the Committee on 9 June, 2009, and it was agreed that the terms of the motion would be further considered at the next meeting of the Group and that a further report on the value judgements at stake, as well as on benchmarking comparisons would be presented to the next meeting.	Head of Democratic Services	21.01.09	No

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning and Infrastructure
DATE	01 September 2009
CORPORATE DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Performance Monitoring, Reporting and Target Setting 2009/10

1. PURPOSE OF REPORT

The report presents proposed performance measures and improvement targets to be reported to the Enterprise Planning and Infrastructure Committee.

2. RECOMMENDATION(S)

It is recommended that the committee:-

- i. Note that the measures and targets for the functions of the Service are under review and being finalised.
- ii. Agree that the measures be recorded within the Council's electronic performance management system, "Covalent" and reports be prepared and submitted to the committee from the information held in this system;
- iii. Note the requirements of the 2009/10 Direction on Statutory Performance Indicators, to further note that these requirements have been taken into account in the preparation of the measures proposed in this report.

3. FINANCIAL IMPLICATIONS

There are no direct implications arising from this report, however, adherence to revenue and capital budgets is a performance measure for each function.

4. SERVICE & COMMUNITY IMPACT

There are no direct implications arising from this report. The purpose of performance measurement and reporting, however, is to manage improvement to services to the community.

5. OTHER IMPLICATIONS

None.

6. REPORT

6.1 Background

- 6.1.1 The Council's committees have received regular updates on key performance measures since 1999. In 2007 the committee structure aligned to the organisational structure with three Area Committees, a Continuous Improvement Committee, etc. Performance reporting has mirrored this with, for example, the North Area Committee receiving a report from the North Area Service.
- 6.1.2 Interim management arrangements were put in place in October 2008 with Corporate Directors assuming responsibility for city wide functions of Culture and Learning, Environment and Infrastructure, Housing and Community Safety and Health and Social Care. In April 2009, the Continuous Improvement Committee and the Resources Management Committee agreed performance measures and targets for these interim Services. It was, however, reported at that time that once the new Committee structure was in place the Committees would review the 2009/10 performance reporting arrangements. This report invites the Enterprise Planning and Infrastructure Committee to review the performance measures and targets for 2009/10.
- 6.1.3 In presenting these measures, officers have reviewed the reporting already in place as well as additional or changed requirements, such as the Single Outcome Agreement and the 2008 Statutory Performance Indicator Direction.
- 6.1.4 The table below sets out the details of the review of measures and targets and the reasons for each proposed target. These have been compiled following consultation with the Heads of Service and other managers. The review of measures for 2009/10 included active consideration of indicators relating to unit costs across the Services.

6.2 Target Setting

- 6.2.1 As part of the normal management of performance, it is appropriate to formally review the Service targets set for the key performance measures for the 2009/10 year. The review of targets has followed the principles of SMART; each target should be Specific, Measurable, Achievable, Realistic and Timely. There is a clear balance to be struck between being realistic and being challenging. Targets set at the right level, and which are a constant focus for members and officers, can be a motivation to improved performance. Set at the wrong level, either insufficiently challenging, or not realistically achievable, targets can have a neutral or negative impact.

6.3 2009/10 Statutory Performance Indicators

- 6.3.1 The Direction for the 2009/10 year is a radical departure from previous years and is less prescriptive than has been the case prior to this. It contains 25 headline "specified" indicators which are required, all of which are required for the 2009/10 year. Each of these specified indicators is included within the measures set out for this, or the other Committees as appropriate.
- 6.3.2 In addition to these specific measures, however, the Direction requires councils to report a range of information "sufficient to demonstrate that it is securing Best Value" in relation to:-

- Responsiveness to communities

- Revenues and service costs
- Employees
- Assets
- Procurement
- Sustainable development
- Equalities and diversity

And the Direction requires reporting sufficient to demonstrate Best Value in providing the following services:

- Benefits administration
- Community care
- Criminal justice social work
- Cultural & community services covering at least sport & leisure, museums, the arts and libraries
- Planning (both environmental and development management)
- The education of children
- Child protection and children's social work
- Housing & homelessness
- Protective services including environmental health and trading standards
- Roads and lighting
- Waste management services

6.3.3 The Council should ensure that in agreeing to the measures set out in this report that these include measures which adequately address the above issues and service functions set out by Audit Scotland.

6.3.4 By reporting these measures to Committee, they will be in the public domain which goes part way to complying with Audit Scotland's requirements, however, further reporting is required to address the statutory duty of Public Performance Reporting (PPR) which states that the right information should be given to the right people in the right format at the right time. The Council has previously agreed that each Service should keep a PPR Schedule and that these be agreed annually by the appropriate committees. Each Service should set out within its PPR Schedule which of these measures are to be reported, when, how and to whom. For example, some will be reported city-wide in the annual corporate public performance report, others may be part of reporting arrangements to council tenants or parents of school pupils.

6.4 Reporting

6.4.1 The attached schedule indicates the proposed frequency of reporting for each measure. It is clear that some should be monitored at a number of points throughout a year whilst others are available on an annual basis only. The Committee will, therefore, not receive each measure at each meeting.

6.4.2 Arrangements for performance reporting to committee have previously been agreed. There is no proposed change to this, therefore, the committee will receive:-

1. A brief written overview by the Corporate Director;
2. A "scorecard" listing the key performance measures and showing:-

- recent performance (trends)
 - targets
 - a “traffic light”
3. “Drill Down” performance measure sheets corresponding to each measure on the “scorecard” and showing:-
- a definition of the measure
 - a graphical representation of the performance
 - longer term trends of performance
 - analysis of what the performance means
 - recommended actions to be taken for improvement
4. For future reports, a progress report on agreed actions included in the appropriate Service Plan.
5. Ad hoc Performance Issues. Details can be given of performance issues which do not form part of the “scorecard” or action plan, such as external audits or inspections

7. AUTHORISED SIGNATURE

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01224 522941

8. REPORT AUTHOR DETAILS

Kenneth Easton, Senior Performance & Resource Management Officer
Keaston@aberdeencity.gov.uk
01224 523234

Enterprise Planning and Infrastructure

Performance Measure	Outturn 2007-08	Target 2008-09	Proposed target 2009-10	Reason for target	Benchmarking	Frequency
Resources Management						
Average number of days lost through sickness absence	na	11.8 days (Corporate Target)	11.3 days	Corporate 09/10 target for this SPI is 11.3 days. The required level of detail for E&I is not available for previous years	Sickness absence is a Statutory Performance Indicator. The corporate outcome figure for 07/08 is 13.7 days. The required level of detail for E&I is not available for previous years as this is an interim service.	Each Committee
% spend against revenue budget	99.1%	100%	100%	Cannot overspend on cash limited budget. Equally, there should be no "slack" built into budgets leading to underspends.	N/A	Each Committee
% spend against capital budget	nk	100%	100%	Cannot overspend on approved capital projects. Equally, all steps should be taken to complete capital projects within anticipated timeframes.	N/A	Each Committee
% savings on target to be delivered	nk	100%	100%	Must be 100% to deliver corporate savings. Our analysis should be clear about those savings required to be recurring.	N/A	Each Committee
Score for compliance with health & safety matrix	na	na	100%	100% indicates that we have complied with the key elements of health & safety. A	As far as we are aware, Aberdeen City Council is the only Scottish Council which operates a	Each Committee

Performance Measure	Outturn 2007-08	ITEM TARGET		Proposed target 2009-10	Reason for target	Benchmarking	Frequency
		2008-09	2009-10				
					procedure is currently under development combining the 3 elements of E & I previously split over the Areas	scored matrix for health and safety.	
Impact							
% of Service Plan complete or on schedule	na	na	100%		Fully deliver on key tasks, required level of detail for E&I not available for previous years	N/A	Each Committee
Carriageway condition – percentage of network that should be considered for maintenance treatment	21.8%	na	na		Although important to monitor, given the nature of this measure it is not considered appropriate to set a target for this indicator	Statutory Performance Indicator. Aberdeen City has ranked 1 st in each of the last two years across Scotland.	Annual
The proportion of street lighting columns that are over 30 years old	28.7%	28.7%	28.7%		With the current level of available funding this figure is expected to remain fairly static. However, it should be noted that it has reduced from 51% in 2004/05.	Statutory Performance Indicator. The Scottish average in 2007/08 was 35.7% and Aberdeen City ranked 14 th .	Annual
Road network restrictions – the number of council and private bridges assessed that failed to meet the European standard of 40 tonnes, each expressed as a percentage of the total number of assessed bridges.	4.6%	4.6%	4.6%		This indicator has shown an improvement in performance over each of the last three years and efforts will be made to continue that trend.	Statutory Performance Indicator. The Scottish average in 2007/08 was 8.3% and Aberdeen City was in the upper quartile (7 th).	Annual
% waste recycled and composted	22.2%	23%	27%		VD&FL Target of 40% Recycling by 2011. New services are being introduced during 2009/10 that will boost	Statutory Performance Indicator. The Scottish average in 2007/08 was 31.7% and Aberdeen City ranked 29 th .	Quarterly

Performance Measure	Outturn 2007-08	ITEM PAGE Target		Proposed target 2009-10	Reason for target	Benchmarking	Frequency
		2008-09	2009-10				
Refuse collection – the number of complaints per 1,000 households	34.2	na	na	na	recycling but will not have full year impact. It is not proposed to set a target for complaints received. We actively encourage feedback from customers, including complaints, as an opportunity to improve. It is important to monitor this, but setting a target to minimise these is not necessarily appropriate.	Statutory Performance Indicator. The Scottish average in 2007/08 was 40.5% and Aberdeen City ranked 18 th .	Annual
Planning applications - % of non-householder applications to be dealt with within 2 months	41.3%	55.0%	55.0%	55.0%	The target will not be met in 08/09 therefore remains for 09/10 and is considered challenging.	This is a Statutory Performance Indicator although not ranked by Audit Scotland.	Each Committee
Planning applications - % of householder applications to be dealt with within 2 months	77.8%	88.0%	88.0%	88.0%	The target will not be met in 08/09 therefore remains for 09/10 and is considered challenging.	This is a Statutory Performance Indicator. Ranked 19 th .	Each Committee
Planning applications - % of all applications dealt with within 2 months	63.9%	65%	65%	65%	The target will not be met in 08/09 therefore remains for 09/10 and is considered challenging.	This is a Statutory Performance Indicator. Ranked 15 th .	Each Committee
Business Processes							
% of success in dealing with written queries & complaints within 15 working days	na	na	100%	100%	Fully deliver, appropriate level of detail for E&I not available for previous years	na	Each Committee
% road category 1 defects repaired within 2 working days	91%	95%	92%	92%	The previous target of 95% was aspirational. The proposed target of 92%, as set for Roadstat is, given our	Former Statutory Performance, although not ranked by Audit Scotland.	Each Committee

Performance Measure	Outturn 2007-08	Target 2008-09	Proposed target 2009-10	Reason for target	Benchmarking	Frequency
				current circumstances, considered to be more realistic and therefore more achievable.		
Traffic light repairs – the percentage of repairs completed within 48 hours	98%	97%	98%	The target figure of 98% represents an aspirational figure that should be sustainable in the longer term given the current level of investment implemented through the ongoing programme of traffic signal refurbishment. The 1 st year of the 5 year refurbishment programme ends in March 2009 with 16 installations having been replaced.	Statutory Performance Indicator. The Scottish average in 2007/08 was 94.3% and Aberdeen City ranked 8 th .	Each Committee
Street light repairs – the percentage of repairs completed within seven days	93%	92%	92%	Given the levels of funding available performance is expected to remain fairly static.	Statutory Performance Indicator. The Scottish average in 2007/08 was 93.2% and Aberdeen City ranked 18 th .	Each Committee
Refuse collection – the net cost per property (£) of refuse collection	£66.63	na	na	Due to major changes in the delivery of the service it has not yet been possible to arrive at a target, although it is anticipated this will be remedied in the coming weeks.	Statutory Performance Indicator. The Scottish average in 2007/08 was £52.60 and Aberdeen City ranked 19 th .	Annual
Refuse collection - the net cost per property (£) of refuse disposal	£64.71	na	na	Due to major changes in the delivery of the service it has not yet been possible to arrive at a target, although it is	Statutory Performance Indicator. The Scottish average in 2007/08 was £70.20 and Aberdeen City ranked 11 th .	Annual

ITEM
PAGE

Performance Measure	Outturn 2007-08	Target 2008-09	Proposed target 2009-10	Reason for target	Benchmarking	Frequency
				anticipated this will be remedied in the coming weeks.		
Abandoned vehicles – the number of abandoned vehicles that require to be removed by the council and the percentage removed within 14 days	89.7%	98%	98%	The target set continues to demand year on year improvement.	Statutory Performance Indicator. In 2007/08 Aberdeen City ranked 9 th in Scotland.	Annual
Organisational Learning & Improvement						
% eligible staff appraised in last year	37.6%	100%	100%	Completion of key element of individual performance management.	N/A	Each Committee
% of identified senior staff who have undergone training in priority areas	na	100%	100%	Ensuring progress is made on identified gaps in organisational capability. Level of detail for E&I not available for previous years The basis of this measure is to change. All senior staff will complete an assessment, with their line manager, of required training needs from the corporate development programme. The service will support the completion of all identified training. Performance should be at, or near, 100%.	N/A	Each Committee

Corporate Director's Overview (Enterprise, Planning and Infrastructure)

This is the initial Performance Report in relation to the new Enterprise, Planning and Infrastructure Service.

It has been compiled therefore during a period of transition as the various strands of the new Service begin to come together.

We are now putting in place a reporting structure to reflect the interim arrangements, driven by the Enterprise, Planning and Infrastructure Senior Management Team.

A number of areas have already been identified which will benefit from the revised procedures and additional scrutiny.

For the purposes of this initial report I would bring the following to your attention: The monitoring of Absence Management, Capital Budget, Written Queries and Priority Training will form part of future reports. The detailed analysis required for the collation of the necessary data is not available at this in time in Enterprise, Planning and Infrastructure format, although work currently in hand will result in this being reported as the Service becomes fully functional.

As future reports are brought to Committee it is anticipated that performance and trends for all areas of the Service will be clear, reflecting statutory performance information and key performance indicators currently in use.

EP&I Scorecard

Report Author: Kenny Easton
Report Type: Scorecard Report
Generated on: 19 August 2009



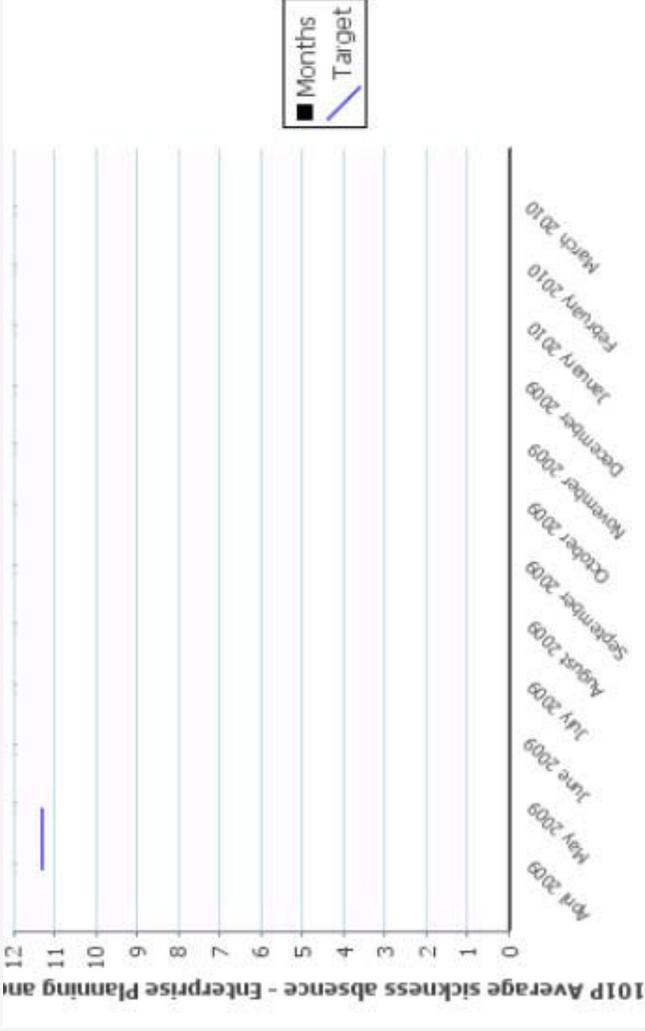
Name
E,P and I Scorecard

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	Short Term Trend Arrow
	EP&I101P Average sickness absence - Enterprise Planning and Infrastructure	May 2009		11.3	
	EP&I102P % spend against Revenue Budget (cumulative)	Jun 2009	7.13%	100%	
	EP&I103P % spend against Capital Budget (cumulative)	May 2009		100%	
	EP&I104P % of savings on target to be delivered	Jul 2009	93.2%	100%	
	EP&I105P Score for compliance with Health & Safety Matrix	Jun 2009	66%	100%	
	EP&I202P % of Carriageway condition that should be considered for maintenance treatment	2008/09	24.6%	20%	
	EP&I203P % of Street Lighting columns that are over 30 years old	2008/09	27.2%	28.7%	
	EP&I204P % of the total number of Bridges assessed as failing to meet the European standard of 40 tonnes	2008/09	4.1%	3.6%	
	EP&I205P % of Municipal Waste Composted/Recycled	2008/09	23.4%	23.4%	
	EP&I206P Number of Refuse Collection complaints per 1,000 households	2008/09	27.6	20	
	EP&I207P % non-householder applications determined within 2 months	2008/09	40.5%	55%	
	EP&I208P % householder applications determined within 2 months	2008/09	73.4%	88%	
	EP&I209P % applications determined within 2 months	2008/09	59.8%	80%	
	EP&I301P % of success in dealing with written queries and complaints within 15 working days (cumulative)	Jul 2009		100%	
	EP&I302P % of Road Category 1 defects repaired within 2 working days	Jun 2009	72%	92%	
	EP&I303P % of Traffic Light Repairs completed within 48 hours	Jul 2009	93.7%	98%	
	EP&I304P % of Street Light Repairs completed within 7 days	Jul 2009	93.6%	92%	
	EP&I305P Net Cost per property (£) of Refuse Collection	2008/09	£55.23	£55	
	EP&I306P Net Cost per property (£) of Refuse Disposal	2008/09	£77.34	£64.71	
	EP&I307P % of Abandoned Vehicles that require to be removed within 14 days	2008/09	98.4%	80%	
	EP&I401P % of eligible staff appraised in the past year	Jun 2009	33.3%	100%	
	EP&I402P % of identified Senior Staff who have undergone training in priority areas	May 2009		100%	

Enterprise Planning and Infrastructure Performance Report

E,P & I Performance Report

Generated on: 19 August 2009

EP&I101P Average sickness absence - Enterprise Planning and Infrastructure																													
Paper Ref	Average sickness absence - Enterprise Planning and Infrastructure																												
Current Period	Target 09/10	11.3	Traffic Light 																										
Chart Trend	 <p>101P Average sickness absence - Enterprise Planning and Infrastructure</p> <p>Legend: Months (blue line), Target (black line)</p> <table border="1"> <caption>Approximate data from the chart</caption> <thead> <tr> <th>Month</th> <th>Average Sickness Absence</th> </tr> </thead> <tbody> <tr><td>Apr 2009</td><td>11.5</td></tr> <tr><td>May 2009</td><td>11.0</td></tr> <tr><td>Jun 2009</td><td>10.5</td></tr> <tr><td>Jul 2009</td><td>10.0</td></tr> <tr><td>Aug 2009</td><td>9.5</td></tr> <tr><td>Sep 2009</td><td>9.0</td></tr> <tr><td>Oct 2009</td><td>8.5</td></tr> <tr><td>Nov 2009</td><td>8.0</td></tr> <tr><td>Dec 2009</td><td>7.5</td></tr> <tr><td>Jan 2010</td><td>7.0</td></tr> <tr><td>Feb 2010</td><td>6.5</td></tr> <tr><td>Mar 2010</td><td>6.0</td></tr> </tbody> </table>			Month	Average Sickness Absence	Apr 2009	11.5	May 2009	11.0	Jun 2009	10.5	Jul 2009	10.0	Aug 2009	9.5	Sep 2009	9.0	Oct 2009	8.5	Nov 2009	8.0	Dec 2009	7.5	Jan 2010	7.0	Feb 2010	6.5	Mar 2010	6.0
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Jan 2010	7.0																												
Feb 2010	6.5																												
Mar 2010	6.0																												
Latest Note	This is a key indicator which unfortunately we are unable to provide details on at this stage. Work is currently underway to calculate Absence, under the new structure, based on an average number of days per employee and it is hoped to report on this in the near future.																												

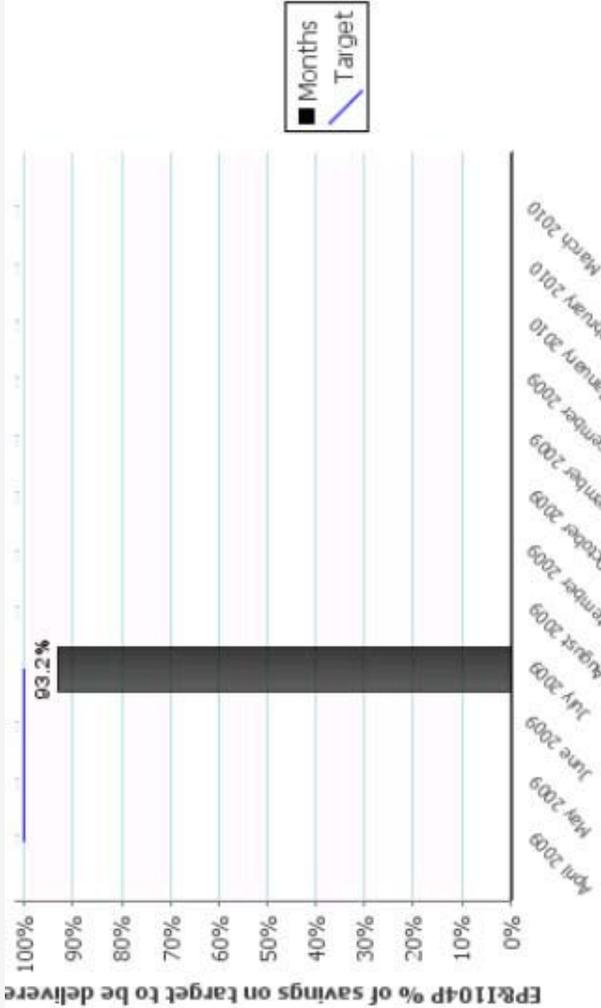
EP&I102P % spend against Revenue Budget (cumulative)

Paper Ref	% spend against Revenue Budget (cumulative)				Traffic Light																										
Current Period	7.13%	Target 09/10	100%																												
<p>Chart Trend</p> <table border="1"> <caption>Chart Data: EP&I102P % spend against Revenue Budget (cumulative)</caption> <thead> <tr> <th>Month</th> <th>% spend against Revenue Budget</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>~1.2%</td></tr> <tr><td>May 2009</td><td>~1.2%</td></tr> <tr><td>June 2009</td><td>~1.2%</td></tr> <tr><td>July 2009</td><td>~7.13%</td></tr> <tr><td>August 2009</td><td>~7.13%</td></tr> <tr><td>September 2009</td><td>~7.13%</td></tr> <tr><td>October 2009</td><td>~7.13%</td></tr> <tr><td>November 2009</td><td>~7.13%</td></tr> <tr><td>December 2009</td><td>~7.13%</td></tr> <tr><td>January 2010</td><td>~7.13%</td></tr> <tr><td>February 2010</td><td>~7.13%</td></tr> <tr><td>March 2010</td><td>7.13%</td></tr> </tbody> </table>						Month	% spend against Revenue Budget	April 2009	~1.2%	May 2009	~1.2%	June 2009	~1.2%	July 2009	~7.13%	August 2009	~7.13%	September 2009	~7.13%	October 2009	~7.13%	November 2009	~7.13%	December 2009	~7.13%	January 2010	~7.13%	February 2010	~7.13%	March 2010	7.13%
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<p>Latest Note</p> <p>Adopting a straightline approach, expenditure of 25% would be anticipated at this stage. For Infrastructure, the perceived underspend is attributable in most cases to the transfer of spend from trading accounts for the service to the client account not yet taking place, hence the impression of a large underspend. Until such times as the move to a single account is developed this will always be the case. For Planning, the advance receipt of contributions in relation to the AWPR account for the bulk of the apparent underspend. The other Services areas remain in line with anticipated spend.</p>																															

EP&I103P % spend against Capital Budget (cumulative)

Paper Ref	% spend against Capital Budget (cumulative)	Target 09/10	100%	Traffic Light																																								
Current Period	<p>EP&I103P % spend against Capital Budget (cumulative)</p> <p>Legend: Months (blue line), Target (red line)</p> <table border="1"> <caption>Approximate data from the chart</caption> <thead> <tr> <th>Month</th> <th>Months (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>5</td><td>100</td></tr> <tr><td>May 2009</td><td>10</td><td>100</td></tr> <tr><td>June 2009</td><td>10</td><td>100</td></tr> <tr><td>July 2009</td><td>10</td><td>100</td></tr> <tr><td>August 2009</td><td>10</td><td>100</td></tr> <tr><td>September 2009</td><td>10</td><td>100</td></tr> <tr><td>October 2009</td><td>10</td><td>100</td></tr> <tr><td>November 2009</td><td>10</td><td>100</td></tr> <tr><td>December 2009</td><td>10</td><td>100</td></tr> <tr><td>January 2010</td><td>10</td><td>100</td></tr> <tr><td>February 2010</td><td>10</td><td>100</td></tr> <tr><td>March 2010</td><td>10</td><td>100</td></tr> </tbody> </table>	Month	Months (%)	Target (%)	April 2009	5	100	May 2009	10	100	June 2009	10	100	July 2009	10	100	August 2009	10	100	September 2009	10	100	October 2009	10	100	November 2009	10	100	December 2009	10	100	January 2010	10	100	February 2010	10	100	March 2010	10	100	Target 09/10	100%	Traffic Light	
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Latest Note	This is a key indicator. At the moment however we are unable to provide a detailed analysis of our Capital expenditure, but work is currently underway to ensure this is provided for the next report.																																											

EP&I104P % of savings on target to be delivered

Paper Ref	% of savings on target to be delivered	Target 09/10	100%	Traffic Light																										
Current Period	93.2%																													
Chart Trend	 <p>The chart displays the percentage of savings on target to be delivered for EP&I104P from April 2009 to March 2010. The y-axis represents the percentage from 0% to 100%. A horizontal line indicates the target at 100%. A single bar for August 2009 shows a value of 93.2%. A legend indicates that the bars represent 'Months' and the line represents 'Target'.</p> <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Month</th> <th>% of savings on target to be delivered</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>0%</td> </tr> <tr> <td>May 2009</td> <td>0%</td> </tr> <tr> <td>June 2009</td> <td>0%</td> </tr> <tr> <td>July 2009</td> <td>0%</td> </tr> <tr> <td>August 2009</td> <td>93.2%</td> </tr> <tr> <td>September 2009</td> <td>0%</td> </tr> <tr> <td>October 2009</td> <td>0%</td> </tr> <tr> <td>November 2009</td> <td>0%</td> </tr> <tr> <td>December 2009</td> <td>0%</td> </tr> <tr> <td>January 2010</td> <td>0%</td> </tr> <tr> <td>February 2010</td> <td>0%</td> </tr> <tr> <td>March 2010</td> <td>0%</td> </tr> </tbody> </table>				Month	% of savings on target to be delivered	April 2009	0%	May 2009	0%	June 2009	0%	July 2009	0%	August 2009	93.2%	September 2009	0%	October 2009	0%	November 2009	0%	December 2009	0%	January 2010	0%	February 2010	0%	March 2010	0%
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February 2010	0%																													
March 2010	0%																													
Latest Note	<p>Total Full Year Budget Saving for Enterprise, Planning and Infrastructure is £3,093,000. Total Full Year Projected Saving for Enterprise, Planning and Infrastructure is £2,883,000. The shortfall of £210,000 is due to Budget Saving EI-CP05 Civil Enforcement of Bus Lanes - The Scottish Government has advised that legislation will not be in place this year so the projection is that no saving will be made during 2009/10.</p>																													

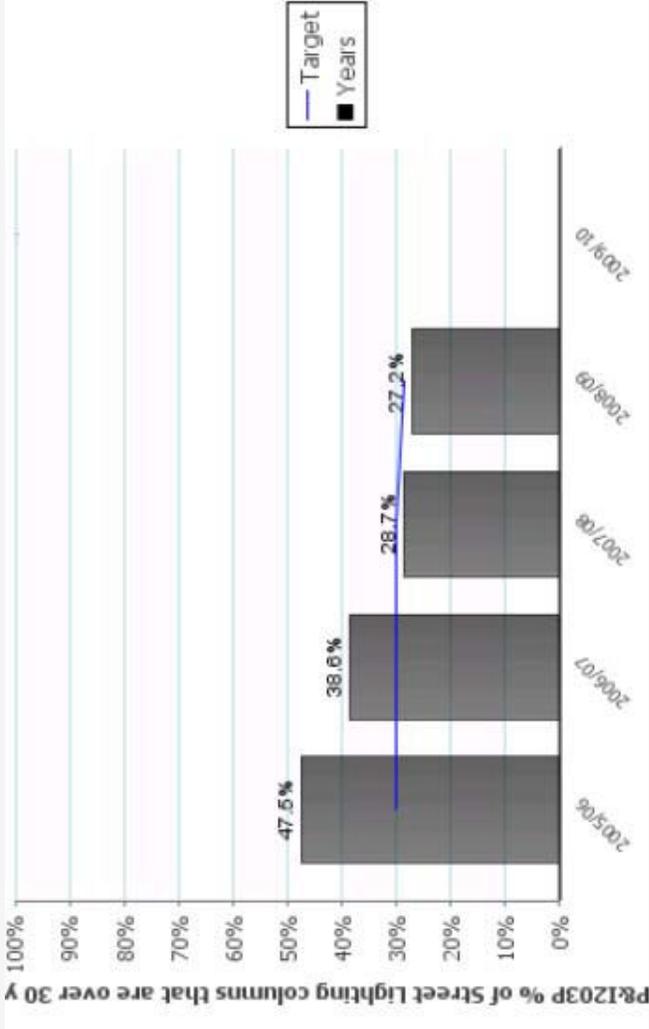
EP&I105P Score for compliance with Health & Safety Matrix

Paper Ref	Score for compliance with Health & Safety Matrix																														
Current Period	66%	Target 09/10	100%	Traffic Light	●																										
<p style="text-align: center;">Chart Trend</p>  <table border="1" data-bbox="430 630 1079 1638"> <caption>EP&I105P Score for compliance with Health & Safety</caption> <thead> <tr> <th>Month</th> <th>Score</th> </tr> </thead> <tbody> <tr> <td>September 2008</td> <td>0%</td> </tr> <tr> <td>October 2008</td> <td>0%</td> </tr> <tr> <td>November 2008</td> <td>0%</td> </tr> <tr> <td>December 2008</td> <td>0%</td> </tr> <tr> <td>January 2009</td> <td>0%</td> </tr> <tr> <td>February 2009</td> <td>0%</td> </tr> <tr> <td>March 2009</td> <td>0%</td> </tr> <tr> <td>April 2009</td> <td>66%</td> </tr> <tr> <td>May 2009</td> <td>66%</td> </tr> <tr> <td>June 2009</td> <td>66%</td> </tr> <tr> <td>July 2009</td> <td>0%</td> </tr> <tr> <td>August 2009</td> <td>0%</td> </tr> </tbody> </table>						Month	Score	September 2008	0%	October 2008	0%	November 2008	0%	December 2008	0%	January 2009	0%	February 2009	0%	March 2009	0%	April 2009	66%	May 2009	66%	June 2009	66%	July 2009	0%	August 2009	0%
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July 2009	0%																														
August 2009	0%																														
Latest Note	<p>Current figure relates to Infrastructure only. The score of 66% comprises Risk Assessment 62%, Inspection 61%, 1st Aid 87% and Accident Reporting 71% With the school summer holidays a number of properties (school kitchens) are outstanding and steps are being taken to have these scheduled for August/September.</p>																														

EP&I202P % of Carriageway condition that should be considered for maintenance treatment

Paper Ref	% of Carriageway condition that should be considered for maintenance treatment				Traffic Light																		
Current Period	24.6%	Target 09/10	20%		✔																		
<p>Chart Trend</p> <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Year</th> <th>Actual %</th> <th>Target %</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>0%</td> <td>20%</td> </tr> <tr> <td>2006/07</td> <td>0%</td> <td>20%</td> </tr> <tr> <td>2007/08</td> <td>21.8%</td> <td>20%</td> </tr> <tr> <td>2008/09</td> <td>24.6%</td> <td>20%</td> </tr> <tr> <td>2009/10</td> <td>24.6%</td> <td>20%</td> </tr> </tbody> </table>						Year	Actual %	Target %	2005/06	0%	20%	2006/07	0%	20%	2007/08	21.8%	20%	2008/09	24.6%	20%	2009/10	24.6%	20%
Year	Actual %	Target %																					
2005/06	0%	20%																					
2006/07	0%	20%																					
2007/08	21.8%	20%																					
2008/09	24.6%	20%																					
2009/10	24.6%	20%																					
Latest Note	<p>(Subject to Audit) There was an allocation of additional monies during 2007-2008 which allowed approx 1% of the network to be tackled, with additional monies for 2008-2009 allowed approx a further 0.7% of the network to be repaired. This additional work to the network has been carried out by either in-house operations where the value is below £30,000 or by an external contract tendered for by the local contractors. The Service will continue to target roads in most need of maintenance using both the Condition Survey Data and additional site surveys in order that this level of investment is maintained and in doing so, strive to achieve a reduction in the overall backlog of maintenance operations required to the road network.</p>																						

EP&I203P % of Street Lighting columns that are over 30 years old

Paper Ref	% of Street Lighting columns that are over 30 years old				Traffic Light												
Current Period	27.2%	Target 09/10	28.7%														
<p>Chart Trend</p>  <table border="1"> <caption>Data for Chart Trend</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>47.5%</td> </tr> <tr> <td>2006/07</td> <td>38.6%</td> </tr> <tr> <td>2007/08</td> <td>28.7%</td> </tr> <tr> <td>2008/09</td> <td>27.2%</td> </tr> <tr> <td>2009/10</td> <td>28.7%</td> </tr> </tbody> </table>						Year	Percentage	2005/06	47.5%	2006/07	38.6%	2007/08	28.7%	2008/09	27.2%	2009/10	28.7%
Year	Percentage																
2005/06	47.5%																
2006/07	38.6%																
2007/08	28.7%																
2008/09	27.2%																
2009/10	28.7%																
Latest Note	<p>(Subject to Audit) The replacement programme continued through 2008/09 with an allocation of £700,000 for this area of work compared to £6.4 million for 06/07 and 07/08. Additional funding would allow us to further reduce the number of old columns. At 31 March 2009 a total of 5,512 columns had been replaced resulting in a significant improvement to the SPI. All things being equal we'll be in the 2nd quartile, one of the best Cities alongside Edinburgh and we can't be compared with the rural authorities.</p>																

EP&I204P % of the total number of Bridges assessed as failing to meet the European standard of 40 tonnes

Paper Ref	% of the total number of Bridges assessed as failing to meet the European standard of 40 tonnes				Traffic Light												
Current Period	4.1%	Target 09/10	3.6%														
Chart Trend	<table border="1"> <caption>Chart Data: % of Bridges assessed as failing to meet the European standard</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>6.7%</td> </tr> <tr> <td>2006/07</td> <td>5.2%</td> </tr> <tr> <td>2007/08</td> <td>4.6%</td> </tr> <tr> <td>2008/09</td> <td>4.1%</td> </tr> <tr> <td>2009/10</td> <td>3.6%</td> </tr> </tbody> </table>					Year	Percentage	2005/06	6.7%	2006/07	5.2%	2007/08	4.6%	2008/09	4.1%	2009/10	3.6%
Year	Percentage																
2005/06	6.7%																
2006/07	5.2%																
2007/08	4.6%																
2008/09	4.1%																
2009/10	3.6%																
Latest Note	<p>• (Subject to Audit) The total number of bridges assessed is 194. Number and percentage failing European standard: 8 (9) or 4.12% (4.64%) Number and percentage with a weight restriction: 2 (2) or 1.03% (1.03%)</p> <p><i>Note: 2008 SPI Return in brackets</i></p> <p>The target for 2008/09 (reduction to 7 bridges failing) was not met because all available funding was directed to Easter Anguston. The programme of work regarding weak bridges is dependent upon budget and priority.</p> <p>None of the 8 weak bridges listed can be regarded as a serious restriction to the public road network. Of the 8 bridges listed the following is the current situation.</p> <ul style="list-style-type: none"> • 29Db Rob Roy Bridge – Preliminary design being progressed – report to Council in due course – bridge presently propped to carry 40 Tonne. • 48D Milton of Drum Bridge – 7.5 Tonne limit – no plans to strengthen as Aberdeenshire Council are happy with the limit and not at present 																

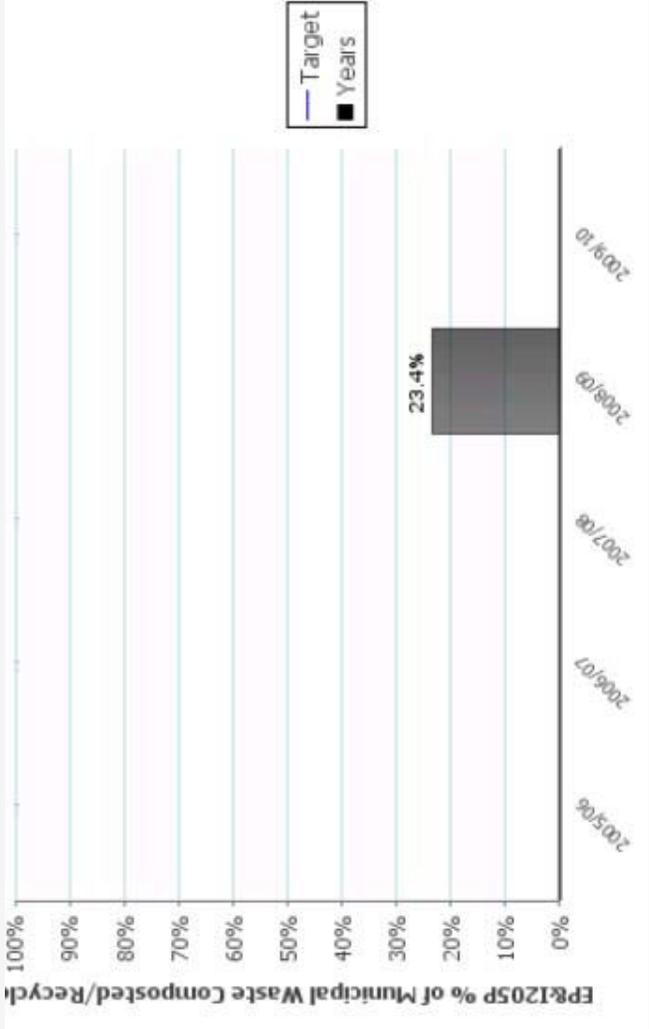
interested in contributing to a strengthening scheme.

- **145D Osborne Place** – 3 Tonne restriction – Strengthening scheme designed - works likely to progress in 2009/10
- **242D Farburn Terrace No.1** – No weight restriction – monitor.
- **295D Union Terrace Widening** – No weight restriction – monitor. Report to be presented to Council for the £1,000,000 funding required to strengthen.
- **105R Park Road Railway Bridge** – Weak footpaths – no intention to strengthen – install footpath protection, as funding becomes available. To be agreed with Network Rail in 2008/09
- **111R Bedford Road Railway Bridge** – Weak footpath – no intention to strengthen – install footpath protection as funding becomes available. To be agreed with Network Rail. To be agreed with Network Rail in 2008/09.
- **115Rb Market Street Railway Bridge Stoneywood** – Weak footpath – no decision – discuss with Network Rail.

There is one bridge that have been removed from the 2008/2009 returns:

49D Easter Anguston Bridge – The bridge was reconstructed in 2008.

EP&I205P % of Municipal Waste Composted/Recycled

Paper Ref	% of Municipal Waste Composted/Recycled				Traffic Light
Current Period	23.4%	Target 09/10	23.4%		
Chart Trend	 <p>The chart displays the percentage of municipal waste composted or recycled over time. The Y-axis is labeled '% of Municipal Waste Composted/Recycled' and ranges from 0% to 100% in 10% increments. The X-axis shows fiscal years from 2005/06 to 2009/10. A horizontal line at 23.4% represents the target. A bar for the 2008/09 period shows a performance of 23.4%, which is exactly on target.</p>				
Latest Note	<p>(Subject to Audit) The recycling, composting and disposal SPIs for 2008/9 show a slight improvement to those for 2007/8. This is largely the result of an absence of any significant change in collection activities in the year. Kerbside recycling coverage and participation has remained broadly similar with a slight increase percentage performance (0.7%). Composting performance has increased slightly; this may reflect weather changes. Net improvement in recycling and composting is 1.2%. Total waste collected has reduced from 2007/8 and this has resulted in a reduction of 6,522 tonnes sent to landfill. The reasons for this reduction are unclear but the economic downturn and increase in trade waste charges may have had an impact; there has been a small increase in the number of households and commercial customers so production per premise has fallen.</p> <p>The net performance is broadly in line with Council expectations; little change has been made to the collection service in 2008/9 with the Implementation Plan linked to the Strategic Waste Fund largely complete.</p> <p>During 2007/8 a major review of collection operations has taken place and the Transformation Strategy for Waste Management Services sets out a series of service improvements. The first of these is the introduction of paper collections from multi-occupancy areas, a limited area was affected during 2008/9. The range of recyclables collected from multi-occupancy areas will be expanded to glass, plastic bottles and steel and aluminium cans in future.</p>				

In addition, a food waste collection has been implemented for approx. 19,000 households in April 2009 and will be expanded to 50% in December 2009. A further significant move will be to change the frequency of refuse collection to those served by wheeled bin collections in March 2010. These changes will lead to a significant improvement in recycling rates but these will largely be seen in year 2010/11.

EP&I206P Number of Refuse Collection complaints per 1,000 households

Paper Ref	Number of Refuse Collection complaints per 1,000 households				Traffic Light												
Current Period	27.6	Target 09/10	20		●												
Chart Trend	<table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Year</th> <th>Number of Refuse Collection complaints per 1,000</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>14.8</td> </tr> <tr> <td>2006/07</td> <td>28.8</td> </tr> <tr> <td>2007/08</td> <td>34.2</td> </tr> <tr> <td>2008/09</td> <td>27.6</td> </tr> <tr> <td>2009/10</td> <td>20</td> </tr> </tbody> </table>					Year	Number of Refuse Collection complaints per 1,000	2005/06	14.8	2006/07	28.8	2007/08	34.2	2008/09	27.6	2009/10	20
Year	Number of Refuse Collection complaints per 1,000																
2005/06	14.8																
2006/07	28.8																
2007/08	34.2																
2008/09	27.6																
2009/10	20																
Latest Note	<p>(Subject to Audit)</p> <p>Comparison</p> <p>2005/06 = 14.8 complaints per 1,000 properties target; 12</p> <p>2006/07 = 28.8 complaints per 1,000 properties target; 10</p> <p>2007/08 = 34.2 complaints per 1,000 properties target 14.3</p> <p>2008/09 = 27.6 complaints per 1,000 properties target 14.3</p> <p>Expectations for the year against actual outcome Councils own Key Performance Indicators, for this year had been set at 14.3 complaints per 1,000 premises for this reporting period. As indicated in last years return this target had been set on the basis that this figure would have achieved an upper quartile placing in 2007/08, and assumption was made that everything would have remained equal for this reporting period.</p> <p>In reality the target set was aspirational, as to have achieved this level would have required a reduction in complaint of some 58% of that received in</p>																

2007/08.

It has been encouraging to see that the number of justifiable complaints received has decreased from 3,762 in 2007/08 to 3,043 for 2008/09, this taking in to account that there was a further 463 properties to service.

Unfortunately the full quality control that had been indicated in the 2007/08 return was not achieved in that the analysis required to identify any trends was not implemented. This being due to the commitment of staff on other corporate service delivery plans. However, closer scrutiny was placed on to the relevance of complaints and this proved to be successful in identifying logged calls that were not justifiable complaints, eg non-collections when in fact vehicle was running late, complaint about non-collection following corporate decision to suspend services.

Upper Quartile

The 2007/08 returns to Audit Scotland had ACC placed 18th out of the 31 Scottish councils (West Lothian did not make a return).

It would be very unlikely that this years return will be in the upper quartile as for this to be achieved would require excessively large increases in complaint received by the authorities placed in the upper quartile and ahead of ACC in the 2007/08 returns (the 8th placed authority had a return of 8.2 complaints per 1000 properties). However it is expected that ACC would still be below the average for the 2008/09 returns.

There has been no new target set for the next reporting period. With this indicator being removed from the statutory list it is unlikely that Aberdeen City Council will be voluntarily submitting a return for the 2009/10 reporting period.

Best Value

A report entitled "A Strategy for Transforming Waste Management Services – 2008 to 2011" was presented to Full Council on the 13th February 2008. The committee accepted the report and its 28 recommendations contained within it.

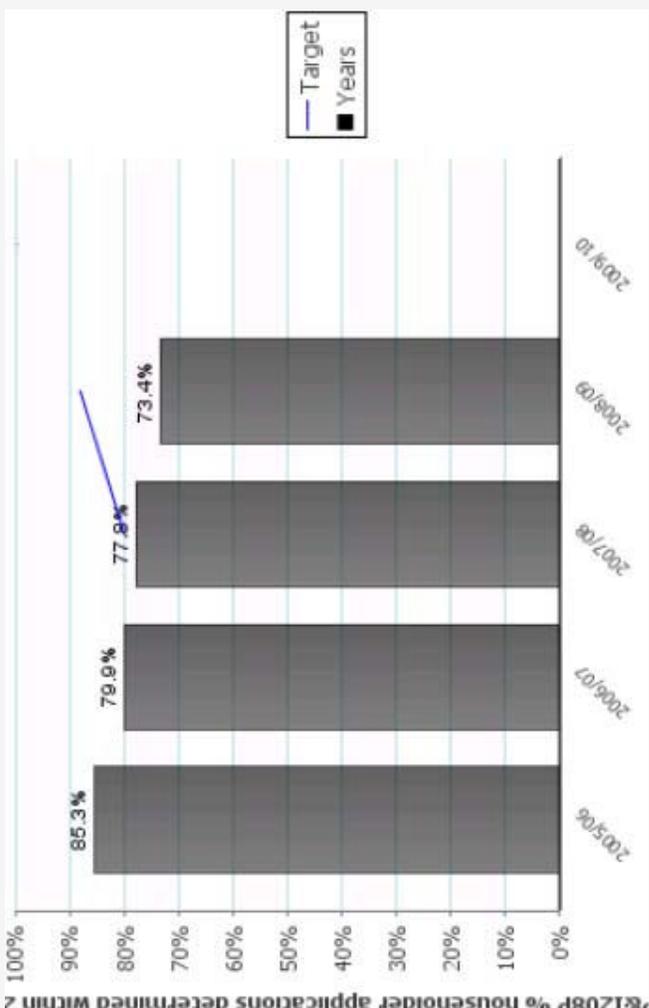
Through the Transformation Programme officials are working to implement the 28 recommendations contained within the report. The driving factor behind the programme is that of continuous improvement and best value, in trying to ensure that services being delivered are fit for purpose and being delivered at a competitive cost.

In addition the Council will be introducing a Corporate Asset Management system which will be linked to a customer relationship management system. This new system will replace the existing Access Complaints/Enquiries database, and will make the evaluation of complaints easier to assess in terms of interventions and actions.

EP&I207P % non-householder applications determined within 2 months

Paper Ref	% non-householder applications determined within 2 months																		
Current Period	40.5%	Target 09/10	55%	Traffic Light	●														
Chart Trend	<table border="1" data-bbox="430 640 1079 1669"> <caption>Chart Trend Data</caption> <thead> <tr> <th>Year</th> <th>% non-householder applications determined within 2 months</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>49.3%</td> </tr> <tr> <td>2006/07</td> <td>44.1%</td> </tr> <tr> <td>2007/08</td> <td>41.3%</td> </tr> <tr> <td>2008/09</td> <td>40.5%</td> </tr> <tr> <td>2009/10</td> <td>40.5%</td> </tr> <tr> <td>Target (09/10)</td> <td>55%</td> </tr> </tbody> </table>					Year	% non-householder applications determined within 2 months	2005/06	49.3%	2006/07	44.1%	2007/08	41.3%	2008/09	40.5%	2009/10	40.5%	Target (09/10)	55%
Year	% non-householder applications determined within 2 months																		
2005/06	49.3%																		
2006/07	44.1%																		
2007/08	41.3%																		
2008/09	40.5%																		
2009/10	40.5%																		
Target (09/10)	55%																		
Latest Note	<p>(Subject to Audit) The non-householder figures are disappointing and fall well short of our Service Plan target of 55%, but again there were a number of vacancies, the impact of significant amounts of non application work, the need to prepare for e-planning and implementation of the Planning etc (Scotland) Act 2006 in what is widely recognised as a very tightly resourced service and the increased requirement for planning agreements to secure planning gain all contributed to this figure. Figures for 2007/08 were 41.3%, 2006/07 44.1% and 2005/06 49.3%.</p>																		

EP&I208P % householder applications determined within 2 months

<p>Paper Ref</p>	<p>% householder applications determined within 2 months</p>				<p>Traffic Light</p> 														
<p>Current Period</p>	<p>73.4%</p>	<p>Target 09/10</p>	<p>88%</p>	 <table border="1"> <caption>Chart Data: % householder applications determined within 2 months</caption> <thead> <tr> <th>Year</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>85.3%</td> </tr> <tr> <td>2006/07</td> <td>79.9%</td> </tr> <tr> <td>2007/08</td> <td>77.8%</td> </tr> <tr> <td>2008/09</td> <td>73.4%</td> </tr> <tr> <td>2009/10</td> <td>73.4%</td> </tr> <tr> <td>Target 09/10</td> <td>77.8%</td> </tr> </tbody> </table>		Year	Value	2005/06	85.3%	2006/07	79.9%	2007/08	77.8%	2008/09	73.4%	2009/10	73.4%	Target 09/10	77.8%
Year	Value																		
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2006/07	79.9%																		
2007/08	77.8%																		
2008/09	73.4%																		
2009/10	73.4%																		
Target 09/10	77.8%																		
<p>Latest Note</p>	<p>(Subject to Audit) The figures for the householder applications show a 4.4% reduction from the previous year and falls well short of our Service Plan target of 88.0%. Figures for 2007/08 were 77.8%, 2006/07 79.9% and 2005/06 85.3%. It has long been recognised that the performance is closely related to the available staff resources. The householder team lost three of its four members during the autumn of 2007 which meant that householder applications had to be shared around the whole Development Management Team, this in turn had knock on effects on how non householder applications were dealt with by other offices and created a backlog for this reporting period. The householder team was fully staffed during April 2008. There is obviously a need to train new staff which also places demands on experienced officers and contributes further to the dip in performance. It was found that the householder figures showed less improvement than expected during the later part of 2008 so a study was carried out over a period of two months to try to identify the detailed reasons for applications exceeding two months. As a result of this certain working practices including greater management monitoring of householder applications have been changed.</p>																		

EP&I209P % applications determined within 2 months

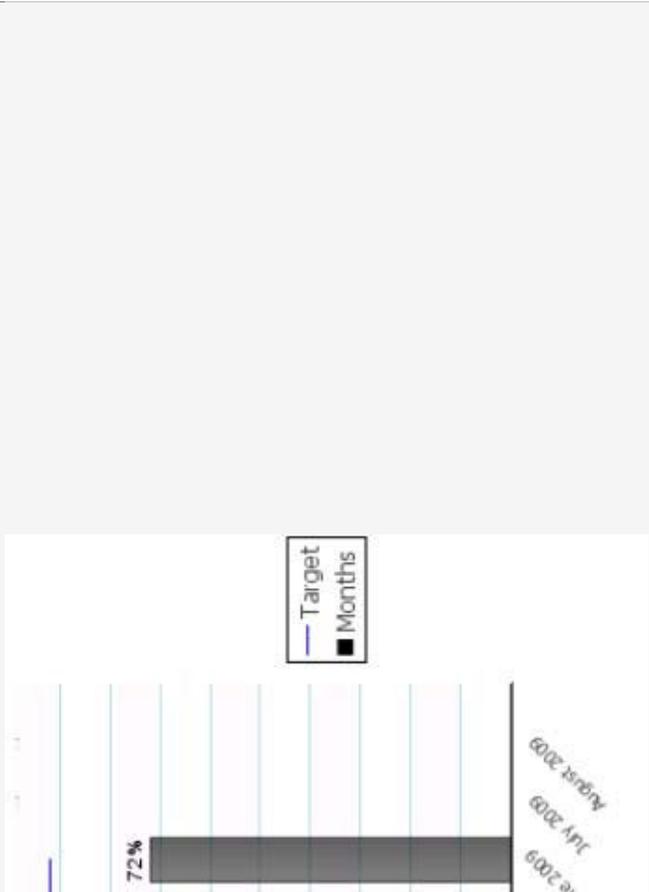
Paper Ref	% applications determined within 2 months				Traffic Light												
Current Period	59.8%	Target 09/10	80%														
Chart Trend	<table border="1"> <caption>EP&I209P % applications determined within 2 months</caption> <thead> <tr> <th>Year</th> <th>% Applications</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>71.6%</td> </tr> <tr> <td>2006/07</td> <td>65.8%</td> </tr> <tr> <td>2007/08</td> <td>63.9%</td> </tr> <tr> <td>2008/09</td> <td>59.8%</td> </tr> <tr> <td>2009/10</td> <td>59.8%</td> </tr> </tbody> </table>					Year	% Applications	2005/06	71.6%	2006/07	65.8%	2007/08	63.9%	2008/09	59.8%	2009/10	59.8%
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2006/07	65.8%																
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2008/09	59.8%																
2009/10	59.8%																
Latest Note	<p>(Subject to Audit) Performance in Development Management for 2008/09 fell despite a reduction of in the number of applications received compared to the previous year. Whilst this is obviously disappointing this reduction can be attributed to a number of reasons. There has been significant staff turnover, which resulted in a need to recruit and train new staff for the household team, the need to support other parts of the service as well as considerable resources spent on restructuring the service, preparing for the changes to the planning legislation and implementing eplanning. There has been difficulty in recruiting experienced staff so that we have established a programme for developing our own staff. This clearly places an additional burden on what is a small pool of experienced staff.</p>																

EP&I301P % of success in dealing with written queries and complaints within 15 working days (cumulative)

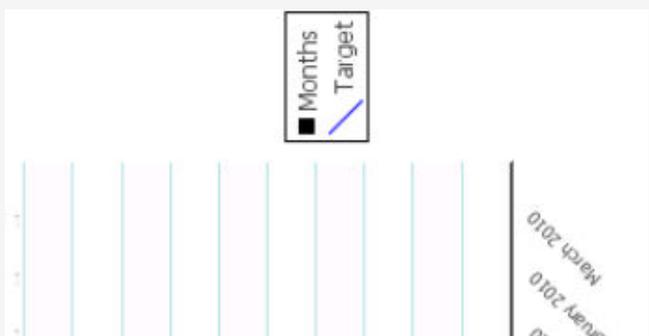
<p>Paper Ref</p>	<p>% of success in dealing with written queries and complaints within 15 working days (cumulative)</p>			
<p>Current Period</p>	<p>Target 09/10</p>	<p>100%</p>		
<p>Latest Note</p>				

This is another key indicator that at present we are unable to report across the entire service. However as the new service comes together we will remedy this for future reports.

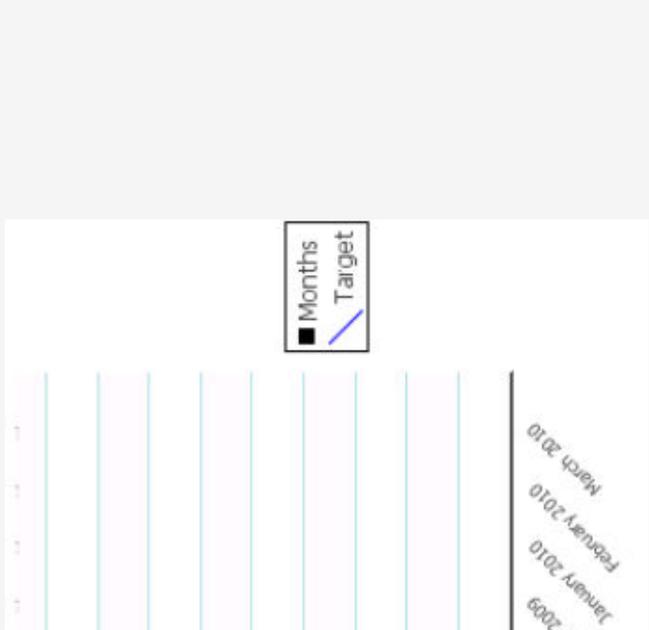
EP&I302P % of Road Category 1 defects repaired within 2 working days

<p>Paper Ref</p>	<p>% of Road Category 1 defects repaired within 2 working days</p>					<p>Traffic Light</p> 											
<p>Current Period</p>	<p>72%</p>	<p>Target 09/10</p>	<p>92%</p>	 <table border="1"> <caption>Chart Trend Data</caption> <thead> <tr> <th>Month</th> <th>Actual %</th> <th>Target %</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>47%</td> <td>92%</td> </tr> <tr> <td>May 2009</td> <td>72%</td> <td>92%</td> </tr> <tr> <td>July 2009</td> <td>72%</td> <td>92%</td> </tr> </tbody> </table>		Month	Actual %	Target %	April 2009	47%	92%	May 2009	72%	92%	July 2009	72%	92%
Month	Actual %	Target %															
April 2009	47%	92%															
May 2009	72%	92%															
July 2009	72%	92%															
<p>Chart Trend</p>																	
<p>Latest Note</p> <p>The drop in performance was due to</p> <ol style="list-style-type: none"> 1. Parked cars in the vicinity of the potholes not allowing the jet patcher to be used. 2. Squad carrying out deferred set patching required for surfacing work. 3. Some defects requiring Traffic management. 4. The relatively low number of defects leads to large percentage changes <p>Inspectors have been made aware of the need to have comments input with defect.</p>																	

EP&I303P % of Traffic Light Repairs completed within 48 hours

<p>Paper Ref</p>	<p>% of Traffic Light Repairs completed within 48 hours</p>				<p>Traffic Light</p>																											
<p>Current Period</p>	<p>93.7%</p>	<p>Target 09/10</p>	<p>98%</p>	 <table border="1"> <caption>Chart Data: % of Traffic Light Repairs completed within 48 hours</caption> <thead> <tr> <th>Month</th> <th>Performance (%)</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>95.5%</td></tr> <tr><td>May 2009</td><td>93.7%</td></tr> <tr><td>June 2009</td><td>93.7%</td></tr> <tr><td>July 2009</td><td>93.7%</td></tr> <tr><td>August 2009</td><td>93.7%</td></tr> <tr><td>September 2009</td><td>93.7%</td></tr> <tr><td>October 2009</td><td>93.7%</td></tr> <tr><td>November 2009</td><td>93.7%</td></tr> <tr><td>December 2009</td><td>93.7%</td></tr> <tr><td>January 2010</td><td>93.7%</td></tr> <tr><td>February 2010</td><td>93.7%</td></tr> <tr><td>March 2010</td><td>93.7%</td></tr> </tbody> </table>			Month	Performance (%)	April 2009	95.5%	May 2009	93.7%	June 2009	93.7%	July 2009	93.7%	August 2009	93.7%	September 2009	93.7%	October 2009	93.7%	November 2009	93.7%	December 2009	93.7%	January 2010	93.7%	February 2010	93.7%	March 2010	93.7%
Month	Performance (%)																															
April 2009	95.5%																															
May 2009	93.7%																															
June 2009	93.7%																															
July 2009	93.7%																															
August 2009	93.7%																															
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January 2010	93.7%																															
February 2010	93.7%																															
March 2010	93.7%																															
<p>Chart Trend</p>																																
<p>Latest Note</p>	<p>There were 63 faults recorded in July with 15 of these being "all dark", the most serious category. An overall performance level of 93.7% was achieved with 4 faults requiring longer than 48 hours to resolve. Three of these faults required the presence of traffic management for Health & Safety requirements due to the need for a lane closures and one took longer than 48 hours due to replacement parts having to be ordered. The largest single fault group is again lamp failures with 51% of recorded faults in this category. "All darks" make up 24% of faults, RTA's make up 6% of faults, while detection related faults contribute a further 6%, miscellaneous faults made up the other 13%. Continue to implement a phased programme of traffic signal equipment replacement and upgrade as part of the 2009/10 Budget allocations. Four major installations are to be refurbished in the next 4 months.</p>																															

EP&I304P % of Street Light Repairs completed within 7 days

<p>Paper Ref</p>	<p>% of Street Light Repairs completed within 7 days</p>				<p>Traffic Light</p>	
<p>Current Period</p>	<p>93.6%</p>	<p>Target 09/10</p>	<p>92%</p>			
<p>Chart Trend</p>						
<p>Latest Note</p>	<p>A number of methods are used to identify faults and try to improve the % :</p> <ol style="list-style-type: none"> 1. Evening scouting patrols by ACC operatives where the street lighting in the City is inspected every 3 weeks during winter months and at longer intervals in summer as available hours of darkness permit. Any defects noted on the patrols are logged on a "Scouting Patrol Sheet". 2. Public reports via telephone (entered onto complaints system by receptionists/front line staff and printed off daily by lighting staff. 3. Public reports via the Council's website also printed off daily by lighting staff. 					

EP&I305P Net Cost per property (£) of Refuse Collection

Paper Ref	Net Cost per property (£) of Refuse Collection				Traffic Light
Current Period	£55.23	Target 09/10	£55		✔

Chart Trend

Year	Actual Cost (£)	Target (£)
2005/06	56.47	55
2006/07	55	55
2007/08	56.83	55
2008/09	55.23	55
2009/10	55	55

Subject to Audit) The net performance of the refuse and collection service has seen a slight increase from 2007/8. The combined cost of collection and disposal in 2008/9 was £132.57 per premise which has risen from £131.34 per premise in 2007/8.

In relation to waste collection, there are two major elements have contributed a reduction in overall cost. Firstly, a review of charging for trade waste was undertaken, which significant increased revenue; there was a small drop in the number of trade waste customers but this has not adversely affected overall operational efficiency. The second change was the introduction of special collection charges for all households requesting the service; this has again increased revenue.

Efforts continue within the waste collection team to maximize efficiency in collection in the face of an increasing diversity of collection operations. Efforts to increase recycling rates (and thereby divert waste from landfill) have resulted in the introduction of additional services (for example in 2009/10 combined food and garden waste collections and on-street paper collections). Each of these services carries a higher operating cost than collecting refuse. Opportunities to make savings against this background of increasing costs will occur when the Council moves to Alternate Week Collection of refuse in March 2010. Further savings will be made in future years with a change from a kerbside sort recycling collection to a mixed materials

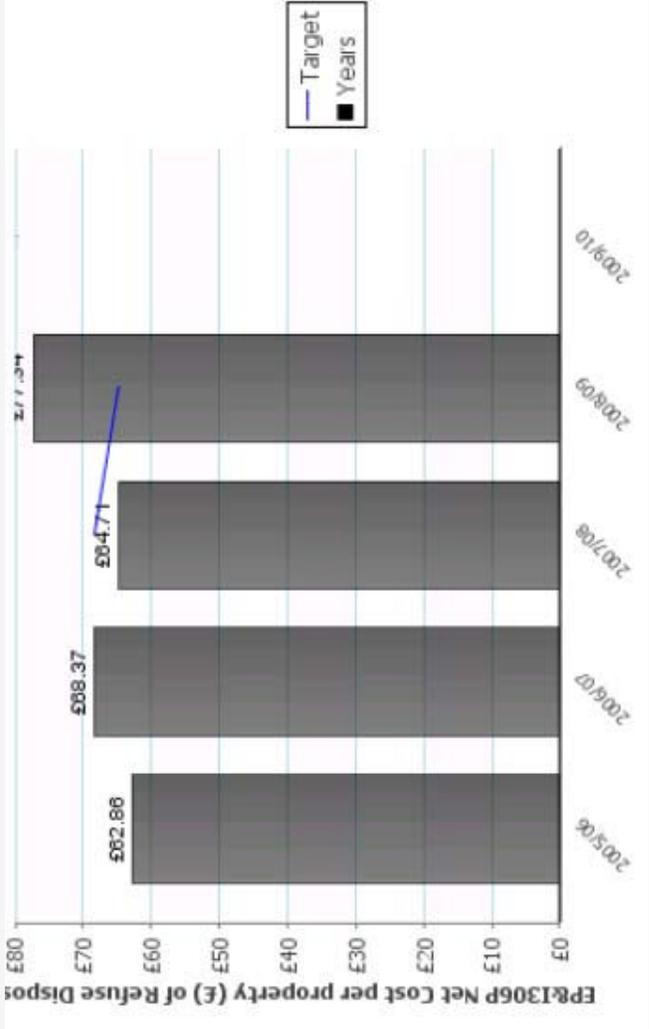
Latest Note

collection. A recommendation of the Transformation Programme is to undertake a best value review upon full implementation of these activities which is planned to take place in 2010.

EP&I306P Net Cost per property (£) of Refuse Disposal

Paper Ref	Net Cost per property (£) of Refuse Disposal			Traffic Light
Current Period	£77.34	Target 09/10	£64.71	

Chart Trend



Year	Net Cost per property (£)	Target (£)
2005/06	£62.86	-
2006/07	£68.37	-
2007/08	£64.71	£64.71
2008/09	£77.34	£64.71
2009/10	£77.34	£64.71

Latest Note

(Subject to Audit) Waste disposal charges have increased with the major element being an increase in landfill tax of £8/tonne. There have been some additional charges relating to changes in law which have increased the cost of operations.

The increase in landfill tax will remain an important adverse impact in coming years largely as a result of the failure to develop an Energy from Waste facility in the city, which was a key part of the 25-year waste management services contract the Council entered into in 2000 with SITA UK Limited. In 2008, Aberdeen City Council adopted a Transformation Programme for Waste Management that includes a series of actions to ensure best value in collection services whilst significantly increasing recycling and reducing landfill. This will result in a reduction in waste disposal costs as less waste is subject to landfill tax. In addition to increasing recycling volumes, costs will be reduced by developing local treatment capacity for organic waste (such as food and garden waste) and an alternative to landfill.

EP&I307P % of Abandoned Vehicles that require to be removed within 14 days

<p>Paper Ref</p>	<p>% of Abandoned Vehicles that require to be removed within 14 days</p>				<p>Traffic Light</p>													
<p>Current Period</p>	<p>98.4%</p>	<p>Target 09/10</p>	<p>80%</p>	 <table border="1"> <caption>Chart Data: % of Abandoned Vehicles that require to be removed</caption> <thead> <tr> <th>Year</th> <th>% of Abandoned Vehicles</th> </tr> </thead> <tbody> <tr> <td>2005/06</td> <td>0%</td> </tr> <tr> <td>2006/07</td> <td>88.4%</td> </tr> <tr> <td>2007/08</td> <td>89.7%</td> </tr> <tr> <td>2008/09</td> <td>89.7%</td> </tr> <tr> <td>2009/10</td> <td>98.4%</td> </tr> </tbody> </table>			Year	% of Abandoned Vehicles	2005/06	0%	2006/07	88.4%	2007/08	89.7%	2008/09	89.7%	2009/10	98.4%
Year	% of Abandoned Vehicles																	
2005/06	0%																	
2006/07	88.4%																	
2007/08	89.7%																	
2008/09	89.7%																	
2009/10	98.4%																	
<p>Chart Trend</p>																		
<p>(Subject to Audit)</p>																		
<p>Comparison</p>																		
<p>2006/2007 : 88.38%</p>																		
<p>2007/2008 : 89.69%</p>																		
<p>2008/2009 : 98.43%</p>																		
<p>Target 90%</p>																		
<p>Target 100%</p>																		
<p>Expectations for the year against actual outcome</p>																		
<p>It was hoped that a 100% would have been achieved. Only two vehicles missed their 14 day period, one being by one day and the other being 8 days.</p>																		
<p>Latest Note</p>																		
<p>The vehicle that was 8 days late was visited twice within the allocated 14 day timescale, with the intention of removal, but on both occasions other parked vehicles prevented the lifting vehicle from gaining adequate access. Arrangements had to be made with Grampian Police to have the adjacent vehicles, which were preventing access for the collection vehicle, moved from the locus.</p>																		
<p>Upper quartile</p>																		
<p>The 2007/08 returns to Audit Scotland had Aberdeen City Council (ACC) placed 3rd equal out of 9 for its family group, and 12th out of 32 for all Councils .</p>																		

On the basis of reviewing the level of performance reported in 2007/08, to achieve an upper quartile place, across all 32 Scottish local authorities, a performance of greater than 95.7% would have been required. Taking this in to account it is hoped that ACC's return of 98.4% will be sufficient to place the authority within the upper quartile.

As indicated in last years return, the management of dealing with abandoned vehicles has, for the complete reporting year, been under the control of one service, and this is the contributing factor for the 8.74% improvement on the 2007/08 return.

From experience encountered this year, there are factors that are out-with the Councils control that effect performance. However, given the success in improving performance and the small number of incidents which prevented the target being met. It is intended that the target remains at 100%.

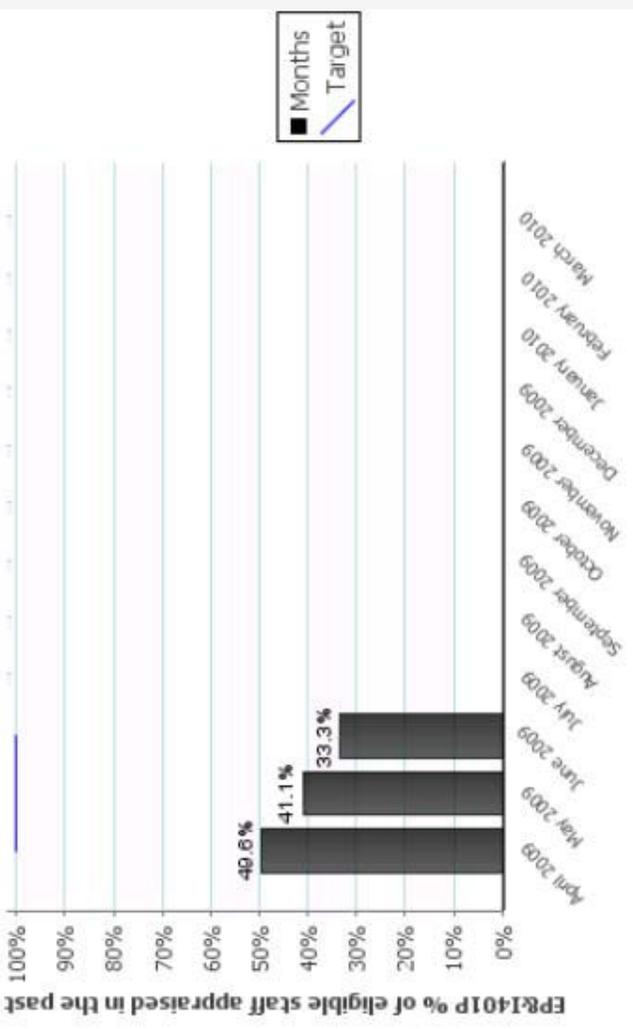
It must also be mentioned that this indicator for the next reporting period, 2009/10, has been dropped as being statutory, however ACC will still voluntarily provide this information to Audit Scotland. Taking the fact that it is no longer a statutory indicator it could be the case that to achieve upper quartile status could become more of a challenge, as "poor" performing authorities could decide to drop this indicator from their returns made to the Auditors.

Best Value

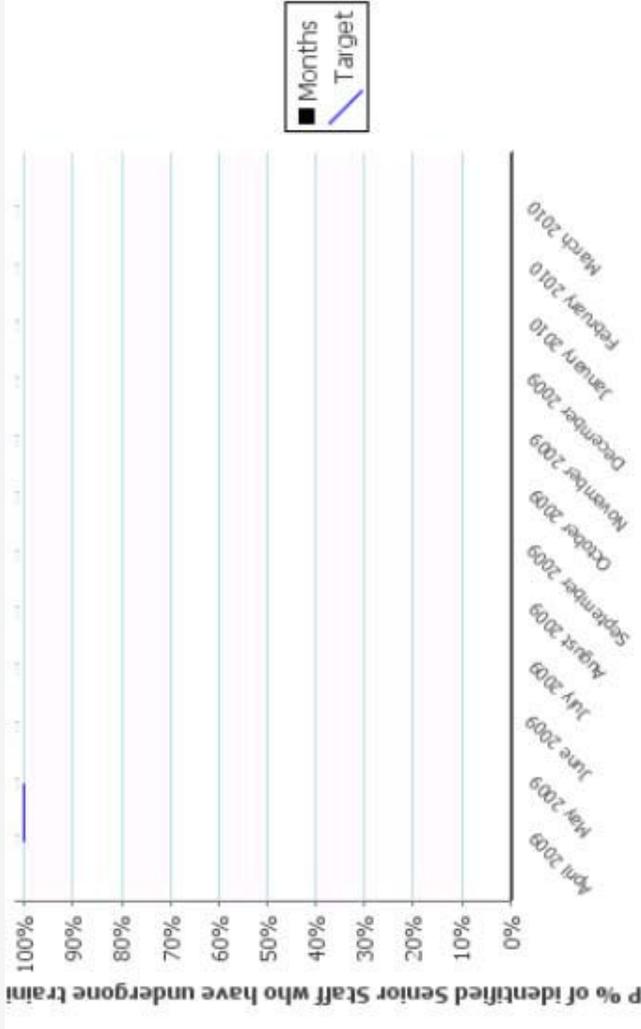
Aberdeen City Council in partnership with Grampian Police has been pro-active with the dealing of abandoned vehicles. The two organisations have agreed to deal with this problem on a priority basis. If the Police under their other powers deem that a vehicle is in such a condition that it is a danger, either to road users or the public, they will request the Council, as their agent, to remove the vehicle within 48 hours of notification. The council provides the resource for the labour and plant for the removal of the vehicles and, where need be, the storage and disposal of the vehicles. In return the police undertake the investigations in to reports of abandoned vehicles when reported to the Council.

Since the introduction of this system some six years ago other Local Authorities have been in contact to look at ways that they could introduce this system to deal with the problem of abandoned vehicles. These other authorities deemed that the procedure put in place with Grampian Police was good practice and accelerated the time taken for removal of abandoned vehicles.

EP&I401P % of eligible staff appraised in the past year

Paper Ref	% of eligible staff appraised in the past year															
Current Period	33.3%	Target 09/10	100%	Traffic Light 												
Chart Trend	 <table border="1"> <caption>EP&I401P % of eligible staff appraised in the past</caption> <thead> <tr> <th>Month</th> <th>% of eligible staff appraised</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>49.6%</td> </tr> <tr> <td>May 2009</td> <td>41.1%</td> </tr> <tr> <td>June 2009</td> <td>33.3%</td> </tr> <tr> <td>July 2009</td> <td>33.3%</td> </tr> <tr> <td>Target</td> <td>100%</td> </tr> </tbody> </table>				Month	% of eligible staff appraised	April 2009	49.6%	May 2009	41.1%	June 2009	33.3%	July 2009	33.3%	Target	100%
Month	% of eligible staff appraised															
April 2009	49.6%															
May 2009	41.1%															
June 2009	33.3%															
July 2009	33.3%															
Target	100%															
Latest Note	<p>Although the figure for the service as a whole is disappointing, certain areas show positive results - Planning 90%, Corporate Communications 87%, Economic and Environmental Sustainability 74%. Infrastructure however scored only 28% - differing levels of performance and the level reported is an under-estimate due to the notification to staffing teams recording the appraisal in PSE, not having been completed. Teams are tracking their own performance and steps have been taken to have all records updated to show true level of performance.</p>															

EP&I402P % of identified Senior Staff who have undergone training in priority areas

Paper Ref	% of identified Senior Staff who have undergone training in priority areas	Traffic Light	Target 09/10	100%																																							
<p>Chart Trend</p>  <table border="1" data-bbox="430 640 1071 1669"> <caption>Chart Data: % of identified Senior Staff who have undergone training</caption> <thead> <tr> <th>Month</th> <th>Months (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>April 2009</td><td>0</td><td>100</td></tr> <tr><td>May 2009</td><td>0</td><td>100</td></tr> <tr><td>June 2009</td><td>10</td><td>100</td></tr> <tr><td>July 2009</td><td>10</td><td>100</td></tr> <tr><td>August 2009</td><td>10</td><td>100</td></tr> <tr><td>September 2009</td><td>10</td><td>100</td></tr> <tr><td>October 2009</td><td>10</td><td>100</td></tr> <tr><td>November 2009</td><td>10</td><td>100</td></tr> <tr><td>December 2009</td><td>10</td><td>100</td></tr> <tr><td>January 2010</td><td>10</td><td>100</td></tr> <tr><td>February 2010</td><td>10</td><td>100</td></tr> <tr><td>March 2010</td><td>10</td><td>100</td></tr> </tbody> </table>	Month	Months (%)	Target (%)	April 2009	0	100	May 2009	0	100	June 2009	10	100	July 2009	10	100	August 2009	10	100	September 2009	10	100	October 2009	10	100	November 2009	10	100	December 2009	10	100	January 2010	10	100	February 2010	10	100	March 2010	10	100			Target 09/10	100%
Month	Months (%)	Target (%)																																									
April 2009	0	100																																									
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December 2009	10	100																																									
January 2010	10	100																																									
February 2010	10	100																																									
March 2010	10	100																																									
Latest Note	<p>Again another key indicator which, at this point, we are unable to report. However as the new service continues to come together this will be incorporated in future reports.</p>																																										

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise Planning & Infrastructure

DATE 1 September 2009

CORPORATE DIRECTOR Gordon McIntosh

TITLE OF REPORT Aberdeen City & Shire Film Office

1. PURPOSE OF REPORT

To highlight the achievements of the Aberdeen City & Shire film office and to request financially support the operation in 2009/2010.

2. RECOMMENDATION(S)

- I. It is recommended that Committee give approval to the funding of the Aberdeen City & Shire Film office to the reduced amount of £10,000 for the year 2009/2010
- II. It is recommended that Committee agree that this funding be secured from savings achieved within the Economic Development staffing budget.
- III. It is recommended that Committee agree to review this funding agreement on an ongoing annual basis against outcomes and economic impact for the year 2009/2010

3. FINANCIAL IMPLICATIONS

Financial support for the film office of £ 20,000 per annum has previously been made from either the "City Growth Fund" or the "Cultural Grants Fund", as these options are currently unavailable any agreed funding will have to be supported by the Economic Development Budget. Due to the current financial constraints it is proposed that funding for this year be reduced to £10,000 with recommendation that an application is made to the "Cultural Grants Fund" for 2010/2011. Funding for 2009/2010 can be taken from the Economic Development staffing budget which has vacancies.

4. SERVICE & COMMUNITY IMPACT

The continued delivery of the Aberdeen City & Shire Film Office will support the delivery of **Vibrant Dynamic & Forward Looking** via the Culture Sports and Arts strand by "recognising the contribution of Sport, Culture and Arts to promote the area as a tourist destination" Prosperity & Jobs: Economic promotion of Aberdeen locally, nationally and internationally, promoting all aspects of city life, wherever the City is represented.

Partnership for Aberdeen: Co-operate with neighbouring authorities and others to promote inward investment in the North-East.
Work with other agencies, including Visit Scotland, to encourage tourism and the provision of facilities for tourists.

Single Outcome Agreement:

The continued delivery of the Aberdeen City & Shire Film Office will also assist in delivery against the following outcomes within the Single Outcome Agreements.

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

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

National Outcome 12: We value and enjoy our built and natural environment and enhance it for future generations.

National Outcome – 13 We take pride in a strong, fair and inclusive national identity.

All activities performed by the ACSFO have been assessed in relation to Equalities and Human Rights.

5. OTHER IMPLICATIONS

Risk Management

There is a strict code of conduct that Film Officers must adhere to when dealing with enquiries and working with external organisations. This code of conduct which has been agreed at a Scottish level covers Health & Safety, public liability and professional conduct.

Additionally as we were the last geographical area in Scotland to establish a film office, this is a cost effective activity that will raise the profile of the area on both a national and international context to ensure maximum economic benefits from film and television production and the potential future tourism growth. Scottish Screen estimates that over £20 million is spent annually in Scotland on photography / filming.

Personnel

The Aberdeen City & Shire Film Office requires the staffing of one Full Time Equivalent Film Officer; this post is currently operated on a job share basis, with one part becoming vacant in August. Continued funding of this activity will ensure that the vacant position will be promoted for a longer term, thereby attracting more qualified and appropriate personnel. The post is currently located within Woodhill House with day to day management being supplied by Aberdeenshire Council. Aberdeen City Council is currently represented within the management team and is sought to give support, guidance and direction to the film Officer. This activity is currently within the remit of an existing post.

6. REPORT

The Aberdeen City & Shire Film Office (Formerly Grampian Film Office) was established in March 2003 in a partnership between Aberdeen City & Shire Councils and the then Scottish Enterprise Grampian, this was after Scottish Enterprise Grampian carried out research into the feasibility of establishing a film office in Grampian.

The resulting report made it clear that there are opportunities to develop a service that will support the development of the industry in Grampian and also attract business that the area may currently be missing out on.

The role of the office was to encourage film, television and still photography related activity in the area by making it as simple and efficient as possible to operate here.

Objectives for the office included:

Marketing Grampian locations to film makers in conjunction with Scottish Screen.

Providing free, comprehensive, timely and confidential information to film makers about locations, and film related supplies and services in Grampian.

Providing liaison with appropriate contacts to facilitate access for film makers to the locations, and required supplies and services in Grampian when filming.

Contributing to the development of film and television related activity in Grampian

To date the Aberdeen City & Shire Film office has supported the making of a wide range of film and television products in the area, the most frequent requests coming from television commercial producers. It has had a conservative economic impact estimate of over £ 1,000,000 in the last 6 years period. In addition to this the Film Office were heavily involved in the 25th year anniversary of "Local Hero" and also hosted the 1st Aberdeen City & Shire Film Festival in late July. This festival, highlighted local film makers, attracted visitors to the city and also took cinema out to rural locations that cannot easily access cinema. The film office also takes a proactive approach to marketing the area by contacting Advertising and marketing agencies to make them aware of our diverse landscape and facilities e.g. suitability for car launch videos. To gain optimum return for our investment and avoid duplication we will ensure a close working relationship between the Film Office and the Regional Identity Team is maintained.

Film makers can also access information on Aberdeen city & shire locations via the bespoke website www.filminginScotland.com, which offers information and a large catalogue of photographic materials. The attraction of film crews to the area has a positive impact on a wide range of local support services e.g. food, accommodation, car hire, freelance work, location permits etc.

Attached at Appendix One is a summary of the external enquiries for the first quarter of 2009. This summary highlights that there were 19 requests in June which resulted in 13 shoots taking place (5 of which were shot in the city) and the organisation of 2 recce trips. In May there were 17 requests for information, resulting in 11 (1 shot in the city) filming sessions and 1 recce trip. And April

attracted 25 enquiries, resulting in 7 filming sessions (none in the city) and 1 recce trip.

Appendix 2 gives an overview of the first quarter activities in relation to activity and projected economic income. The figures are calculated using a Scottish Screen agreed formula for calculating local spend. From the estimated economic impact of £ 81,650 for the City and Shire area it can also be calculated that Aberdeen City located activities only generated £ 34,000. It would therefore be the recommendation that Aberdeen City Council be requested to contribute a lesser proportion of the annual £ 40,000 costs to maintain this service until an equitable economic impact can be demonstrated.

7. AUTHORISED SIGNATURE

Belinda Miller, Head of Service, Economic & Environmental Sustainability,
bemiller@aberdeencity.gov.uk, 01224 814580

8. REPORT AUTHOR DETAILS

Heather Farquhar
Skills & Business Training Manager,
hfarquhar@aberdeencity.gov.uk
01224 814598

9. BACKGROUND PAPERS

Appendix One – Enquiry/work notes

Appendix Two - Aberdeen City & Shire Film Office Quarterly Update

DATE	Enquiry/Work/Notes	Date of Contact	Date of Completion	Notes to Back to Back	Officer	City Locations	Shire Locations
06-Apr	Menswear catalogue reply was sent on the 2nd of April. Reply was received on the 3rd of April. Enquiry about Marischal College and filming on the interior. SF replied on 6th. Awaiting response.	3rd of April	Ongoing expected WE 10th of April	If anything comes from them just reply to it in my absence.	SF	Marischal College photos sent	None
06-Apr	Collating replies for direct series markets	NA	Looking to complete collation and have draft material by Wednesday 8th April	None	SF	NA	NA
06-Apr	Contacting area managers regarding spaces for	NA	Wednesday 8th April	Have sent you an e-mail - awaiting location list and spec	SF	NA	NA
07-Apr	Contacting Marischal College re costs and per	06 April 1349	Ongoing	May need to go down and take pics this afternoon of interior	SF	Marischal College photos sent	NA
07-Apr	Photos Int of Marischal College	NA	07-Apr	Marischal College not an option - demolition in progress	SF	Marischal College photos sent	NA
08-Apr	Lucy McDowell Blakeway Productions enquiry about permissions in Deeside. Shooting a BBC4 programme about the History of Scotland. Coming for a 4 day shoot in May. Coming for a recce next week will contact on Monday 13 regarding recce.	07 April 1612	Ongoing	None - SF to follow up	SF	NA	Invercauld Castle, various roads in Deeside, Balmoral Estate
08-Apr	David Taylor - Location Scout looking for hospitals and fishing villages.	07 April 1511	Images sent 08 April 1115	Crovie, Collieston, Glen o Dee, Maud Hospital.	SF	Sent Woodend and Foresterhill, although this is too modern.	Also sent Crovie, Gardenstown, Pennan.
08-Apr	Nick Oliver - Locations Manager - sent an enquiry for a disused factory with some machinery in it via Scottish Screen	07 April 1154	Images sent 08 April 1145	Sent images of Inverurie Paper Mill, very interested, is going to show to producers in Leeds tomorrow and depending on outcome may come for recce WB 13 04 2009	SF	Broadford Flux	Inverurie Paper Mill
09-Apr	Susie Gordon - Blakeway Productions	08 April 1659	Images sent 09 April 0915	Baronial Castle with wooden walls/staircases, typically Scottish. Turreted building. Stag heads in room. Sent Mar Lodge and Castle Fraser. Awaiting reply.	SF	NA	Mar Lodge and Castle Fraser
09-Apr	Alex Caprillo - Tribero Pictures - New York	08-Apr	Forwarded to Scottish Screen for a national reply	Looking for an 18th century Virginia style brothel. Sent to Scottish Screen to be distributed Scotland wide. Came in via the website	SF	Pictures off around the Carmelite off Market St - tall buildings and dark streets	NA
15-Apr	David Taylor - Location Scout looking for hospitals and fishing villages.	07 April 1511	Images sent 08 April 1115	Sent follow up e-mail today	SF	Ongoing	Ongoing
15-Apr	Menswear catalogue location follow up	06 April 1349	Ongoing	Awaiting reply	SF	Ongoing	Ongoing
15-Apr	Nick Oliver - Locations Manager - sent an enquiry for a disused factory with some machinery in it via Scottish Screen	07 April 1154	Images sent 08 April 1145	Follow up e-mail sent today awaiting reply	SF	Ongoing	Ongoing
15-Apr	Susie Gordon - Blakeway Productions	08 April 1659	Images sent 09 April 0915	Follow up e-mail sent today awaiting reply	SF	Ongoing	Ongoing
15-Apr	Lucy McDowell Blakeway Productions	07 April 1612	Ongoing	Follow up e-mail sent today awaiting reply	SF	Ongoing	Ongoing
16-Apr	Nick Oliver - Locations Manager - sent an enquiry for a disused factory with some machinery in it via Scottish Screen	07 April 1154	Images sent 08 April 1145	Producers didn't like Inverurie Paper Mill. Enquiry closed. Definitely coming to Scotland, have sent them more location images	SF	Ongoing	Ongoing
16-Apr	Menswear catalogue location follow up	06 April 1349	Ongoing	RECE IN DEESIDE	SF	Ongoing	Ongoing
16-Apr	Blakeway Productions Recce Friday 17 April 2011	Sam	Sam	Contacted Dinnet Estates and arranged permission to film for Blakeway Productions	SF	NA	Loch Kinnaird and Loch Davan
16-Apr	Arranging permission to film at Loch Kinnaird and Loch Davan	16 April 0935	16 April 1157		SF	NA	

20-Apr	Arranging permission to film on the A93 - 3 locs	20 April 1919	22 April 1200	Arranged permissions through the Local Roads Manager, Mark Skilling mark.skilling@aberdeenshire.gov.uk or 01569 768534. Police and Head of Roads have been informed.	SF	NA	A93 3 locations
21-Apr	Jack the Giant Killer Enquiry - looking for 4 locations 1. A bleak fairytales hilltop landscape for the giant. 2. A contrasting lush green valley floor landscape for the "humans", preferably with a sheer cliff as in the attached. 3. A fairytales mine entrance (not to look industrial) 4. An old-growth forest.	21 April 1431	21 April 1530	Sent pictures of Burn O Vat, Deeside, Birse Woods, Tap O the Noth.	SF	Hazlehead Woods	Burn O Vat, Deeside, Birse Woods and Tap O Noth
27-Apr	RBS Commercial Enquiry - beautiful images of Scotland Coast/City	27 April 1650	28 April 1030	Sent various pictures of Scotland including the pictures used for Expo 2008	SF	Belmont Street, Union Street, the Green, Duthie Park, Hazlehead, Riverside Drive, Gramplan Hill View, Torry Battery out to Harbour	Stonehaven Lido, Bennachie, Inverurie, the Don, Loch Davan, Pennan,
28-Apr	Sturburst Commercial UPDATE - they have gone to Loch Fyne - Dundervie Castle	28 April 1028	NA	Many commercial companies where involved in the pitch	SF	NA	NA
29-Apr	Blakeway Productions - more locations, a cameraman and a letter of permission for council locations	29 April 1235	Ongoing	Contacted Local Roads Manager, sent pictures of different views, sent a letter of permission approval and Neil contacted Crew.	SF	NA	NA
29-Apr	Glennivet House Morayshire	29 April 1228	Ongoing	Either Highlands or Aberdeen will go out to this property and take pictures for the database	SF	NA	NA

DATE	Enquiry/Work/Notes	Date of Contact	Date of Completion	Notes to Back to Back	Officer	City Locations	Shire Locations
04-May	Scottish Screen contact about Glenlivet House - Owner would like to go on the locations database.	04 May 2009 1000	04-May-09	Its not in Aberdeenshire - its in Moray	SF	NA	NA
06-May	Cactus Television - Hairy Bikers	06 May 2009 1210	Ongoing	Looking for locations in the first instance. Have advised Stonehaven and Inverurie - Ongoing enquiry	SF	The Green and Castlegate	Stonehaven and Inverurie
06-May	La Belle Allee looking for a Salmon Fishing spot close to a picturesque village for a pitch.	06 May 2009 1249	07 May 2009 1651	NS sent reply	NS	NA	River Don
07-May	Cactus Television - Hairy Bikers	07 May 2009 1600	Ongoing	Looking for local producers	SF	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
08-May	Cactus Television - Hairy Bikers	08 May 2009 0955	Ongoing	Location spec and crew details - looking for suggested locations. Sent Inverurie and Stonehaven details but seem keen on Stonehaven.	SF	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
12-May	Cactus Television - Hairy Bikers	12 May 2009 1814	Ongoing	Looking for locations in Aberdeen. Sent through The Green, Belmont St but they prefer Castle Gate	SF	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
13-May	Cactus Television - Hairy Bikers	13 May 2009 1816	Ongoing	Decided on Castlegate	SF	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
14-May	Cactus Television - Hairy Bikers	14 May 2009 1816	Ongoing	Filming day confirmed for 21st May and filming all week in Aberdeenshire	SF	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
15-May	Cactus Television - Hairy Bikers	15 May 1125	Ongoing	PLI Cert received and obtaining permissions from police and City for filming on the Castlegate	SF	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
15-May	Cactus Television - Hairy Bikers	15 May 1631	Ongoing	Looking for pubs to eat and places to get changed	NS	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
15-May	Calum Youngson - Independent	15 May 1805	16 May 1000	Location permission for Broadford Flux - permission denied.	NS	Broadford Flux	NA

17-May	The Kings Speech Feature - Contact through Scottish Screen	17 May 1109	17 May 1109	Looking for locations to double as Balmoral. Sent Cluny, Fyvie, Leith, Drumtochty, Forglen, Crathes and Castle Fraser.	SF	NA	Cluny, Fyvie, Leith, Drumtochty, Castle Fraser, Crathes and Forglen
18-May	Sean Barclay - Morrisons Commercial -	18 May 2009 1720	Ongoing	Looking for contact details in private harbours for commercial and also a contact for Marc Ellington	SF	NA	Filmed in Crovie
19-May	Lucy at Green Room Films	19 May 2009 1111	19 May 1215	Looking for a 19th Cent Cottage which is "Wuthering Heights" style	SF	NA	Sent cottage in Aberdeenshire which is a visitors attraction
20-May	Cactus Television - Hairy Bikers	20 May 2009 1509	Ongoing	E-mail to say that there has been a bereavement in their team and they have to push the date back to the 18th of June	SF	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
21-May	Sean Barclay - Morrisons Commercial -	21 May 2009 2351	Ongoing	Contacts for Crovie Preservation society and details of forthcoming plans	SF	NA	Filmed in Crovie
29-May	Belle Doyle - Scottish Screen	29 May 2009 1653	Ongoing	Asking what assistance Scottish Screen can be to try and resolve the feudal superiority issue.	SF	NA	NA

	12	Enquiry/Work/Notes	Date of Contact	Date of Completion	Notes to Back to Back	Officer	City Locations	Shire Locations
Enquiry Complete	01-Jun	Aberdeenshire Council Corp Comms for the BBC	1st June 2009 1108	01-Jun-09	Looking for participants for the 7 stages of pregnancy programme	SF	NA	NA
In Progress	04-Jun	- Jonathon Meades Off Kilter	04 June 2009 1632	Ongoing until filming dates 23rd June to 03 July	Lots of information required. See e-mail logged in trim. Heliports, streets, parks, beaches. All based in the CITY.	SF	Details logged in TRIM. Filmed in around 50 locations in Aberdeen City from graveyards to the heliport and street locations	NA
Messages	06-Jun	- Morrisons Commercial -	06 June 2009 1258	Ongoing	Expressed his deep concern over the Crovie situation and said that he would now avoid working in Aberdeenshire because of this.	SF	NA	Filmed in Crovie
RECCE	06-Jun	Recce booked - "Small Things"	06 June 2009 1231	Ongoing	Recce booked for 29 July. Crovie, Pennan, Gardenstown.	SF	NA	Crovie, Pennan and Gardenstown
Filmed Projects	06-Jun	Recce booked - Screen Machine	08 June 2009 1203	08 June 2009 1500	Coming up to see locations for screen machine over the next 2 weeks	SF	NA	Inverurie, Peterhead, Turriff, Laurencekirk, Ballater, Huntly
	10-Jun	Enquiry sent to Neil Shirran regarding the ownership of Slains Castle for a Documentary	010 June 2009 1628	Ongoing	Sam sent the details the next day. Slains Partnership, Douglas Forrest, Acanthus Architects in Huntly	NS	NA	Slains Castle
	10-Jun	Cactus Television - Hairy Bikers	10 June 2009 1054	Ongoing	Looking to reaffirm permissions for the new filming date	SF	Filmed at the Castlegate	Filmed at Stonehaven and Inverurie
	10-Jun	Jonathon Meades Off Kilter	10 June 2009 1004	Ongoing	Looking for buildings that are lit up at night in Aberdeen	SF	Details logged in TRIM. Filmed in around 50 locations in Aberdeen City from graveyards to the heliport and street locations	NA
	10-Jun	- Blakeway Productions	10 June 2009 1219	11 June 2009 0900	Looking to get permission for an extra 2 days of filming for History of Scotland	SF	NA	Aberdeenshire roads around Ballater
	10-Jun	Enquiry sent to Neil Shirran regarding the ownership of Tarlair Swimming Pool for a Documentary	12 June 2009 1811	13 June 2009 1200	Went round the council to try and ascertain who is the owner of the swimming pool	NS	NA	Tarlair Swimming Pool
	12-Jun	RBS Charity Film - Filmed in Stonehaven	12 June 2009 0946	12 June 2009 0946	Jenny form Highlands and Islands got in touch to say RBS filmed a charity film in Stonehaven. Sent spend form.	SF	NA	Stonehaven
	12-Jun	The Kings Speech Feature via Scottish Screen	12 June 2009 0958	12 June 2009 0958	Looking for a Wembley style stadium circa 1920's. Nothing suitable.	SF	NA	NA
	12-Jun	- Jonathon Meades Off Kilter	12 June 2009 1452	13 June 2009 0900	Looking for permission to use a cherry picker for filming. Referred to Aberdeen City Council Streets team.	SF	Details logged in TRIM. Filmed in around 50 locations in Aberdeen City from graveyards to the heliport and street locations	NA
	15-Jun	Vogue Photo Shoot Enquiry - Scottish Screen	15 June 2009 1639	19 June 2009 0900	Sam had been off for a week when this e-mail came in, E-mailed vogue and asked if it was too late for a suggestion. Sent Newburgh and Forvie Sands	SF	NA	Newburgh, Forvie Sands
	15-Jun	Filming at Balmoral Bridge - Caladonia TV - looking for permission	15 June 2009 1443	19 June 2009 1015	Sam to organise permission	SF	NA	Balmoral Estate

16-Jun	- Filming in Aberdeen	16 June 2009 1554	19 June 2009 1000	Looking to arrange filming on the 29th of July. Asked for public liability insurance.	SF	Aberdeen City Centre Streets	NA
18-Jun	A History of Scotland - BBC - Episode 9	18 June 2009 1643	19 June 2009 1000	Would like to film in Cruden Bay - asked for permission details. No dates on set up	SF	NA	Cruden Bay and Wades Rd
24-Jun	Range Rover Commercial	24 June 2009 1252	25 June 2009 0837	Gone to RM for suggestions. Commercial was pulled.	SF	NA	NA
25-Jun	A History of Scotland - BBC - Episode 9	25 June 2009 1152	25 June 2009 1200	Looking for permission to film on Wades Road, Aberdeenshire.	SF	NA	Cruden Bay and Wades Rd

Appendix 2 **Aberdeen City and Shire Film Office Quarterly Update**

Blakeway Productions – History of Scotland

9 Days Shooting
11 Crew
2 Day Recce

Total Spend : £18,150 and £600 recce

£18,750.00 - **Filmed in the Shire**

Cactus TV – Hairy Bikers

10 days
12 crew
No recce

£21,000.00 **Filmed in the city and Shire**

Morrisons Commercial –

5 days
8 Crew
£2000.00 location fee

£6000 spend + £2000 location fee

£8000.00 **Filmed in the Shire**

BBC –off Kilter

10 days
12 crew
No recce
City Centre shoot

£24,000 **Filmed in Aberdeen**

Caledonia TV – Balmoral

1 day
5 crew

£500 catering - **Filmed in the shire**

BBC – A History of Scotland – Episode 9

10 crew
5 days

£10000.00 **Filmed in the shire**

Total spend for the Aberdeen City and Shire Area in the first financial quarter of 2009 is £81,650.

Using these calculations the proportion of spend within the City would be £ 34,000

This figure has been calculated using Scottish Screen (the national screen agency for Scotland) formula for calculating spend. This is a daily rate which guarantees the spend in the area by calculating only hotel and catering fees. The above amount is the *basic guaranteed amount and will not be lower, but may be higher.*

Each individual production company have been requested to send back their spend forms.

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	1 September 2009
CORPORATE DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Offshore Technology Conference 2010, USA

1. PURPOSE OF REPORT

The purpose of this report is to seek approval for continuing attendance and ongoing financial commitment to secure exhibition space at the Offshore Technology Conference (OTC) in Houston, USA in May 2010. OTC is the foremost global event for the offshore industry and is attended by a high number of Aberdeen City and Shire based businesses. It is also a key priority for economic development activity and will be included as part of the International Trade Development report for 2010/11. We are required to reserve space for the show within the Scottish pavilion by the start of October 2009.

2. RECOMMENDATION(S)

It is recommended that the Committee approves:

1. Approves attendance at the Offshore Technology Conference 2010 and the associated World Energy Cities Partnership meetings by 3 officers and 2 elected members (the Lord Provost & the Leader of the Council);
2. Approves in principle a budget of £30,000 from Economic Promotion to cover the costs of exhibition space plus travel and accommodation for two officers and one elected member, subject to the budget process;
3. Approves in principle a budget of £5,000 from International Trade to cover the costs of travel and accommodation for one officer and the Lord Provost to attend the WECP meetings and events, subject to the budget process.

3. FINANCIAL IMPLICATIONS

Whilst the service budgets for 2010/11 will not be agreed until February 2010, it is necessary to act now in order to reserve exhibition space for 2010. If this report is approved a commitment will be made to cover these costs within the 2010/11 budget and it will be included as part of the 2010/11 trade development report.

As in previous years a sum of £30,000 is requested from the 2010/11 Economic Promotion budget. Although costs are steadily increasing for travel, accommodation, stand design, construction and shipping of materials it is

anticipated that income generated will be sufficient to offset the rising costs and maintain the budget at this level. This budget has not seen an increase in the last 5 years. This budget covers the cost of the stand space, stand design, shipping of materials and travel and accommodation for two officers and one elected member.

In addition a separate figure of £5,000 is requested from the 2010/11 International Trade budget to cover the cost of travel and accommodation for one officer and the Lord Provost to attend the WECP meetings and events.

The combined budget for International Trade and Economic Promotions for 2009/10 is £268,000.

The financial risk is that the costs for stand space are not recuperated. However this is deemed to be unlikely as in 2009 four companies and organisations were recruited. This was despite the fact that companies were looking to avoid non-essential spend this year and many chose not to go to OTC due to Offshore Europe taking place this year.

4. SERVICE & COMMUNITY IMPACT

The Council's Policy Statement - Vibrant Dynamic and Forward Looking - states that 'The future prosperity of our city depends on ensuring that Aberdeen becomes an even more attractive place in which to do business and so ensure that high quality employment opportunities exist for citizens.' The Single Outcome Agreement includes a commitment to assist the business community to access global markets. Internationalisation of the oil and gas industry is also central to the Aberdeen City and Shire Economic Future (ACSEF) objective of anchoring the oil and gas industry.

5. OTHER IMPLICATIONS

Substantial officer time is required to ensure a successful presence for Aberdeen City and Shire at OTC. This includes, but is not limited to, the preparation and delivery of the marketing message, recruitment of companies, organisation of the stand, programme and briefing for the Lord Provost and Council Leader during OTC and WECP meetings, the support network for companies as well as co-ordination of events and meetings.

A travel risk assessment will be carried out for all officers and members attending and risks are considered to be low, and a comprehensive insurance system is in place.

6. REPORT

The 2010 Offshore Technology Conference will take place in Houston 3rd – 6th May 2010. Attendance at OTC 2009 reached 67,721 from over 120 countries. Attendance was lower than in 2008 but still strong despite a global economic recession and concerns about swine flu. Nevertheless this is the world's foremost event for the Oil and Gas industry, and has a strong focus on offshore oil and gas in the technical sessions and exhibiting companies.

It is important for Aberdeen City to be represented at OTC for a number of reasons:

- to support companies in the international marketplace
- to promote inward investment and identify opportunities,
- to promote Aberdeen's industry strengths,
- to gather key intelligence on market forces, and business trends,
- for officers and accompanying companies to attend key events
- to attend the annual WECP meetings

In particular, the interaction with other governmental officers who are gathered at OTC for WECP leads to a number of inter-city initiatives being identified and MoU (Memorandum of Understanding) links to be furthered; Aberdeen City must take part in these discussions to continue to grow its profile and take part in initiatives which will strengthen its offering to the community it serves in Aberdeen.

Taking a well positioned stand space within the Scottish Pavilion and thereafter offering inclusion on it to companies and organisations benefits Aberdeen and its reputation. Participation on the stand is open to small to medium enterprises in Aberdeen's energy industry and the academic institutions. Scottish Development International (SDI) also supports the separate presence of "Aberdeen" within the stand as it strengthens the overall reputation of Scotland in this sector.

The subletting of stand space to companies is a key part of internationalising the oil and gas industry. Many small companies may not have the financial or staffing resources to exhibit independently; and it would be difficult to access a prominent location in this exhibition as offered by the SDI pavilion. SDI offer spaces in priority order to their account managed companies; therefore Aberdeen City Council can offer support for companies who may not normally be able to obtain any profile at OTC. The offering through Aberdeen City Council enhances the experience of exhibiting companies for example through inclusion in the OTC catalogue and access to receptions and seminars.

The Lord Provost's main role at OTC is to attend the WECP Board of Director meetings and events, along with representing the City and to give support to the companies attending.

The Leader of the Council attends in order for the city to be represented fully at the large number of events, meetings and other activities which take place. The Leader of the Council along with the Lord Provost also has the opportunity to engage closely with the Aberdeen business community, listen to their concerns and promote the activity the Council is undertaking.

It is necessary for three officers from Enterprise, Planning and Infrastructure (EPI) to attend in order to co-ordinate, organise and attend meetings, represent the City at the exhibition stand each day, market the economic development interests of the City, attend functions, strengthen relationships with government and other organisations, investigate and identify business development opportunities in the US market and others, and support the Aberdeen City and

Shire companies represented and to advise on how to optimise their presence at the exhibition.

Attendance at OTC will be included in the 2010/11 International Trade Development programme which will come before committee in due course. Approval for all overseas trade activity will be sought from the Scottish Ministers.

A report on OTC 2009 activities is included in this Committee's Bulletin papers.

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9. BACKGROUND PAPERS

Offshore Technology Conference 2009 Paper for Economic Development Sub-Committee 6th October 2008.

COMMITTEE Enterprise, Planning & Infrastructure

DATE 1 September 2009

CORPORATE DIRECTOR: Gordon McIntosh

TITLE OF REPORT: Interreg IVB Build with CaRe Update

1. PURPOSE OF REPORT

The purpose of this report is to provide Elected Members with a progress update on the Build with CaRe project and seeks representation at two conferences.

2. RECOMMENDATION(S)

It is recommended that the Committee:

1. Notes the progress to date of the Build with CaRe project;
2. Approves the attendance of an Elected Member at the Build with CaRe (Carbon Reduction) Annual Conference in Bremen and Oldenburg, Germany on 12th November 2009;
3. Approves the travel and attendance of an Elected Member at the Sustainable Scotland Network's Annual Conference on Sustainable Economic Growth in Edinburgh on 29 October 2009.

3. FINANCIAL IMPLICATIONS

The Build with CaRe Project is a three year European project that is funded through a combination of the Interreg IV B programme and match funding from the Council. The likely cost for each attendee is £650. This covers travel, accommodation and subsistence. Any travel and accommodation costs for an Elected Member will be met from their own travel budget.

The cost of attending the Sustainable Scotland Network's (SSN) Annual Conference will be met from the Sustainable Development Budget within Enterprise, Planning and Infrastructure. The likely cost for each attendee is £150. This covers travel and conference fee.

4. SERVICE & COMMUNITY IMPACT

The Build with CaRe project supports the Council's target of being carbon neutral overall by 2020 and a commitment that all new council developments will be carbon neutral. It also facilitates Aberdeen's City Vision, to be "a city which is vibrant, dynamic, forward looking – an even better place to live and work, where people can expect high-quality services that meet their needs".

This project support the City's Community Plan and the priority Outcomes within the City's Single Outcome agreement. In particular Outcome 12 "we value and enjoy our built and natural environment and enhance it for future generations"

and Outcome 14. “we reduce the local and global environmental impact of our consumption and production”.

5. OTHER IMPLICATIONS

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

The Council will benefit from the Build with CaRe project through enhanced productivity via improved resource efficiency, new business opportunities in the developing market for sustainable technologies and delivering better and more efficient Council services. By attending this event, it will give us the opportunity to look at the areas we can positively influence within European policy and the possibilities of best practice. The Build with CaRe activities are implemented in line with the aim of achieving a quality and sustainable environment.

6. REPORT

6.1 Build with CaRe Project Background

Aberdeen City Council is a partner in a three year European Union (EU) Interreg IVB Build with CaRe (Carbon Reduction) project, which aims to mainstream energy-efficient building design across Northern Europe. The Council is working with partners from 5 other European North Sea Region countries (Belgium, Germany, Sweden, Netherlands, UK).

This project aims to engage national and regional policy makers, influence EU, national, regional and local policy developments and help deliver regional energy-efficiency strategies.

There are four main Work Packages (WPs) to the project:

WP1: Marketing and Publicity addresses the lack of an effective transnational market in low energy building design;

WP2: Education and Training is designed to ensure that craftsmen, technicians, builders, system designers, architects and developers have the knowledge and skills training to produce energy efficient buildings throughout the North Sea Region;

WP3: Planning and Policy, which Aberdeen City Council are leading the work on. This focuses on ensuring planners and policy makers facilitate mainstreaming energy efficient buildings by providing appropriate policy, planning and regulatory frameworks;

WP4: Evidence Base will generate the large and robust evidence base required on energy efficient building de-sign, including life-cycle analysis relating to components, systems, methodologies, and design approaches.

6.2 Aberdeen City Council: Progress to date

The Council is leading WP3: Planning and Policy, and has responsibility for coordinating the other project partners work for WP3 to:

- Supply input to discussions surrounding EU directive on buildings;
- Facilitate drafting of regional energy efficiency strategies;
- Ensure local planning policies and building regulations encourage low energy building design.

The aim of WP3 is to mainstream energy efficiency building design through influencing the planning and policy framework.

In May 2009, the Council hosted the first WP3 Annual Meeting. Partners from across Europe attended a 2 day conference with the aim of determining the WP3 work plan. This meeting was a great success culminating in attending a dinner hosted by the Lord Provost.

More recently, Robert Gordon University have been engaged to undertake a baseline study to determine at what stage each partner country is at in terms of mainstreaming energy efficient building design. The baseline study will capture the reality of the political, economic and industrial strategies in each of the constituent countries across northern Europe.

From the baseline study's results a transnational strategy will be developed detailing how the project will influence planning and policy across Europe. The draft baseline study, and a suggested framework for the strategy, will be presented for debate and discussion at the annual conference.

6.3 Build with Care Annual Conference

The Annual Conference will take place from 11-13th November 2009, in Bremen and Oldenburg, Germany. The Build with CaRe Project Officer and the European Manager (both from the Economic and Environmental Sustainability team) will be attending. It is requested that an Elected Member attend this conference.

The agenda is spread over three days. An Elected Member/s is invited to attend day 2 and day 3 (12th-13th November) however day 3 is optional.

Day 1 is a day for the project partners to catch up on WP progress and to discuss practicalities of the project. This is an operational part of the conference.

Day 2 is the day for invited guests, politicians and colleagues to attend. The day will consist of several key note speakers discussing such topics as; European Policy on Energy Efficient Buildings, Comparing Energy Performance Requirements for New Buildings in European Countries and Promotion of European Passive Houses. This will be followed by a press conference and podium discussion asking "What are the key factors in order to mainstream energy efficient buildings in Europe?"

Day 3 consists of study visits across Bremen including visits to several passive house buildings and a tour of the town. Whilst this is an optional day for all conference participants the Tour is of particular benefit for an Elected Member to gain first hand, best practice knowledge from our European partners.

This project provides the Council with a collaborative approach to influence energy efficiency policy development locally, nationally and at a European level.

An Elected Member presence, at the Build with CaRe conference will demonstrate the Council's commitment and support for the project and its objectives. This level of participation is aimed to increase awareness and understanding, build trans-national and national relationships whilst enabling shared learning of best practice from our North Sea partners which will benefit Aberdeen City and the Build with CaRe project.

6.4 The Sustainable Scotland Network Annual Conference on Sustainable Economic Growth

The Sustainable Scotland Network (SSN) Annual Conference will take place in Edinburgh on 29 October 2009. Conference speakers include Mr Swinney MSP, Professor Tim Jackson of the Sustainable Development Commission and David Kennedy, Chief Executive of the Committee on Climate Change.

The Scottish Government is seeking to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. Scotland's Climate Change Bill commits Scotland to a low carbon economy, with a 2020 target for substantial cuts in greenhouse gas emissions.

An Elected Member's presence at the Sustainable Scotland Network Annual Conference in Edinburgh provides a first hand opportunity to explore the implications and opportunities of building Sustainable Economic Growth in an environment of competing social and environmental policy. This year's conference focuses on whether the current economic and climate crises provide a unique opportunity to invest in the changes that will create a more sustainable economy.

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9 BACKGROUND PAPERS

Policy and Strategy Committee Minutes, 29th April 2008, Approval of Build with CaRe project

http://www.aberdeencity.gov.uk/web/files/committeeminutesPolicyStrategy/cde_pol_min_080429.pdf

Sustainable Scotland Network Annual Conference 2009

<http://www.sustainable-scotland.net/conference2009/>

ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning & Infrastructure.

DATE: 1 September 2009

CORPORATE DIRECTOR: Gordon McIntosh

TITLE OF REPORT Extending Service Level Agreement with the North East Scotland Biological Records Centre (NESBReC)

1. PURPOSE OF REPORT

The purpose of this report is to seek approval to extend the Service Level Agreement (SLA) with the North East Scotland Biological Records Centre (NESBReC). The report includes the justification of the service and highlights the benefits it brings to the city as well as how it meets the Council's obligation under various legislation and international agreements.

2. RECOMMENDATION(S)

It is recommended that the Committee approves a three year, Council-wide, Service Level Agreement with NESBReC at a cost of £10,000 per annum from existing budgets.

3. FINANCIAL IMPLICATIONS

The Service Level Agreement will cost £10,000 per annum. An allocation for £10,000 has been made in the relevant budget within Enterprise, Planning and Housing and Environment for 2009/10. Allocations for 2010/11 and 2011/12 will be subject to the budget setting process and discussions with relevant services accessing the services of the agreement.

4. SERVICE & COMMUNITY IMPACT

The SLA would be done in liaison with Legal Services and other relevant Services for 2009-2012 and will be subject to an annual work programme review. The protection of the city's biodiversity and the promotion of nature conservation forms part of the Community Plan. The SLA will assist the Council to achieve Single Outcome Agreement No 12 "to value and enjoy our built and natural environment and enhance it for future generations". The SLA will help deliver the Council's vision to protect and enhance our wildlife, trees and open spaces as planned in the Administration's 'Vibrant, Dynamic & Forward Looking' policy.

5. OTHER IMPLICATIONS

This report presents no equipment, health and safety nor policy implications. The protection of species and habitats has direct links to encouraging outdoor activities, prevention of flooding and mitigating the impacts of climate change.

Access to NESBReC records will aid the Council in the development of new community green space and wildlife conservation projects, helping the City to meet

many social inclusion, sustainable development, regeneration, education and health targets as well as tackling problems associated with climate change.

The Scottish Sustainable Development Strategy published in 2005 highlights natural resource protection and environmental sustainability as key priorities.

6. REPORT

6.1 Background

NESBReC is a partnership consisting of Aberdeen City Council, Aberdeenshire Council, Scottish Natural Heritage, Royal Society for the Protection of Birds, The University of Aberdeen, Scottish Environment Protection Agency, The National Trust for Scotland, Forestry Commission, The Scottish Wildlife Trust, Scottish Agricultural College (SAC), Scottish Government Rural Payments and Inspections Directorate (SGRPID), and The Macaulay Land Use Research Institute. There are also representatives from the local recording community and from an Environmental Consultancy (Enviro Centre). This partnership is hosted at the University of Aberdeen. The Local Record Centre (LRC) is a focus for biodiversity information in North East Scotland. The LRC collates, co-ordinates, disseminates and manages biological data for a range of organisations, groups and individuals.

A report was submitted to the Environment and Infrastructure Committee on 9th November 2004 identifying the need to expand Aberdeen's existing Service Level Agreement (SLA) with the North East Scotland Local Biological Records Centre (NESBReC). On 14 February 2006 approval was given by the Policy & Strategy Committee to sign a Council wide service level agreement with NESBReC, in liaison with legal and Democratic Services and other relevant services.

The Council's current SLA expired on 30 April 2009 and it is requested that the Committee approve its renewal. The risk of failing to renew the agreement could potentially lead to unnecessary additional costs to the Council.

The recently expired Service Level Agreement (SLA) between NESBReC and Aberdeen City Council is based on an annual payment of £10,000. This enables Council Officers to request a range of biological and ecological information drawn from the NESBReC database, including screening planning applications for priority species and habitats, as well as nationally and locally designated sites, full habitat maps and records of invasive species. This is essential information for many Planning Development Applications as well as being a useful source of information for the public.

NESBReC continually updates its database with species records which come from a range of sources e.g. conservation organisations, local wildlife groups, individuals living in Aberdeen, and the Council's Countryside Rangers.

The current SLA allows 67 days of NESBReC time per year at an annual charge of £10,000. This equates to £150 per day of work, which is a preferential rate. NESBReC charges non-partners and environmental consultancies a rate of £60 per hour. This would equate to £420 for a full day. If the Council was to opt to pay £420 for 67 days this would cost £28,140 per annum.

6.2 Service Level Agreement Benefits

The long standing partnership with NESBReC provides Aberdeen City Council with a lot of tangible and intangible benefits. Since 2004, NESBReC has provided biodiversity and natural heritage information which has been used by officers across the council for developing the local plan, nature conservation and environment strategies, assessing planning applications, preparing management plans for district wildlife sites, conducting strategic environmental assessments and developing policies.

NESBReC holds a large amount of local biological data – currently around 480,000 species records as well as numerous habitat datasets in the form of digitised maps for North East of Scotland. This data is frequently used by a variety of individuals, organisations, private business and local authorities.

6.3 Risks of dis-continuing this Service Level Agreement

If the Council decided to discontinue this SLA the biological information will still be required to inform and monitor the following pieces of work:-

- Aberdeen's current Local Plan,
- Aberdeen City and Aberdeenshire's Structure Plan,
- Aberdeen City Community Plan and Single Outcome Agreement ,
- The Council's current aims and objectives under the current and draft Nature Conservation Strategy,
- Proposed Open Space Strategy & Audit,
- Commitments under the North East of Scotland's Local Biodiversity Action Plan,
- The Draft Local Development Plan which is currently being developed, and
- Strategic Environmental Assessments & Appropriate Assessments

The information that NESBReC holds will still be required and casual use of this service has the potential to create greater costs than the annual fixed cost of £10,000 per annum.

7. AUTHORISED SIGNATURE

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9. BACKGROUND PAPERS

Environment & Infrastructure Committee 9 November 2004; Policy and Strategy Committee Paper 14 February 2006, <http://www.nesbrec.org.uk/home.asp>; Scottish Sustainable Development Strategy (2005).

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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning & Infrastructure

DATE 1 September 2009

CORPORATE DIRECTOR Gordon McIntosh, Enterprise, Planning & Infrastructure

TITLE OF REPORT World Energy Cities Partnership Climate Change Accord

1. PURPOSE OF REPORT

The purpose of this report is to seek approval for the Lord Provost to sign a Climate Change Accord at the World Energy Cities Partnership Annual General Meeting in Calgary in October.

2. RECOMMENDATION(S)

The Committee authorises the Lord Provost to complete negotiations and sign the final Climate Change Accord at the World Energy Cities Partnership Annual General Meeting in October 2009.

3. FINANCIAL IMPLICATIONS

The cost of applying the Climate Change Accord will be met from within existing budgets.

There are significant savings and efficiencies to be made from effective carbon management. This Accord supports the Council's improvement plan and budget process.

Economic Sub Committee 23 February 2009 approved attendance at the World Energy Cities Partnership by the Lord Provost with relevant officers. Costs will be met from within the relevant budgets.

4. SERVICE & COMMUNITY IMPACT

European, UK, Scottish and Council policy recognises the need to address Climate Change. This supports the environmental and economic priorities within the City's Community Plan, the Council's Administration Policy, 'Vibrant, Dynamic and Forward Looking' and the Single Outcome Agreement, in particular the area of reducing carbon emissions.

5. OTHER IMPLICATIONS

The Council has been a leader in the area of addressing climate change mitigation, and there is always room for improvement. The Council has made significant carbon savings to date and have achieved its targets.

The need to address climate change and reduce carbon emissions is now a legal requirement under the Scottish Climate Change Bill (2009) and under other UK and European measures including the Carbon Reduction Commitment and the Energy Performance of Buildings Directive (which includes Energy Performance Certificates). The majority of savings will need to be made from our own facilities, fleet and procurement. This is currently subject to a specific project – The Carbon Management and Monitoring Programme, which the Council is undertaking as part of The Carbon Trust national programme. Participation in this Programme was approved by Policy and Strategy Committee on 9 June 2009 (Item 7.1)

6. REPORT

- a. Aberdeen City Council is a member of the World Energy Cities Partnership. The World Energy Cities Partnership (WECP) is a network of cities that host a major energy industry. It aims to find common areas where the members can work together to be better hosts to the industry and for the industry to be more engaged with the host city. It also aims to share experience and best practice between the member cities. Each year, the WECP holds its annual general meeting (AGM) in a member city. In 2008, Aberdeen hosted the AGM. Fellow WECP members include Aberdeen's MOU partners from Halifax, Canada and Villahermosa, Mexico, and Aberdeen's twin city of Stavanger, Norway.
- b. At the WECP meeting in Houston in May 2009, the City of Calgary, Canada, who will host this years Annual General Meeting (7-10 October 2009), proposed that each of the Members of the WECP sign a Climate Change Accord. Officers from Calgary, Aberdeen, Stavanger and Houston were formed as a sub group to develop a draft of the Accord. Early drafts have been shared and discussed with all the 15 WECP Cities for their comments.
- c. The proposal has been put forward as the AGM takes place approximately two months before the UN Copenhagen World Summit on Climate Change (COP 15). The Copenhagen Summit will consider further action to ensure the full, effective and sustained implementation of the 1994 Framework Convention on Climate Change and the 1997 Kyoto Protocol, up to and beyond 2012. Discussions will focus on avoiding dangerous climate change while promoting sustainable development and economic growth through commitments to action on both emissions reduction and adaptation to the unavoidable effects of climate change.
- d. WECP cities are uniquely positioned to support and lead on the phased reduction in global greenhouse gas emissions due to the technical expertise of energy related firms and institutions operating within their jurisdictions. WECP member cities are strategically positioned to assist our societies by engaging with business, government, the research community and non governmental organisations in the energy and other sectors. This is by developing and pursuing achievable policies, programs and practices that will

achieve emission reductions while ensuring energy security to meet the needs of our societies and our economies now and for the future.

- e. The Final Draft Climate Change Accord is attached as Appendix 1. The key commitment is that *'WECP cities commit that their Municipal Governments will be leaders and catalysts for change by taking their municipal government activities and approving official policies and plans to reduce these emissions by a minimum of 20% by 2020 and a minimum of 80% from the baseline by 2050 using 2005 as the baseline. The WECP will establish a mechanism to report progress.'*
- f. The targets being set by the Climate Change Accord are in the opinion of officers reasonable and achievable by Aberdeen City Council as they relate to what we the Council can control ourselves. The main reason for this conclusion is that work is already underway on setting even more ambitious targets than this under The Carbon Management and Monitoring Programme (set out in 5 above) and these targets are in line with the recently passed Scottish Climate Change Bill (2009).
- g. Aberdeen City Council is already a signatory to a number of other national and international climate change commitments (Appendix 2). The WECP Climate Change Accord will complement these.

7. AUTHORISED SIGNATURE

Belinda Miller
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8. REPORT AUTHOR DETAILS

Belinda Miller
Head of Economic & Environmental Sustainability
bemiller@aberdeencity.gov.uk
01224 814580

9. BACKGROUND PAPERS

- [Aberdeen City Council's Carbon Management and Monitoring Programme – Policy and Strategy Committee 9 June 2009 \(Item 7.1\)](#)
- [Climate Change \(Scotland\) Bill \(SP Bill 17\)](#)

**THE WORLD ENERGY CITIES PARTNERSHIP
(WECP)**

CALGARY CLIMATE CHANGE ACCORD

To be Signed: October 8th 2009

Situation Analysis:

On a global scale, people, industry and governments are undertaking Green House Gas reduction programs and developing strategies for climate change adaptation. The 1994 United Nations Framework Convention on Climate Change (UNFCCC), and its 1997 Kyoto Protocol, provides the foundation for current international cooperative action on climate change.

In December 2009, the countries of the world will meet in Copenhagen (COP15) to consider further action to ensure the full, effective and sustained implementation of the Framework Convention, now, up to and beyond 2012 discussions will focus on avoiding dangerous climate change while promoting sustainable development and economic growth through commitments to action on both emissions reduction and adaptation to the unavoidable effects of climate change.

While there is a growing consensus on the scale of emission reductions that will be required by 2050, the current negotiations remain focused on defining the range of commitments and actions that countries will undertake. In the run up to Copenhagen, extensive engagement is occurring to ensure that industry, governments, science and research institutions, and the non-governmental sector are fully consulted.

Reducing GHG emissions while sustaining economic growth will require a dramatic transformation of our energy systems to provide a growing supply of clean and affordable energy, GHG emissions are inextricably linked to the combustion of hydrocarbons which today (and well into the future) provide more than 90% of the energy essential for human survival and comfort, and to sustain global economies. To reduce global GHG emissions on any large scale, reduction strategies will focus on:

- Reduce demand through efficient design
- Minimise the environmental impact of energy production and usage
- Choose the most appropriate available generation technology for the end usage and
- Adopt increased generation and use of energy from lower carbon sources of energy

The World Energy Cities Partnership (WECP) is a network of cities that host world-class energy operations and businesses. Their natural primary market sectors are energy and environment-related technology. The WECP acts as a forum for energy cities to share experiences, contacts and provide support for each other in tackling common industry and city issues.

WECP cities are uniquely positioned to support and lead on the phased reduction in global GHG emissions due to the technical expertise of energy related firms and institutions operating within our jurisdictions. WECP member cities are strategically positioned to assist our societies by engaging with business, government, the research community and NGO's in the energy and other sectors. This is by developing and pursuing achievable policies, programs and practices that will achieve GHG reductions while ensuring energy security to meet the needs of our societies and our economies now and for the future.

The WECP recognizes that hydrocarbon-based fuel will continue to be a vital energy source. However, the WECP accepts and promotes the rapid need to reduce emission levels. Conservation, energy-efficiency and the rapid expansion of research and technology to foster local and regional production of alternative (lower footprint GHG) energies, and the development of infra-structure for their transmission will be key strategies to meet global GHG emission reduction targets. WECP cities, their people and their businesses are positioned and will be at the centre of the global transition toward a less hydrocarbon dominated economy focused on maximizing the (sustainable) production of current resources through the transition period to emerging energy technologies and leading-edge conservation practices.

The WECP recognizes the difficult challenge the world faces to agree upon global GHG reduction targets. Any agreement at the COP 15 will recognize that the process of global GHG reduction must meet the needs of both developed and emerging economies, and must be staged to allow societies and economies to adapt to technologies that will emerge if a global consensus is reached. The WECP supports the principal that local action on tackling climate change emissions and its potential impacts will be the most effective solution in the long-term. This accord will demonstrate leadership across the member cities by establishing targets and a process to deal with these concerns.

WECP CALGARY CLIMATE CHANGE ACCORD

The countries of the world will gather at the United Nations Climate Change Conference (COP15) at Copenhagen in December 2009 to consider a new agreement to reduce the total quantity of anthropogenic greenhouse gas emissions in the atmosphere.

- 1. The World Energy Cities Partnership urges world leaders gathering at Copenhagen to establish targets for GHG reduction in an ambitious global agreement that will safeguard our people, our societies and our planet from the effects of climate change. This agreement should be enacted and ratified by 2012 for it to come into force after the Kyoto Protocol expires.***
- 2. WECP cities commit that their Municipal Governments will be leaders and catalysts for change by taking their municipal government activities and approving official policies and plans to reduce these emissions by a minimum of 20% by 2020 and a minimum of 80% from the baseline by 2050 using 2005 as the baseline. The WECP will establish a mechanism to report progress.***
- 3. WECP cities further commit that within the limit of their authority and leadership, their Municipal Governments will pursue parallel GHG reduction strategies for their communities. For each WECP city, a 2005 baseline of GHG emissions from all community sources will be established, and a plan to reduce GHG emissions and promote low-carbon living will be created. The WECP will establish a mechanism to report community progress.***
- 4. The WECP cities that currently do not have GHG emission data available commit to determine a baseline year and to agree and set GHG reduction targets in line with their respective national governments***

The WECP member cities represent diverse societies. GHG reduction strategies determined by member cities will encompass unique national and regional circumstances. WECP cities will work collaboratively to develop capacity and share experiences. From this, WECP will design and promote best practices for GHG reduction for application by local governments and business.

- 5. The WECP will use the unique relationships we have with business, government, non-government organizations, and post-secondary institutions to create an annual forum that will focus on:***
 - Strategies for energy cities and other municipalities to establish staged targets for GHG reduction; to apply best practices and innovate new programs to reduce GHG emissions; and verifiable procedures to report progress; and***

- ***Opportunities for energy cities to increase resilience and economic sustainability by creating enterprise centres of research, technology and academic endeavor for energy efficiency and renewable energy.***

WECP cities will pursue partnerships with industry, government, NGO's, media and local community groups with a view to establishing innovative low-carbon urban sustainability projects in their communities. These projects will inform and engage societies about the provisions and need for the United Nations Climate Change Accord, and the urgent need to conserve energy, use energy efficiently and reduce natural resource consumption.

In recognition of the different needs of WECP cities signing the accord, and the commitment of all WECP cities to cities to work together to achieve common goals, cities signing the accord may elect one of two sub-clauses that will establish a starting point for implementing the accord.

As a WECP City that has established a benchmark year commits to pursue bold greenhouse gas reduction targets for municipal corporations and the wider community for 2020 and 2050, based on a 2005 baseline year, AND further commits to assist WECP cities who are establishing baselines with information and expertise as appropriate.

Signatures

As a WECP City that has not yet established a benchmark year for measuring greenhouse gas emission reductions, we commit to establishing a benchmark year and working with their national and/or regional governments to establish bold reduction targets for 2020 and 2050, based on 2005 baseline year where possible

Signatures

**Aberdeen City Council
Climate Change Commitments**

2009: Carbon Management Programme

Aberdeen City Council signed up to the Local Authority Carbon Management Programme (LACMP) for the second time in May 2009. The Council was a pioneer of the Carbon Trust Local Authority Carbon Management Programme (LACMP) which we took part in for the first time from May 2003 to April 2004. Following completion of the programme the council committed to a CO₂ reduction target of 10% by 2010, and a further 15% by 2015.

The main aim of undertaking this project is to identify an accurate, up to date picture of the Council's carbon emissions and from that develop a detailed Action Plan which will allow the Council to continually reduce its CO₂ emissions in forthcoming years. The main aim of the LACMP programme is to reduce emissions under the control of the local authority such as buildings, vehicle fleets, street lighting and landfill sites.

In establishing a Carbon Management programme the Council has set a new **target to reduce Aberdeen City Council's CO₂ emissions by 23% by 2015 and by 42% by 2020, using the financial year 2008/2009 as a baseline.** Thereafter, reduce the Council's CO₂ emissions year on year in line with national legislation.

2009: Covenant of Mayors

Lord Provost Peter Stephen signed the Covenant of Mayors on 30th March 2009. The Covenant of Mayors is an ambitious initiative of the European Commission that brings together the mayors of Europe's most pioneering cities in a permanent network to exchange and apply good practices across these cities and beyond to improve energy efficiency significantly in the urban environment.

Currently Member States are obliged to curb their CO₂ emissions by at least 20% by 2020. **Signatories of the Covenant of Mayors commit to go beyond this target through the implementation of Sustainable Energy Action Plan (SEAP).** Signatory cities must report and monitor implementation of their Action Plans. **They commit to submitting their SEAPs within the year following sign up. For Aberdeen City Council this will be by March 2010.** These towns and cities are then expected to provide periodic public reports outlining the progress of their action plans.

Signing the Covenant of Mayors also commits towns and cities to:

Prepare a baseline emission inventory as a basis for the Sustainable Energy Action Plan;

Submit the Sustainable Energy Action Plan within the year following formal sign up;

Adapt city structures, including allocation of sufficient human resources, in order to undertake the necessary actions;

Mobilise the civil society in geographical areas to take part in developing the Action Plan, outlining the policies and measures needed to implement and achieve the objectives of the Plan;

Submit an implementation report at least every second year after submission of the Action Plan for evaluation, monitoring and verification purposes;

Share our experience and know-how with other territorial units;

Organise Energy Days or City Covenant Days, in co-operation with the European Commission and with other stakeholders;

Attend and contribute to the annual EU Conference of Mayors for a Sustainable Energy Europe;

Spread the message of the Covenant in the appropriate fora.

2007: Scottish Climate Change Declaration

Scotland's Climate Change Declaration is a voluntary initiative demonstrating local political and corporate leadership on climate change. It acknowledges the reality and importance of climate change and all of Scotland's 32 local authorities are signatories. The Declaration includes commitments both to mitigate our impact on climate change through reducing greenhouse gas emissions and to adapt to predicted climate change impacts. The three sections that the declaration focuses on are:

To acknowledge climate change is occurring

To welcome the opportunity to take action

Making a commitment to action

Each signatory is required to report annually on how they are working to meet the declarations commitments.

2004: Aalborg Commitments

Aberdeen City Council became a signatory of European commitments in 2004. The Aalborg Commitments are a set of actions that will ensure the delivery of Sustainable Development at Local Authority level. The Commitments focus on issues of governance, natural common goods, planning and design, social equity, justice and local action for health. One of the key requirements of the Aalborg Commitments is a baseline review of existing plans, policy, strategies and actions. These documents were assessed to establish the Council's status in relation to achieving each commitment.

2001: ICLEI Cities for Climate Protection Campaign

The Cities for Climate Protection (CCP) Campaign assists cities to adopt policies and implement quantifiable measures to reduce local greenhouse gas emissions, improve air quality, and enhance urban liveability and sustainability.

ICLEI's CCP program has 1126 participants in 33 countries worldwide (33 cities in the UK). Aberdeen City Council is one such participant.

The campaign is structured around five milestones that local governments commit to undertake.

Milestone 1. Conduct a baseline emissions inventory and forecast. Based on energy consumption and waste generation, the city calculates greenhouse gas emissions for a base year (e.g. 2000) and for a forecast year (e.g. 2015). The inventory and forecast provide a benchmark against which the city can measure progress.

Milestone 2. Adopt an emissions reduction target for the forecast year. The city establishes an emission reduction target for the city.

Milestone 3. Develop a Local Action Plan. Through a multi-stakeholder process, the city develops a Local Action Plan that describes the policies and measures that the local government will take to reduce greenhouse gas emissions and achieve its emissions reduction target.

Milestone 4. Implement policies and measures. The city implements the policies and measures contained in their Local Action Plan.

Milestone 5. Monitor and verify results.

1996: Aalborg Charter for Sustainable Development

In 1996 Aberdeen City Council signed the Aalborg Charter for Sustainable Development. Since then Aberdeen City Council has undertaken a wide range of programmes towards achieving sustainable development and is seen as one of the leading local authorities in the UK in this field.

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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure Committee
DATE	1 September 2009
CORPORATE DIRECTOR	Gordon McIntosh Enterprise, Planning and Infrastructure
TITLE OF REPORT	Applications for Funding from the International Twinning Budget 2009/2010

1. PURPOSE OF REPORT

The purpose of the report is to bring before the Committee four applications for financial assistance from the 2009/2010 International Twinning Budget and to make recommendations.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- 1 Approve a contribution of £2,200 towards the cost of bringing 5 delegates from Clermont-Ferrand to the Rowett/INRA joint conference on gut microbiology in Aberdeen in June 2010.
- 2 Approve a contribution of £390 towards the cost of travel and accommodation for the South Aberdeenshire Swimmers Head Coach to enable the group to participate in a swimming competition in Stavanger in November 2009.
- 3 Approve a contribution of £450 towards the cost of sending a City-based specialist with the River Dee Trust to Stavanger to deliver an angling tourism workshop to Scandinavian anglers, angling tourism writers and river owners in October 2009.
- 4 Approve a contribution of £2,500 towards the cost of sending 7 pupils and 3 teachers from Kincorth Academy to visit their partner school, School 71 in Gomel in October 2009.

3. FINANCIAL IMPLICATIONS

Council approved the International Budget for 2009/2010 at the Council meeting of 12 February 2009. The approved budget, which is from the Common Good Fund, earmarked £72,000 in grants available for financial year 2009/2010.

4. SERVICE & COMMUNITY IMPACT

The use of the International Twinning Budget to support international activity links closely to several of the Community Plan Challenges, for example, Learning; Arts, Heritage and Sport; Aberdeen's Image; Getting Involved; Being Informed and Leading the City. In the policy statement "Vibrant, Dynamic and Forward Looking", the Council sets out how it aims to make Aberdeen an even better place to live and work. Promoting and supporting international exchanges, involving various communities of interest, contributes to this aim and to the

actions of the Single Outcome Agreement. Furthermore, the Council's Vision is to be recognized widely as a leading local authority in Northern Europe by 2010. To achieve this Vision, the Council needs to have a visible profile on the international stage and twin city partnership projects contribute significantly to this. 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 City groups and organisations to access twin city projects and possible funding are advertised through the Council's website, press releases, school circulars where appropriate and the ACVO e-bulletin.

5. OTHER IMPLICATIONS

Health and Safety: The health and safety implications of all visits are taken into account during planning, with any exceptional implications to be addressed at the time of application. Officers regularly review the travel advice provided by the Foreign and Commonwealth Office and are in close contact with counterpart officers in the twin cities to ensure information provided to participants is accurate and up-to-date. Participants are offered comprehensive pre-visit briefings by the International Strategist and 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 advised to obtain comprehensive travel insurance. The International Strategist carries out a risk assessment process for officer and Elected Member travel on twin city initiatives.

Risk Management: Aberdeen City Council will not be able to achieve its stated vision of being recognized widely as a leading local authority in Northern Europe by 2010 if it does not support activity that raises the profile of Aberdeen on the international stage. Long-established community links will not be maintained without support from the international budget and people in Aberdeen would lose a wide range of opportunities to engage effectively with the international community. In addition, incoming visitors to the city on twin city projects support the local economy through their use of the hospitality and retail sectors in particular, and it is important to maintain and build on this added value.

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 which have been under-represented in twin city activities. Applicants complete an equal opportunities monitoring form as part of the application process.

6. REPORT

Ref	Balance of Budget available 2009/2010 List of applications	£14,548
6.1	Attendance by delegates from Clermont-Ferrand at the Rowett/INRA joint conference on gut microbiology in Aberdeen in June 2010	£2,200
6.2	South Aberdeenshire Swimming participation in competition in Stavanger	£390
6.3	River Dee Trust angling tourism workshop in Stavanger	£450
6.4	Kincorth Academy visit to partner school School 71 in Gomel	£2,500
	TOTAL	£5,540
	Amount remaining in budget if awards approved	£9,008

6.1 Attendance by delegates from Clermont-Ferrand at the Rowett/INRA joint conference on gut microbiology in Aberdeen in June 2010

The Rowett Institute of Nutrition and Health and its French counterpart in Clermont-Ferrand, the Institut National de la Recherche Agronomique, run a biennial conference on gut microbiology. In 2008 the conference took place in Clermont-Ferrand; in 2010 it will take place in Aberdeen.

The 2010 Symposium will focus on “new insights into gut microbial ecosystems” and the conference provides an excellent opportunity for international research colleagues to share the latest developments in their respective areas.

The 2010 Symposium will be held at the AECC on 22-25 June 2010 and is estimated to bring £150,000 of business to the City.

The conference was originally conceived as a way to cement relations between staff at the two Institutes, but now attracts around 300 delegates from across Europe, North and South America and Australasia. The applicant advises that “staff of the Rowett Institute have benefited greatly from the twinning arrangement with INRA” and that “the meetings continue to be unquestionably the leading conferences globally dealing with gut microbiology”.

In 2008, the Clermont-Ferrand international relations office met the cost of accommodation and meals for the Aberdeen delegation. Therefore the Rowett Institute has submitted a request to the 09/10 international twinning budget to meet the same costs for the 5-strong Clermont-Ferrand delegation, at a total cost of £2,200 (hotel accommodation for 5 people for 4 nights at £110 per night).

Aberdeen City Council has supported similar requests in 1998, 2002 and 2006. The Institute has already raised around £8,000 in support of conference participation by students and speakers.

A request has been submitted separately to the Lord Provost's office for a civic reception at the Beach Ballroom for up to 300 conference delegates.

Recommendation: It is recommended that the Committee approve a contribution of £2,200 from the 2009/2010 international twinning budget towards the cost of bringing 5 delegates from Clermont-Ferrand to the Rowett/INRA joint conference on gut microbiology in Aberdeen in June 2010.

6.2 South Aberdeenshire Swimming participation in competition in Stavanger

South Aberdeenshire Swimming proposes to take up to ten young swimmers, who train up to ten times per week, to a competition in Stavanger from 12th to 16th November 2009. The organisation, run by volunteers, is keen to give the developing swimmers an opportunity to compete in an international environment and to help them develop the confidence and skills they will need to compete at the highest level internationally.

In this case, the swimmers themselves reside in Aberdeenshire and they are raising funds to meet their own costs. However, the Head Coach for South Aberdeenshire Swimming is a resident of Aberdeen City and has requested support of £390 towards the cost of travel to and accommodation in Stavanger. As the swimmers would usually subsidise the costs for the Head Coach, any grant would in turn reduce the overall cost of the visit for the swimmers.

Recommendation: It is recommended that the Committee approve a contribution of £390 towards the cost of travel and accommodation for the South Aberdeenshire Swimmers Head Coach to enable the group to participate in a swimming competition in Stavanger.

6.3 River Dee Trust angling tourism workshop in Stavanger

Representatives of the River Dee Trust will be giving a presentation on angling and tourism in Stavanger in October to Norwegian anglers and angling tourism writers and river owners. The aim is to help promote Deeside as a top global brand to angling tourists from Scandinavia.

The River Dee Trust is "a community-based charitable company, set up in 1998 and tasked with the following aims and objectives:

- Improving our knowledge of the ecology and associated fish stocks of the River Dee so that practical improvements can be made to the biodiversity and management of the River.
- Delivering educational information to schools, organisations and individuals living in the North East of Scotland.
- To work in co-operation with those that have the improvement of the River at heart."

The Trust expects around 100 participants at the Stavanger workshop, covering topics such as angling tourism on Deeside, salmon conservation, habitat improvement, bio security, removing obstacles, and radio tagging and tracking.

Norway provides Deeside with a very large number of salmon anglers between February and May as they cannot fish in their own country as the season is closed there. The visitors typically come to Deeside for a week at a time and will contribute in excess of £2 million pound annually to the local economy.

The last survey carried out in 2004 by the Scottish Executive shows salmon angling to be worth approximately £12 million per annum to Deeside. The Trust has good ties with Scandinavian anglers thanks to the excellent infrastructure and travel links from Norway, and the Trust recognises the need to grow this business base further. The Trust has advised that anglers travel to Aberdeen to visit Deeside because it is the top Spring Salmon Fishery in the world: “The visitors appreciate we are world leaders in Salmon habitat management and conservation where 98% of all Salmon caught are returned to the river.”

This is the first time the Trust has carried out such an event overseas and the Trust has already been asked to organise an event in Denmark next year by the editor in chief of the main Scandinavian fishing magazine Sportsfiskeren.

Although based in Aberdeenshire, the Trust has requested support from the 09/10 international twinning budget towards the cost of including a specialist among the delegation going to Stavanger who is an Aberdeen City resident (and also a City Council employee). The Trust has advised that the individual is “one of the finest fly tyers in Scotland and is renowned globally as the inventor of the hugely successful Park Shrimp fly”, and that he “can demonstrate to the visitors the intricacies and craftsmanship involved in creating traditional and modern fishing flies. This is of course of real interest to the visiting Scandinavian anglers.”

The support requested covers the estimated cost of travel, accommodation and meals for one person for 2 nights, totaling £450.

Recommendation: It is recommended that the Committee approve a contribution of £450 towards the cost of sending a City-based specialist with the River Dee Trust to Stavanger to deliver an angling tourism workshop to Scandinavian anglers, angling tourism writers and river owners.

6.4 Kincorth Academy visit to partner school School 71 in Gomel

Since 2004, staff and pupils from Kincorth Academy and its partner school, School 71 in Gomel, have established a strong and productive partnership, working on cross-curricular projects in English, languages, drama, art, music and guidance. The staff and pupils have shown significant commitment to and enthusiasm for the partnership they have named Lean On Me – www.leanonme.org.uk

Having welcomed a group from Gomel to Kincorth in October 2008, Kincorth Academy is now planning to take a group of 7 pupils and 3 teachers, only one of whom has visited Gomel before, to visit School 71 in Gomel in October 2009.

The partnership has established itself well and has matured and it is felt this visit is an opportune time to refresh what the schools wish to achieve through it. The visit will also emphasise broadening staff involvement at Kincorth, to ensure the partnership is embedded within the whole life and culture of the school.

In the exchanges to date, pupils and staff have promoted international friendship and cross-cultural understanding and face-to-face exchanges are an essential part of this.

Kincorth Academy continues to fundraise annually to contribute significantly to the costs of maintaining the partnership (including meeting costs for the inward delegations) and has used an enterprising range of methods such as bag-packing, ceilidhs and selling Kincorth-branded shortbread to raise funds.

The total cost of the visit, including flights, visas, accommodation, insurance, meals and internal transport, is approximately £5,000. A contribution of £2,500 is requested.

Recommendation: It is recommended that the Committee approve a contribution of £2,500 towards the cost of sending 7 pupils and 3 teachers from Kincorth Academy to visit their partner school, School 71 in Gomel in October 2009.

7. AUTHORISED SIGNATURE

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9. BACKGROUND PAPERS

None

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ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning & Infrastructure

DATE: 1 September 2009

CORPORATE DIRECTOR: Gordon McIntosh

TITLE OF REPORT: Final Draft Aberdeen City Council Nature Conservation Strategy (2010-2015)

1. PURPOSE OF REPORT

The purpose of this report is to present the Final Draft Aberdeen City Council Nature Conservation Strategy (2010-2015) and to seek approval for public consultation.

2. RECOMMENDATION(S)

That the Committee:-

- a) Approves the Final Draft Nature Conservation Strategy (2010-2015) for public consultation which will include Community Planning Partners; and
- b) Requests that the Final Nature Conservation Strategy (2010-2015) is presented back to the Committee after consultation for adoption.

3. FINANCIAL IMPLICATIONS

There is no additional revenue costs associated with the public consultation for the strategy. All costs are within existing budgets.

It should be noted that this strategy may have capital and revenue implications as a result of future projects required to implement the strategy. However, the Council's ability to implement the final strategy will be governed and influenced by resource constraints and other competing priorities.

4. SERVICE & COMMUNITY IMPACT

This strategy has direct links with the administration's Vibrant and Dynamic & Forward Looking requirement to 'adopt and implement policies which safeguard Aberdeen's green belt and green wedges'.

This strategy will also assist the Council in delivering a number of Single Outcome Agreement National Outcomes including: -

- 1 – 'We live in a Scotland that is the most attractive place for doing business in Europe';

- 10 - 'We live in well-designed, sustainable places where we are able to access the amenities and services we need'; and
12 - 'We value and enjoy our built and natural environment and enhance it for future generations'.

This strategy has been designed to have a positive impact on Aberdeen citizen's quality of life, therefore, an 'Equalities and Human Rights Impact Assessment' will be conducted.

5. OTHER IMPLICATIONS

There may be potential operational and development implications that will arise from this strategy. For example, changes may be required to some operational activities that could have a negative impact on biodiversity, or developers may be required to include more consideration for nature conservation through design.

The Nature Conservation (Scotland) Act 2004 states that 'it is the duty of every public body and office holder, in exercising any functions, to further the conservation of biodiversity so far as is consistent with the proper exercise of those functions.' The lack of an updated Nature Conservation Strategy places the Council at risk of not meeting this and other associated legal obligations.

The strategy outcomes must comply with the Health and Safety processes within the Council.

6. REPORT

6.1 Background

Aberdeen City's natural heritage is a key element to the City's character and is vital to its citizen's enjoyment and quality of life. It helps create the City's identity and makes it a pleasant and attractive place to live, work and visit. It is important to protect, preserve, enhance and promote the City's natural heritage in order to ensure a wildlife-rich environment for current and future generations.

With the assistance of Scottish Natural Heritage (SNH) and other groups, Aberdeen City Council developed and adopted a Nature Conservation Strategy in 1994 in a bid to preserve and enhance the quality of the environment, to protect plants and animals and their habitats and to provide opportunities, where possible, for greater public access to sites.

While the current Nature Conservation Strategy has been an important tool in a Land Use Planning context, changes in legislation, the development of new policies and strategies, increased development within the City as well as a shift in the dynamics of the natural environment has brought about the need to update the current strategy.

The updated Nature Conservation Strategy (See Appendix 1) will help the Council, through delivering all its functions, comply with the requirements of the

Convention of Biological Diversity (CBD) 1992 which commits the UK to help protect and restore the functioning of natural systems and to halt the loss of biodiversity in the European Union. The Council will also be more able to comply with the Nature Conservation (Scotland) Act 2004 which imposes a duty on every public body to further the conservation of our natural environment. This Strategy will also assist the Council deliver the requirements of the North East Local Biodiversity Action Plans which have been developed to meet the commitment of the CBD by taking action to conserve locally important species and habitats.

Along with Land Use Planning, this strategy has been designed to support all Council functions and will help to inform other future Council plans, policies and strategies such as the forthcoming Open Space Strategy and new Local Development Plan.

An action plan will be required to implement the strategy once it has been adopted.

At the Policy and Strategy Committee meeting 21 January 2009, a Bulletin Report was presented to update those Committee Members of the progress and key actions required for the development of the new Aberdeen City Council Nature Conservation Strategy.

6.2 Progress to Date

In 2007, an expert working group made up of relevant Council officers and representatives from external organisations (including Scottish Natural Heritage, Aberdeen Greenspace, East Grampian Coastal Partnership and Royal Society for the Protection of Birds) was established to review the Nature Conservation Strategy for Aberdeen (1994), and assist in the development of an updated Aberdeen City Council Nature Conservation Strategy. The draft updated strategy has been finalised with the endorsement of the expert working group. It is now ready to be approved by Elected Members for public consultation.

6.3 Strategic Environmental Assessment (SEA)

As part of developing the strategy, a full Strategic Environmental Assessment (SEA) has been undertaken in line with The Environmental Assessment (Scotland) Act 2005. This has been conducted in consultation with the Consultation Authorities (Scottish Natural Heritage, Scottish Environment Protection Agency, and Historic Scotland). The SEA has assisted in identifying any significant effects of the strategy, both positive and negative, on the environment. The SEA Environmental Report will be subject to full public consultation at the same time as the strategy. The results of the public consultation will be taken into account within the attached final draft strategy.

6.4 Appropriate Assessment (AA)

Due to the presence of a number of species of European importance such as the Atlantic salmon, European otter and Freshwater pearl muscle, the River Dee is

designated as a freshwater Special Area of Conservation (SAC) which is a statutory designation as per the Habitats Directive (79/409/EEC). In order to comply with this Directive, an Appropriate Assessment (AA) has been considered. A full AA was not required as the strategy objectives do not generate any significant negative effect on the River Dee SAC.

6.5 Timeframe

It is estimated that the Final Draft Aberdeen City Council Nature Conservation Strategy 2010-2015 will complete the full public consultation process in November 2009. The final strategy is planned to go to committee for adoption in January 2010.

7. AUTHORISED SIGNATURE

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9. BACKGROUND PAPERS

See Appendix 1

How to Comment

This document is published for use during a formal public consultation period which runs for **8 weeks**. All comments must arrive **no later than nn on nn 2009** at: -

Nature Conservation Strategy Consultation

Economic & Environmental Sustainability
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This document is available to view at all main Council offices, including the 'The Point', and at all public libraries across the City.

Alternatively, the consultation document can be downloaded from the Aberdeen City Council website at aberdeencity.gov.uk.

Comment forms can also be completed online at the address above.

A large print version of this document is available on request.

Nature Conservation Strategy

2010-2015 Final Draft



Our Vision

'The City of Aberdeen is recognised for taking a lead in nature conservation.'

Our Aim

To protect, preserve, enhance and promote Aberdeen City's natural heritage for the benefit of our biodiversity, citizens and visitors for current and future generations.

Our Objectives



1. Protect, conserve and enhance Aberdeen's natural heritage (page 24).

Action is required to stop the decline in biodiversity through the protection and restoration of habitats and species important to the City of Aberdeen on Council owned land.



2. Sustainably manage Aberdeen's natural heritage (page 28).

The Council needs to plan and manage the use of its own land in a way that assists in reversing the decline in biodiversity. The Council should also take up opportunities to encourage private land owners to do the same.



3. Involve communities in caring for Aberdeen's natural heritage (page 33).

To make people aware of the importance and benefits of nature conservation the Council needs to engage with everyone and get them involved at a local level.



4. Promote a greater understanding, appreciation and enjoyment of Aberdeen's natural heritage (page 38).

Being informed will enhance the experience of nature while respecting it at the same time.

All photographs supplied by: -
Environmental Sustainability and Aberdeen Countryside Ranger
Service of Aberdeen City Council; and
East Grampian Coastal Partnership

Agenda for Action

1. Maintain data on Aberdeen's natural heritage
2. Maintain integrity of designated sites including identifying 'at risk' sites and restoring their value
3. Protect and enhance biodiversity in areas which are not designated
4. Increase the availability and ecological value of wildlife corridors
5. Seek opportunities to maintain, restore or enhance biodiversity associated with physical development
6. Consider and include nature conservation in all Council projects
7. Establish ways to make Council operational activities more beneficial to biodiversity
8. Seek ways of encouraging private land owners and businesses to adopt nature conservation practices
9. Manage invasive and non-native species which cause negative impacts to biodiversity
10. Influence site specific management plans fit for purpose
11. Establish ways of encouraging the public to improve biodiversity in their own gardens
12. Seek ways of encouraging nature conservation in community gardens and allotments
13. Work with health and education facilities to promote wildlife gardens
14. Encourage communities in partnership working to deliver nature conservation projects
15. Encourage citizens and communities to document and share knowledge
16. Improve Council staff knowledge and understanding of the importance of nature conservation in delivering their function
17. Increase public awareness of the benefits of nature conservation
18. Seek opportunities to improve access to natural heritage sites
19. Increase tourism through promoting the City's natural heritage
20. Promote and encourage responsible access to the City's natural heritage

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1 SETTING THE SCENE

Introduction

Aberdeen City's natural environment consists of a variety of wildlife and different habitats, which is appreciated and enjoyed by residents and visitors alike.

The different habitats, including river systems, coastal and marine, marsh, heath, woodlands, and many others are important for the survival of all our plant and animal species such as the Red squirrel, European otter, Atlantic salmon, Red kite and dolphin. These different habitats and species create a diverse and interesting environment within and around the City.

This diverse environment provides the landscape in which we live, plus the natural resources which are important for our survival. It has been the foundation for the growth of Aberdeen's economy.

Taking advantage of the natural resources from the Rivers Dee and Don and the North Sea, Aberdeen has grown over the centuries from a small fishing settlement to a large City prospering from oil and gas.

However, human activities are having a negative impact on our natural environment. Habitats are being fragmented or disappearing and associated species are declining in numbers, becoming isolated or threatening to disappear from our environment altogether. This can only have a negative impact on the resources that we depend on and our quality of life.

There is, therefore, a need to protect and conserve our environment for the benefit of biodiversity and for the citizens of Aberdeen now and into the future.

“...human activities are having a negative impact on our natural environment.”



The Updated Strategy

Since the development of Aberdeen City Council's first Nature Conservation Strategy in 1994, much has changed including increased recognition of the need to protect our environment; improved nature conservation legislation; new policies and strategies at a local level; increased development within the City; and a shift in the dynamics of the natural environment.

After conducting a review of the 1994 Strategy, the decision was made that an updated Nature Conservation Strategy is required to reflect current needs. This Strategy has been developed for Aberdeen City Council to do just that.

“...an updated Nature Conservation Strategy is required to reflect current needs.”

Aberdeen City Council (the Council) has developed this Strategy in partnership with appropriate groups and interests at both a statutory and voluntary level including Scottish Natural Heritage, North East Local Biodiversity Partnership, Aberdeen Greenspace Trust Limited, East Grampian Coastal Partnership and the Royal Society for the Protection of Birds.

An ‘**agenda for action**’ will be designed to assist in meeting the overall vision, aim and objectives. Once the Strategy has been adopted, the development of an action plan or plans will be required to implement the objectives and agenda for action.

This will be a five year strategy covering the period 2010-2015 and will be monitored on a yearly basis.

This Strategy will replace the current *Nature Conservation Strategy for Aberdeen (1994)*.

This Strategy has been developed in line with the requirements of the Environmental Assessment (Scotland) Act 2005.

What is Nature Conservation?

Nature is all around us and provides us with life of all kinds. This variety of life is known as biodiversity which is the diversity within plant and animal species in our natural environment.

Biodiversity can be found anywhere on land and at sea, including our very own gardens.

Biodiversity and the way it interacts with the natural environment create many different ecosystems¹ and landscapes and forms part of our heritage; our natural heritage.

Our natural heritage also includes geodiversity which is the diversity of minerals, rocks, soils, fossils and landforms. It is also the geological processes that make up the landform and the underlying structure of the Earth.

Our natural heritage refers to both biodiversity and geodiversity interests and the combination of these.

Nature conservation is, therefore, the conservation of our natural heritage.

“Biodiversity is simply the variety of life. It represents a new appreciation of nature, with the emphasis on the incredible diversity of varieties, species, habitats and ecosystems that exist all around us, and on their value to humans.”

Scotland’s Biodiversity: It’s in Your Hands, 2004.



Red squirrels can be seen in gardens or in local woodlands in Aberdeen

¹ Systems formed by the interaction of communities of organisms with their environment.

Why Have a Nature Conservation Strategy?

Conserve our Natural Heritage

The need for the Strategy is to firstly conserve our natural heritage for the benefit of improving biodiversity. This Strategy considers individual species, habitats, and whole areas which include interesting geodiversity and landscapes, plus catchment areas such as those associated with river systems. It considers all areas of differing ecological value, species and habitats regardless of the level of protection afforded.

Maintain Quality of Life

We also need the Strategy to help conserve our natural heritage for the benefit of our own quality of life. Biological diversity is concerned with more than habitats and species, but also about the natural resources which we depend on.

“...We also need the Strategy to help conserve our natural heritage for the benefit of our own quality of life.”

The benefits we receive from the natural resources we depend on can be divided into four areas: -

1. Production benefits;
2. Ecological/Ecosystem benefits;
3. Social benefits; and
4. Cultural benefits.

Examples of these different natural resource benefits are listed in Table 1.

Maintain Quality of Life – Continued**Table 1: Natural Resource Benefits**

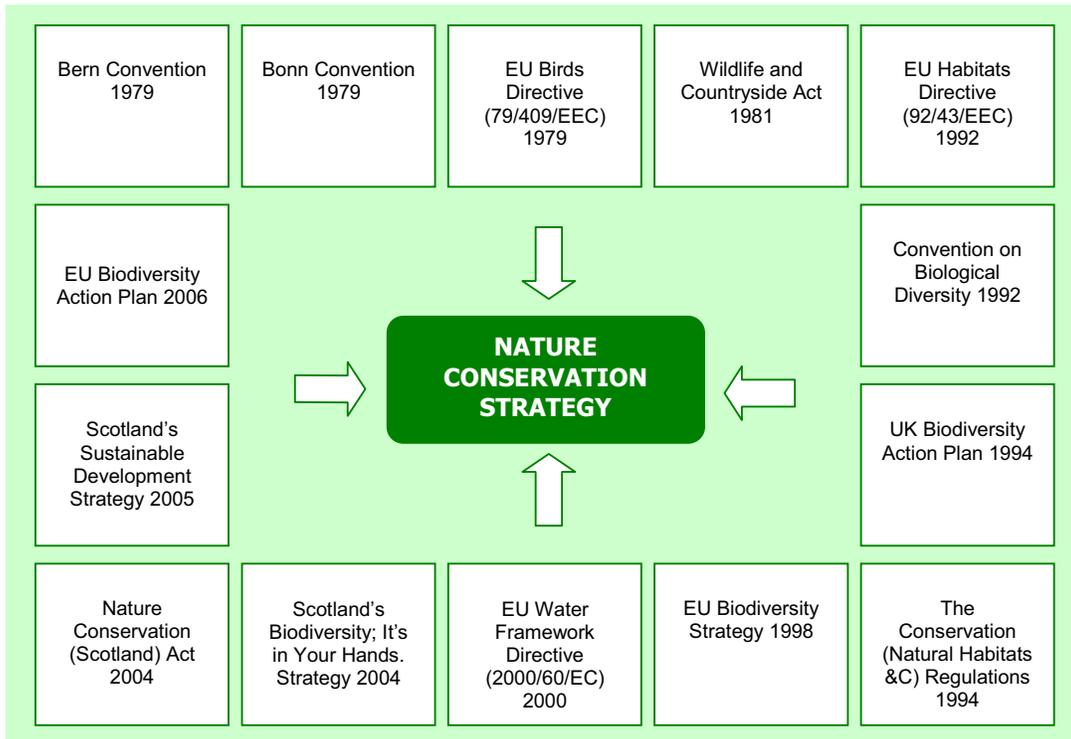
1. Production Benefits	2. Ecological/Ecosystem Benefits
<ul style="list-style-type: none"> • Food • Pharmaceuticals • Genetics • Durable material (timber, natural fibre) • Energy (hydro, biofuels) • Industrial products (oils, rubber, plastics) • Ecotourism • Biological control 	<ul style="list-style-type: none"> • Soil formation & protection • Clean air/water • Nutrient storage • Seed dispersal & pollination • Weather/climate control • Pest control • Salinity control
3. Social Benefits	4. Cultural Benefits
<ul style="list-style-type: none"> • Open space • Lifestyle enhancement • Recreation • Educational value • Scientific value • Aesthetic beauty - landscapes 	<ul style="list-style-type: none"> • Tradition • Heritage • Local character • History

Table 1 demonstrates that people depend on the environment for many things, but above all we need healthy food and water, medicines, shelter and a clean environment in which to live.

Legal Obligations

This Strategy is also the Council's response to the various legislation and obligations at European, UK and at Scottish level which have been developed to help protect and conserve our natural heritage. Table 2 notes some of the various legislation and obligations relevant to the Council.

Table 2: Legislation & Obligations



At the Rio Earth Summit in 1992, the Convention on Biological Diversity was signed by 150 government leaders including the UK Government. The aim is to achieve: -

“...a significant reduction of the current rate of biodiversity loss at the global, regional and national level as a contribution to poverty alleviation and to the benefit of all life on Earth.”

Convention on Biological Diversity, 1992.

Legal Obligations - continued

Subsequently, UK and EU Biodiversity Action Plans, legal obligations and the Scottish Biodiversity Strategy have been developed to assist EU member states meet the requirements of the Convention on Biological Diversity 1992.

The Nature Conservation (Scotland) Act 2004 also places a legal duty on local authorities to further the conservation of biodiversity, enhance natural features and protect wildlife. To comply with this duty, the Council must consider nature conservation in everything that it does.

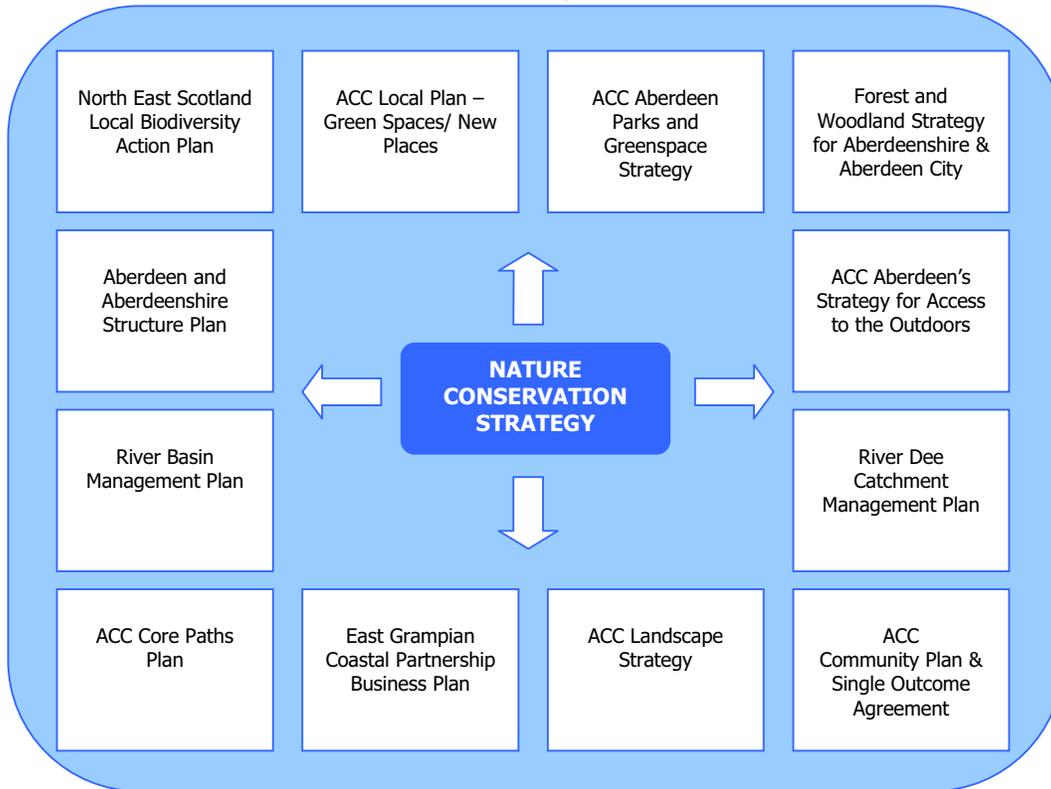
Appendix A provides a brief summary of each legislation and obligation noted in Table 2.

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Local Priorities

There are a number of policies, plans and strategies (Table 3) which contain various actions to help protect habitats and species that that are important at European, national and at local levels. This Strategy is in response to these local priorities.

Table 3: Local Policies, Plans & Strategies



Of particular importance is the North East Scotland Local Biodiversity Action Plan (NELBAP) which is a locally driven process developed to meet the requirements of the UK and EU Biodiversity Action Plans and ultimately the Convention on Biological Diversity 1992.

The Council will continue to support the NELBAP and contribute to the development and implementation of the various associated plans in a bid to halt the decline in our biodiversity.

Local Records Centre

In response to the development of the NELBAP, a local records centre called the North East Scotland Biological Records Centre (NESBReC), was setup in the year 2000. NESBReC collects, stores, manages and disseminates biological data for all types of organisations and groups including local authorities. The data they collect includes all forms of biodiversity and not just priority habitats and species. This type of initiative helps local authorities meet their nature conservation priorities and obligations.

“...This initiative helps local authorities meet their nature conservation priorities and obligations.”

The Council will continue to support NESBReC so that the information that it provides is constantly up to date and reliable. In return, NESBReC will continue to provide information that will assist Aberdeen City Council make decisions in a nature conservation and land use context, and in contributing to and implementing biodiversity action plans.

This facility is accessible to the public making it available to anyone.

KEY REFERENCES:

Convention on Biological Diversity:

<http://www.cbd.int/>

EU Biodiversity Action Plan (EUBAP):

http://ec.europa.eu/environment/nature/biodiversity/comm2006/index_en.htm

UK Biodiversity Action Plan (UKBAP):

<http://www.ukbap.org.uk/>

North East Scotland Local Biodiversity Action Plan (NELBAP):

<http://www.nesbiodiversity.org.uk/>

North East of Scotland Biological Records Centre (NESBReC):

<http://www.nesbrec.org.uk/>

Sustainable Development

To ensure that our natural heritage is preserved for current and future generations, and that we are not living beyond our means, decisions that may have an impact on our natural environment have to be done in sustainable way.

Sustainable development is the consideration of all environmental, social and economic aspects; they are all inextricably linked. Sustainable development is...

"...development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

Our Common Future, World Commission on Environment and Development, 1987.

Sustainable development is the core aim of Agenda 21, which is a plan of action taken globally and locally and considers human impacts on the environment. Agenda 21 is also about social issues and about how decisions and actions involving the natural environment can affect us. Agenda 21, therefore, promotes public participation in any decision making process, and informing the public through appropriate methods of communication.

The Council has developed its own Local Agenda 21 Strategy, and to help drive this forward, the Aalborg commitments were signed by the Council in 2004 and cover many sustainable development issues including biodiversity.

Both Agenda 21 and the Aalborg Commitments form part of the Council's Community Plan which states *'Aberdeen's natural and built environment is protected and the City plays its part in protecting our planet'*.

Action on the ground for this Strategy will involve engagement with communities through the Council's Community Planning process.

Links can be made via community councils and Challenge Forums such as the Land Use and Environmental Forums, plus, Aberdeen City and Shire Economic Future whose aim is to have a strong economy and excellent quality of life.

Sustainable development (and Agenda 21) is, therefore, important for our environment, the citizens of Aberdeen and our economy, and is a cross cutting theme of this Strategy.

Climate Change

There are many aspects to consider for truly sustainable development and climate change is one of them. Although it is not completely clear what the overall impact will be on nature conservation, a shift in species populations, ranges, migration patterns and reproductive behaviour are already evident both on land and at sea as a result of climate change.

“...a shift in species populations, ranges, migration patterns and reproductive behaviour are already evident both on land and at sea as a result of climate change.”

Other than ensuring that areas of high ecological value are managed for the benefit of nature conservation, it is difficult to know how to manage these sites for a changing future.

A programme of scientific research is ongoing to establish tools that will assist in predicting the changing behaviour of species as a result of climate change.

If this Strategy is to be for the benefit of nature conservation and sustainable development, there will be a need to monitor progress in the development of guidance which will help the Council deal with the effects of climate change and future nature conservation.

The Council will continue to conserve nature following current best practice and will be prepared to adapt its procedures based on the influence of Climate Change and associated appropriate direction.



Common blue butterfly found at the Donmouth

Who is the Strategy for?

The focus of this Strategy will be on nature conservation for the sake of biodiversity and our natural heritage plus the natural resources that we depend on.

The Strategy will also focus on the citizens of Aberdeen so that they can have the opportunity to actively take part in nature conservation and enjoy nature and the environment in a sustainable way.

This Strategy will consider all groups including individuals, community groups, voluntary groups, partnerships, developers, businesses and private landowners.

To do this, **the Strategy will be developed for the use of Aberdeen City Council**, particularly with regards to: -

1. The objectives of the Council's relevant policies, plans and strategies.
2. Any Elected member or officer that will be making decisions, or officer conducting operations or delivering projects that may have an impact on our local natural environment.
3. The services provided for the citizens of Aberdeen in a nature conservation context.

This Strategy makes it clear that it is important that everyone in Aberdeen has the opportunity to help conserve our natural heritage.

“...This Strategy makes it clear that it is important that everyone in Aberdeen has the opportunity to conserve our natural heritage.”



Tree planting in Aberdeen

Aberdeen's Natural Heritage

Aberdeen's natural heritage consists of a variety of interest and can generally be divided into habitats and species. Aberdeen's natural heritage also has other interests including geology, landforms and landscape interests.

Many habitats, species and other natural heritage interests can be important at European, UK, Scottish and local levels and have been afforded some level of protection through the various legislation, obligations and action plans mentioned.

However, other habitats, species and natural heritage interests that do not have the same level of protection can be just as important for nature conservation.

This Strategy, therefore, considers all habitats, species and other natural heritage interests regardless of whether they are found within or outside protected areas.

"...This Strategy... considers all habitats, species and other natural heritage interests regardless of whether they are found within or outside protected areas."



Woodlands provide a diversity of benefits including clean air, preventing flooding, acting as a carbon store, reducing noise, plus, important habitat for wildlife and as a landscape and recreational resource

Habitats

Habitats provide suitable growing conditions for plants, plus shelter, food and breeding sites for animals.

The setting for the variety of habitats found in Aberdeen can be both semi-natural and manmade. Box 1 provides examples of semi-natural habitats found in Aberdeen.

Box 1: Semi-natural Habitats

- Woodland
- Heathland
- Wetlands
- Grassland
- Water bodies
- River systems
- Coastal dune systems
- Marine
- Wildlife Corridors

Development, agriculture, afforestation and inappropriate management have eroded many of the semi-natural habitats and there are only a few areas of semi-natural vegetation remaining within the built-up-areas of the City.



Heather looking towards Kingswells

Habitats - Continued

Box 2 provides examples of manmade habitats found in Aberdeen.

Box 2: Manmade Habitats

- Parks
- Gardens
- Railway embankments
- Roadside verges
- Disused quarries
- Landfill sites
- Buildings
- Bridges

Although manmade habitats tend to support a restricted range of native species, this is supplemented by a variety of garden escapes making them diverse and interesting areas.



Wildflowers growing along a roadside in Aberdeen

Many of the habitats found in Aberdeen are impossible to re-create, therefore, it is important that every effort is made to protect these remaining areas.

Species

The City of Aberdeen has a wide range of individual species and can be grouped as follows: -

- Mammals
- Birds
- Fish
- Amphibians
- Butterflies & moths
- Other insects
- Vascular plants
- Mosses & lichen
- Fungi



Otters can be found at both the rivers Dee and Don or in nearby tributaries



The Sea pea, which is nationally scarce, is found only in a small area of the Aberdeen coast



Common or Harbour seals can be found basking at Donmouth

Species - Continued

Table 4 provides a small sample of some of the protected, priority or important species found in Aberdeen.

Table 4: Protected, Priority or Important Species

SPECIES	IO	UKBAP	NR/S	ISP	NELBAP
Bottle nose dolphin	✓	✓			
Red squirrel		✓		✓	✓
Peregrine falcon	✓				
Tree sparrow		✓			
Atlantic salmon	✓			✓	
Cousin German moth		✓	✓		
Stonefly		✓	✓		
Sea pea			✓		✓
Wych elm					✓
Fringed hoar-moss			✓		
IO: International Obligations UKBAP: UK Biodiversity Action Plan NR/S: Nationally Rare or Scarce at UK Level ISP: Important to the Scottish Public NELBAP: North East Scotland Biodiversity Action Plan					

Species which are not protected, important nationally and locally, or classed as a priority are still important for nature conservation. Efforts should be taken to conserve all species regardless of their level of protection.

Other Natural Heritage Interests

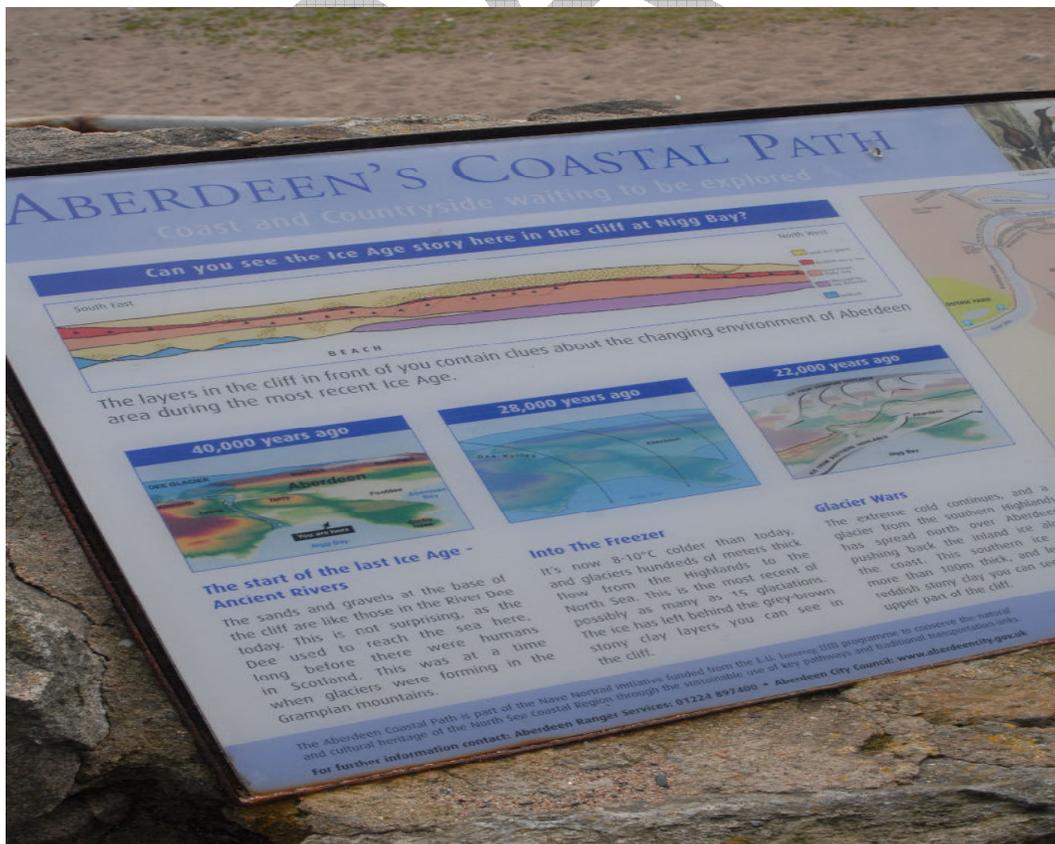
The Geological interest in Aberdeen provides a platform for a variety of habitats. For example, the coastal strip between Balnagask to Cove includes coastal grassland, heathland, rocky cliffs and rock pools. Nigg Bay and Cove Bay have particular geological interest which has been recognised at UK level.

The geology and the different landforms found in Aberdeen help to create the interesting landscapes which contribute to the City's identity and quality of life.

Geology, landforms and landscapes are very much linked to nature conservation. Sites which are valued for its natural heritage often have associated visual or landscape importance.

“...Geology, landforms and landscapes are very much linked to nature conservation.”

This Strategy will link into Aberdeen City Council's Landscape Strategy which considers the enhancement of landscapes and wildlife habitats together.



Information on the geology at Nigg Bay

Site Protection Systems

To assist in protecting valuable habitats and species, various site protection systems (designations) have been introduced at international, national and local level. The City of Aberdeen has a number of site protection systems at various levels which help the Council fulfil its legal obligations to protect these areas.

Table 5 notes the various site protection systems (designations) currently present in the City of Aberdeen.

Table 5: Site Protection Systems in the City of Aberdeen

Designation	Status & Source	Number
<ul style="list-style-type: none"> Special Area of Conservation (SAC) 	<ul style="list-style-type: none"> Statutory - Habitats Directive (92/43/EEC) & the Conservation (Natural Habitats &C) Regulations 1994 	1
<ul style="list-style-type: none"> Site of Special Scientific Interest (SSSI) 	<ul style="list-style-type: none"> Statutory - Wildlife and Countryside Act 1981 & the Nature Conservation (Scotland) Act 2004 	4
<ul style="list-style-type: none"> Local Nature Conservation Site (LNCS) <i>Includes both District Wildlife Sites (DWS) and Sites of Interest to Natural Science (SINS)</i> 	<ul style="list-style-type: none"> Non-Statutory - Local authority 	80
<ul style="list-style-type: none"> Local Nature Reserve (LNR) 	<ul style="list-style-type: none"> Non-Statutory - Local authority 	4

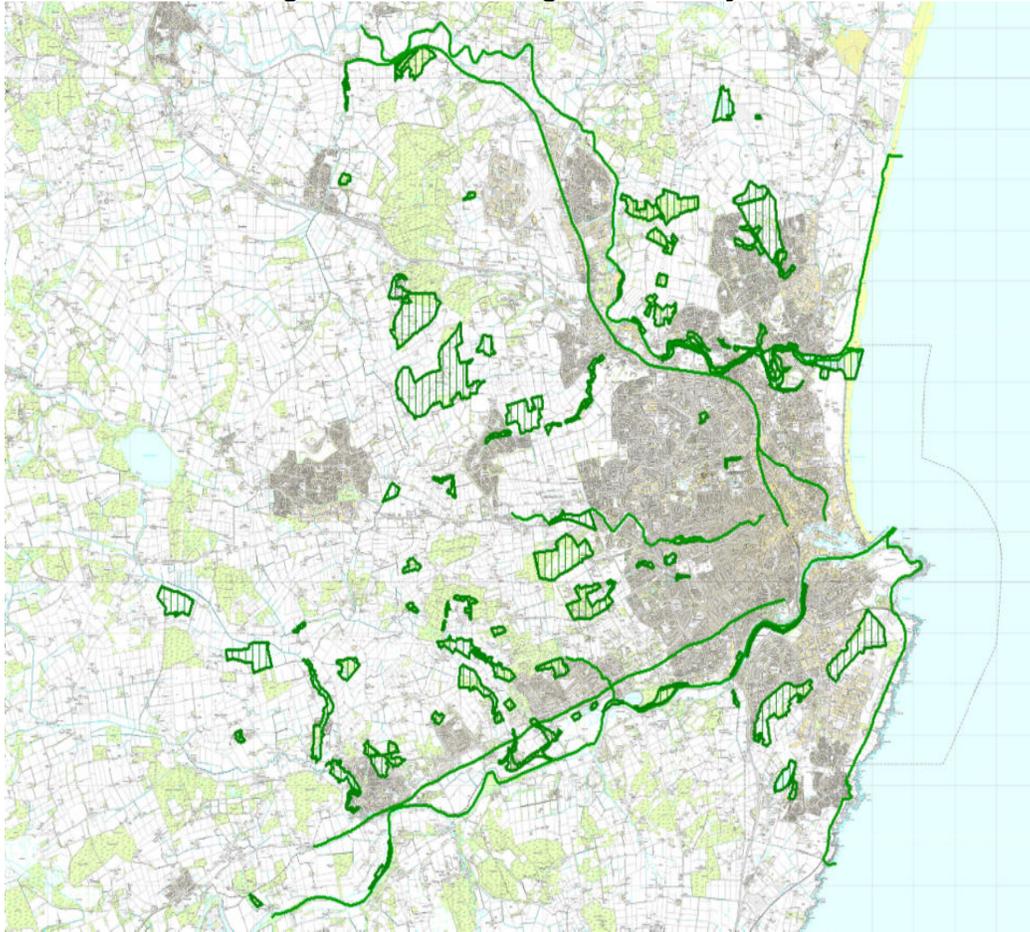
Statutory designated sites are those recognised at international level such as the European Commission's Special Area of Conservation (SAC), and those recognised at UK and Scottish level, for example a Site of Special Scientific Interest (SSSI). Non-statutory designated sites are set at a local level to further protect locally important landscape settings and valuable wildlife habitats.

Scottish Planning Policy is currently being updated and there is an indication that local non-statutory designated sites will be streamlined in the future. The Strategy will take these changes into consideration as part of the process to implement this Strategy.

Appendix B provides a brief summary of each designation. Appendix C notes the locations of all designated sites currently found in Aberdeen.

Site Protection Systems - Continued

Distribution of Designated sites throughout the City of Aberdeen.



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2 THE STRATEGY

DRAFT

Aims and Objectives

The Nature Conservation Strategy will focus on protecting any area from adverse development and activity which has a negative impact on our biodiversity. The focus is also to ensure that habitats, species, and the people of Aberdeen, whether they are residents or visitors, benefit from protecting our environment. It is important that how we look after our environment today, also leaves an environment fit for our future generations.

The aim of this strategy is, therefore: -

To protect, preserve, enhance and promote Aberdeen City's natural heritage for the benefit of our environment, citizens and visitors for current and future generations.

To achieve this, the objectives of the Strategy are to: -

- 1. Protect, conserve and enhance Aberdeen's natural heritage;*
- 2. Sustainably manage Aberdeen's natural heritage;*
- 3. Involve communities in caring for Aberdeen's natural heritage; and*
- 4. Promote a greater understanding, appreciation and enjoyment of Aberdeen's natural heritage.*

To assist in meeting the aim and associated objectives, an '**agenda for action**' has been developed for each objective.

The agenda for action will help to set the scene for the development of a specific action plan or plans which will be required to implement the Strategy once it has been adopted.

The objectives and agenda for action will not be considered in isolation. An action plan may include more than one objective and any action or number of actions so long as there is no duplication.

OBJECTIVE 1: Protect, conserve and enhance Aberdeen's natural heritage

Action is required to stop the decline in biodiversity through the protection and restoration of habitats and species important to the City of Aberdeen on Council owned land.

State of our Natural Heritage

- i. To be able to conserve our natural heritage, there is a need to establish what habitats and species there are on Council owned land.
- ii. Some data on habitats and species is already available, particularly on locally important or designated sites but it may be inadequate or out of date.
- iii. Audits or surveys will be required and information gathered can be added to existing data or form new baseline data.
- iv. A review of existing and new data will be required enabling measurement of the current state of our natural heritage on Council owned land.
- v. Such information will help to establish if there have been any changes in the level of biodiversity present, or in other words, the ecological value of our natural heritage on Council owned land.



Heron in the River Don near Woodside

Integrity of Designated Sites

- i. If it has been revealed that some integrity of Council designated sites has been lost, steps will be required to make sure that the ecological value is maintained.
- ii. Maintaining the ecological value of designated sites will also help to maintain its 'designated' status.
- iii. Any site or sites that have been identified as being 'at risk' of degradation, action should be taken to reverse the trend.
- iv. Where sites have had their ecological value reduced, it is important to attempt to identify the cause so that action can be taken to rectify the situation where possible.
- v. Management practices may also need to be amended to help maintain the integrity of designated sites.
- vi. For designated sites located on private land, opportunities should be sought to work with private landowners so that nature conservation is affective on both Council and privately owned land.

Non-Designated Sites

- i. While there is a duty to safeguard and enhance our natural heritage within all statutory and non-statutory designated sites, many habitats both semi-natural and manmade have no protection at all.

Semi-Natural and Manmade Habitats

Many species are far ranging and simply protecting a variety of semi-natural habitats is not always sufficient to protect some of them. Indeed, it is within these areas that much of the City's wildlife resources are located along with strategically placed and important wildlife corridors. Species may be found on roofs; bridges; within new and in derelict buildings; or on brown field sites. Important species such as birds, animals and insects, as well as their nest, roost and feeding sites should be identified. Opportunities should also be sought to link into existing or help to develop new NELBAPs for priority or locally important species.

- ii. There is a need to consider potential ways of looking after biodiversity found in non-designated areas which are both semi-natural and manmade.
- iii. This will demonstrate that the Council recognises that wildlife species do not stay within boundaries.
- iv. As well as establishing ways to protect non-designated sites, potential new designated-sites may also be identified.

- v. In non-designated areas with low or some ecological value, efforts should be taken to improve the biodiversity within them.
- vi. By improving such sites, new habitats can become available for species to move into.
- vii. The availability of new habitats will assist in increasing the range and diversity of species present.
- viii. Improving biodiversity in previously deprived sites can also add to or enhance the landscape character or features of that area.
- ix. These sites can be any site including brown field and contaminated sites which are deemed unsuitable for development.
- x. Improvement of such sites can also add value to neighbouring communities.

Wildlife Corridors

- i. Wildlife corridors are important for allowing species to move easily between different habitats.
- ii. They help to enhance the connectivity between sites of high ecological value.
- iii. They prevent sites from becoming ecologically separated from other sites and prevent species from becoming isolated.
- iv. Species populations are also maintained through the availability of wildlife corridors including green corridors and waterways.

Waterways and the Water Environment

Our water environment is important for our economy, recreation, tourism, as a source of water supply for our homes and businesses, and our overall quality of life. The water environment is also important for our natural heritage. Our rivers, lochs, estuaries, seas and associated tributaries are important habitats for many species and also act as corridors enabling species to increase their range and access to other habitats. The River Dee, for example, is designated as a Special Area of Conservation due to the presence and importance of Atlantic salmon, European otter and Fresh water pearl muscle which depend on this habitat for survival. However, pressures on our water environment such as pollution can affect water quality and have a negative effect on individual species and biodiversity as a whole. The Council will continue to work with other organisations and take action which helps to achieve the Water Framework Directive's aim of good ecological status of our water environment by 2015.

- v. Ways of ensuring that corridors are available for the benefit of our habitats and species need to be identified.
- vi. Opportunities to create new wildlife corridors and improve or restore the ecological value of existing ones where appropriate should be sought.
- vii. Work associated with wildlife corridors and nature conservation will link into the Council's future Open Space Strategy.



The River Dee is a Special Area of Conservation

Agenda for Action

1. Maintain data on Aberdeen's natural heritage.
2. Maintain integrity of designated sites including identifying 'at risk' sites and restoring their value.
3. Protect and enhance biodiversity in areas which are not designated.
4. Increase the availability and ecological value of wildlife corridors.

OBJECTIVE 2: Sustainably manage Aberdeen's natural heritage

The Council needs to plan and manage the use of its own land in a way that assists in reversing the decline in biodiversity. The Council should also take up opportunities to encourage private land owners to do the same.

Land Use Development

- i. Land use development is generally detrimental to biodiversity and there are policies contained within the Council's current Development Plan to help maintain the integrity of our natural heritage.
- ii. These policies assist in tackling conflict between the need to protect biodiversity and the need for new communities.
- iii. This Strategy will continue to support these policies and will also help to inform future Structure and Local Plans so that continued protection is offered to all designated sites and sites not designated but still important for nature conservation.
- iv. Opportunities should also be sought through new Development Plan policies for improving biodiversity where planning permission for land use development has been granted or already occurred.
- v. Some examples include setting specific conditions to enhance biodiversity as part of gaining planning permission or developer contributions to help improve our natural heritage where the ecological value will be reduced, species displaced and where development sites currently have little or no ecological value.
- vi. Implementation of buffer strips along water courses and water bodies that are adequate for each site are another way of protecting and promoting biodiversity as part of development management.
- vii. As well as new developments, there are opportunities for the design of the redevelopment of old buildings to provide roost and nesting spaces for bats and birds.
- viii. Creativity and competition should be encouraged among developers especially in areas where there is little green space.
- ix. For example, green roofs; living walls; window boxes; hanging baskets; bird boxes; invertebrate boxes; and hedging; can all help improve biodiversity especially where space is limited.
- x. Improvements that will benefit and improve green corridors, biodiversity, landscape, plus, recreational and public access will be sought.



Hanging baskets at the Denburn car park

Council Projects

- i. When planning for and delivering projects that do not require planning permission but may have an impact on biodiversity, the Council will need to ensure that these projects consider nature conservation objectives.
- ii. The Council will need to think of ways to ensure that this happens, for example through guidance, so that they become part of the process involved in dealing with projects affecting Council land.
- iii. Whatever method is applied, it should help all Council officers meet nature conservation obligations and priorities when they are involved with any Council project.
- iv. It will also assist elected members make informed decisions.
- v. Overall, the Council should be able to meet these obligations as well as the requirements of Council local policies and plans which relate to nature conservation.

Council Operational Activities

- i. Many of the operational activities conducted by the Council can have an impact on our natural heritage.
- ii. These impacts can be both positive and negative. For example, reducing the amount of pesticides can be beneficial to biodiversity, while a strict grass cutting regime on all greenspaces can reduce biodiversity interest.
- iii. The Council needs to adopt management practices that reduce or minimise the negative impacts to our biodiversity on all Council land including parks, gardens, playing fields, sports pitches and so on.

- iv. This may be through adopting nature planting schemes which attract and help improve biodiversity; continuing to use as little chemicals and pesticides as possible when controlling weeds; reducing or minimising the use of peat or peat based products; and reducing grass cutting regimes and verge maintenance where practical.
- v. The management practices that the Council adopts need to build on what is already being done to help biodiversity so that they become even more environmentally friendly.
- vi. This Strategy will link into Aberdeen City Council's current Public Open Spaces Grounds Maintenance Policy and help to inform future similar policies.

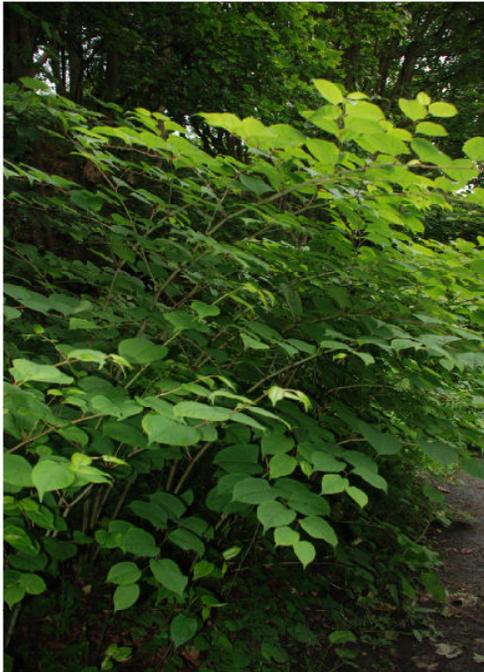
Private Land Owners & Businesses

- i. For the Council to realise its vision of taking a lead in nature conservation, it could in some way, look for opportunities to encourage private land owners and businesses to improve biodiversity on their own land, buildings and existing developments.
- ii. The Council could, for example, collaborate with other organisations with similar nature conservation objectives to achieve their vision.
- iii. This will help to replace the loss or reduction of biodiversity in as many areas within the City other than just on Council owned land.
- iv. Taking some simple steps such as improving planting, nesting and roosting opportunities could be encouraged including more regular management practices that improve biodiversity on privately owned land.
- v. This type of action will also help to improve the connectivity between businesses, private and Council owned land, plus urban and rural natural environments.

Invasive Species

- i. There will be a need for the Council to continue its involvement in tackling invasive or non-native species that could have an adverse effect on nature conservation in the City.
- ii. This will help to maintain good conditions for the survival of native species.
- iii. Tackling invasive or non-native species will also help to prevent irreversible damage to sensitive or vulnerable species.
- iv. The Council wants to establish if current control measures conducted are effective or not. This information needs to be fed back at the correct level so that it can inform future policy.

- v. The Council should also be looking to identify new control of invasive or non-native species projects where relevant which are based on national policy and guidance.
- vi. Dealing with unwanted species could act as a measure for the effects of climate change on our natural heritage. Opportunities should be sought to establish ways of doing this.
- vii. Any work associated with the control of invasive or non-native species will be conducted in line with Aberdeen City Council's Animal Policy which is concerned with animal welfare.



Japanese knotweed

Invasive species

Invasive or non-native species are becoming more common and some can be detrimental to our native species. Species such as Japanese knotweed and mink can often out-compete some of our native animal or plant species. This can cause irreversible damage particularly to sensitive or vulnerable species. Actions are in place at a Scottish level to tackle invasive or non-native species and the Council is already playing its part through, for example, the drive to improve conditions for the native Red squirrel. It does, however, need to be borne in mind that some invasive species can also be native to our Country and that non-native species can become naturalised in our environment and bring positive benefits to our biodiversity.

Management Plans

- i. Management plans for designated sites will be important for the successful sustainable management of nature conservation in both Council and privately owned land.
- ii. The Council needs to establish what management plans already exist, for which sites and identify what form they are in.
- iii. The Council will also need to work out how effective these existing management plans are both on Council and privately owned land.
- iv. There will be a need to take action to ensure the appropriate implementation of these plans on Council owned land and that monitoring regimes are developed to support them.
- v. They will also need to be regularly reviewed and updated to guarantee that they are fit for that specific site.
- vi. Where feasible, new areas should be identified that could benefit from the implementation of management plans.
- vii. The Council will, therefore, need to develop appropriate processes to help staff achieve this on Council owned land and identify ways of encouraging private land owners to manage their own plans effectively.

Agenda for Action

5. Seek opportunities to maintain, restore or enhance biodiversity associated with physical development.
6. Consider and include nature conservation in all Council projects.
7. Establish ways to make Council operational activities more beneficial to biodiversity.
8. Seek ways of encouraging private land owners and businesses to adopt nature conservation practices.
9. Manage invasive and non-native species which cause negative impacts to biodiversity.
10. Influence site specific management plans fit for purpose.

OBJECTIVE 3: Involve communities in caring for Aberdeen's natural heritage

To make people aware of the importance and benefits of nature conservation the Council needs to engage with everyone and get them involved at a local level.

Starting in Our Gardens

- i. Neat and tidy or intensively managed private gardens have been the trend for some time, but such a sterile environment can have a negative effect on our biodiversity.
- ii. Private gardens make up about 12 per cent of our greenspace in Aberdeen² and are therefore important for nature conservation.
- iii. Making our gardens environmentally friendly can help to provide an important network of greenspaces by linking urban areas to the wider countryside.
- iv. This network can provide an important corridor for our wildlife and make our gardens healthier, colourful, livelier, interesting and enjoyable.
- v. By taking an interest in our garden, our knowledge of nature conservation can be improved.
- vi. Ways of enhancing the nature conservation value of private gardens with the involvement of local people and their communities should be explored.



Ponds and planting can improve biodiversity in gardens

² Aberdeen Greenspace Mapping, Aberdeen City Council, October 2007.

Community Gardens & Allotments

- i. Many people live in properties where there is little or no garden space at all.
- ii. Increasingly, there is a realisation that there are benefits to having access to some greenspace.
- iii. Community gardens are becoming more important, and allotments are once again becoming fashionable.
- iv. Both Community gardens and allotments can help to improve our health through the encouragement of physical activity; they provide a place to relax; and are valuable to local communities.
- v. The Council should seek ways of encouraging more community gardens in places where gardens or greenspace is limited.
- vi. Where appropriate, existing community gardens should be enhanced so that they are more beneficial for both communities and biodiversity.
- vii. As a way of growing fruit and vegetables, allotments are popular with people looking for a solution to keep costs down due to increasing food prices, and with those that are environmentally conscious who want to reduce their carbon footprint.
- viii. The Council needs to look at ways of encouraging people to use allotments and to encourage those that already use them, to do so in a way that helps to benefit biodiversity.
- ix. A link will be made into Aberdeen City Council's current Allotments Management Policy and will also inform the development of future allotments management policies.



Allotments are beneficial for people and nature

Health & Educational Facilities

- i. Wildlife gardens at facilities such as hospitals, sheltered housing, and nursing homes can improve the immediate environment which can be beneficial to the health and wellbeing of patients and residents.
- ii. Wildlife gardens in educational facilities such as in schools, colleges, universities and so on, can also provide many benefits.
- iii. The benefits for children and students include a healthy outdoor space for recreation, and bringing children and students together from different backgrounds.
- iv. Wildlife gardens also provide a great resource for outdoor learning, improving practical and social skills while gaining direct contact with our nature.
- v. Wildlife gardens in educational facilities can encourage interest in nature conservation at a young age.
- vi. To do this, the Council should identify ways of working with educational facilities to improve nature conservation.
- vii. One example may include identifying schemes which are aimed at schools and encouraging the uptake of them, for example, the Bird Friendly Schools Project run by the Royal Society for the Protection of Birds (RSPB).



Primary school children planting for wildlife

Partnerships

- i. Contact with other appropriate organisations or partners can help to increase the availability of projects that communities could get involved with.
- ii. Partnership working provides benefits such as allowing potential access to funding streams, access to a wealth of experience from other partners, tools, resources, plus support and encouragement by working with others with the same objective.
- iii. Opportunities should be sought for organisations such as Aberdeen Greenspace, the North East of Scotland Local Biodiversity Partnership, the East Grampian Coastal Partnership and others to link up with communities and work together to improve biodiversity in their local areas.
- iv. As well as the Council's regeneration areas, there is a need for communities to identify greenspace or other appropriate areas that are currently undervalued and underused so that with the help of partners can turn such areas into places that they will want to go to and appreciate, and at the same time, improve the environment for biodiversity.

Working with Others

The target to halt the decline in biodiversity by 2010 cannot be achieved in isolation. This Strategy recognises the need to work with others, plus, the benefits and opportunities that this will bring to nature conservation, communities and individuals involved. It will enable people to work together to improve their natural heritage while achieving a community spirit and a sense of pride. Opportunities can be available to work with partners to promote nature conservation as well as enhancing an area that local communities will want to look after and appreciate. Collaboration with other local authorities is important for integrated action, so too is working with other organisations that have a shared vision for nature conservation including the NELBAP and NESBReC. This will help to minimise negative impacts to the environment locally and regionally.

Communities Sharing Knowledge

- i. As well as encouraging partnership working and working with others, sharing knowledge will be beneficial for successful nature conservation.
- ii. Knowledge gained by communities can be important for establishing trends, for example, on species numbers and ranges.
- iii. The Council needs to encourage communities to contribute to knowledge databases such as the NESBReC.
- iv. Knowledge shared by communities can help to establish if the Council is meeting national and international targets at a local level.
- v. Sharing knowledge, for example, through local newspapers or newsletters can also empower people to take a lead in nature conservation and inspire others to take action.
- vi. Neighbouring communities could be encouraged to work with each other and learn from each by sharing their knowledge.
- vii. Sharing knowledge can enable citizens and communities to feel a sense of achievement of the work that they have undertaken to improve biodiversity in their community.



Learning how to build nest boxes for wildlife

Agenda for Action

11. Establish ways of encouraging the public to improve biodiversity in their own gardens.
12. Seek ways of encouraging nature conservation in community gardens and allotments.
13. Work with health and education facilities to promote wildlife gardens.
14. Encourage communities in partnership working to deliver nature conservation projects.
15. Encourage citizens and communities to document and share knowledge.

OBJECTIVE 4: Promote a greater understanding, appreciation and enjoyment of Aberdeen's natural heritage

Being informed will enhance the experience of nature while respecting it at the same time.

Improve Council Awareness

- i. All staff within the Council would benefit from understanding the importance of nature conservation whether their jobs deal directly with the natural environment or not.
- ii. This will help to keep Council staff up to date on nature conservation issues and progress, plus, prompt them to consider possible impacts to biodiversity when undertaking their daily tasks.
- iii. The Council needs to think of the best ways of communicating the benefits of considering nature conservation to all Council staff at all levels and in different situations.
- iv. There needs to be consideration of what skills are currently available within the Council and whether existing services can be used to help improve nature conservation awareness.
- v. For example, the Council's Countryside Ranger Service currently promotes biodiversity including running events and walks for educational facilities, manages designated sites and provides advice to the Council on issues relating to our natural heritage.
- vi. The Council should build on existing services, infrastructure and processes to reach all staff.
- vii. Opportunities should also be sought to build on joint working already seen between different departments within the Council.
- viii. For example, Countryside Ranger Service, Planning and Archaeology have all contributed to the development of information leaflets on various interests for the Council and the public.
- ix. Different sources of knowledge could be brought together to provide similar literature or information and in different formats for promoting nature conservation to all Council staff.
- x. This could be through information technology, posters, leaflets or workshops.
- xi. This action will ensure that each individual within the Council will fulfil their role of assisting the Council meet its legal priorities and obligations.

Improve Public Awareness

- i. Successful nature conservation can only happen if the citizens of Aberdeen fully understand the need to conserve biodiversity.
- ii. There is a requirement to ensure that as many people as possible is aware of the need and benefits to protect, preserve, enhance and promote Aberdeen's natural heritage for our current and future generations.
- iii. The Council will need to demonstrate the importance of nature conservation and educate the public at all levels and think of the best ways of doing this.
- iv. There is a need to educate those that live, work and visit the City of Aberdeen.
- v. Improving public awareness through education will help to improve attitudes towards the environment both at home and at work.
- vi. The Council needs to look for ways to promote and provide further educational opportunities that will benefit all of Aberdeen's citizens.
- vii. For example, focusing on particular species or habitats that are familiar to people could act as a platform from which understanding can be achieved.



Displays and information boards at events such as the Highland Games are one way of improving public awareness of the importance of nature conservation

Accessing Our Natural Heritage

- i. It is important that biodiversity is enjoyed by everyone and that our natural heritage is accessible.
- ii. It has long been understood the positive links between outdoor access and nature conservation.
- iii. Enjoying nature is central to the outdoor experience as well as providing opportunities for exercise, and therefore, good health and wellbeing.
- iv. Ensuring access to Aberdeen's natural heritage can provide benefits to both nature conservation and to the citizens of Aberdeen's quality of life.
- v. Along with sites that are currently accessible, the Council wants to make available sites that are under used or not used at all.
- vi. The Council will also need to identify where more interpretation would be beneficial so that interesting information about our important habitats and species can be provided.
- vii. This will help to increase the understanding of the importance of our natural heritage.



Areas such as Scotstown Moor are important for recreation and biodiversity

Sustainable Tourism

- i. Access to our natural heritage is also recognised as being important for tourism.
- ii. It can provide job opportunities, provide places for people to visit and contribute to the local economy.
- iii. The Council wants to make our natural heritage attractive to people so that they want to come and visit the City.
- iv. As well as making our natural environment attractive to visitors, working with other partners or organisations, for example Visit Scotland, could be another way of encouraging sustainable tourism within Aberdeen City.
- v. The Council needs to consider ways of using our natural heritage to promote tourism and to contribute to sustainable economic growth in the City of Aberdeen.



Bottlenose dolphins can be regularly seen from the shore including other dolphin species, porpoises and even some species of whale

Responsible Access

- i. As well as enjoyment, there is now greater recognition to look after nature when accessing the outdoors.
- ii. The Council will need to encourage responsible access so that displacement of species is prevented and that potential damage or degradation of important and protected habitats is minimised.
- iii. Conflicts of interest will also need to be considered. For example, there is a need to ensure that sensitive sites such as archaeological and historic sites are not damaged through the provision of access or while the public are enjoying access to our natural heritage.
- iv. The Council needs to think of ways of informing the public and visitors to access these sites responsibly but in a way that balances the need for demonstrating respect for our natural heritage with enjoying the experience.
- v. This will be in line with the requirements of the Land Reform (Scotland) Act 2003 and Aberdeen's Strategy for Access to the Outdoors.

Archaeology and Cultural Heritage

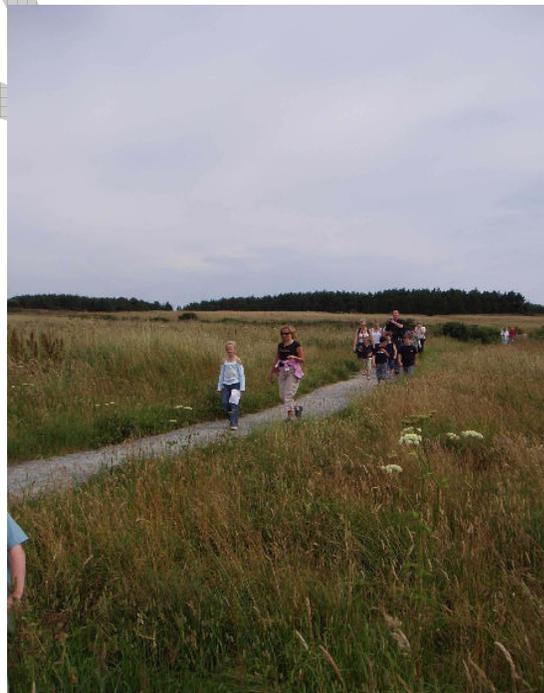
As part of the drive towards improving nature conservation, due regard must be given to archaeology and cultural heritage. Aberdeen is abundantly endowed with evidence of human activity in the past, much of which has greatly influenced and sculpted the appearance of areas that we consider as 'natural' today. The City's Sites and Monuments Record contains details of at least 3500 known historical and archaeological sites, ranging in date from 8000 BC to the 1960s AD: that number is constantly growing as new discoveries and identifications are made. Aberdeen has an excellent record of presenting history, natural history and archaeology to the public in a holistic manner, through guided walks, interpretation panels and leaflets.

Nature and heritage conservation is inextricably linked. For example, an early 19th century 'consumption' dyke or a prehistoric burial cairn can be seen as both important historic monuments and as habitats for wildlife. However, the search for a greener and a more bio-diverse environment can sometimes include aspects that may compromise our heritage. Tree planting, path-laying, landscaping and forestry operations to enhance an area could seriously damage buried remains. A stand of beech trees, while not native, might be all that remains visible of a 19th-century estate.

Historic features can be crucial to people's character, sense of identity and sense of place and are important from a tourism and economic perspective. In Aberdeen, the aim will be to safeguard, enhance and promote archaeology, cultural heritage and biodiversity together, through careful consideration and partnership working by Council officers and others.

Agenda for Action

16. Improve Council staff knowledge and understanding of the importance of nature conservation in delivering their function.
17. Increase public awareness of the benefits of nature conservation.
18. Seek opportunities to improve access to natural heritage sites.
19. Increase tourism through promoting the City's natural heritage.
20. Promote and encourage responsible access to the City's natural heritage.



Nature walks can be enjoyed responsibly

3 TAKING THE STRATEGY FORWARD

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Implementation

Implementation of this Strategy will require a commitment from the Council, its staff and its stakeholders involved in its development. This will include continued partnership working, disseminating information, and providing financial and/or in-kind support.

Successful implementation will also include a commitment to developing the action plans required to deliver the 'agenda for action' and associated objectives from this Strategy.

Monitor and Review

To assist in the delivery of this Strategy, progress will be monitored and yearly reports will be provided to the Council and its stakeholders.

Successful implementation can be gauged through press releases, promotional activities, completed projects, monitoring, data provided by NESBReC, and so on. This information can be reported through the Council's 'State of the Environment' Report.

Information gathered on specific issues associated with the success of the Strategy will be reviewed and used to inform the development of future Nature Conservation strategies.

Appropriate Assessment

Where any project developed to implement this Strategy could have an impact on the River Dee SAC), an Appropriate Assessment, as per the EU Habitats Directive, may be required.

The Nature Conservation Strategy will be updated every five years.



Sea thrift at Cove Bay

Appendix A

Legislation and Obligations – Description Summary	
Bern Convention 1979	The Convention on the Conservation of European Wildlife and natural habitats ensures conservation and protection of wild plant and animal species and their natural habitats listed in the Convention.
Bonn Convention 1979	The Convention on the Conservation of Migratory Species of Wild Animals conserves migratory species and their habitats by providing strict protection for endangered migratory species listed in the Convention.
EU Birds Directive (79/409/EEC) 1979	Provides a framework for the conservation and management of, and human interactions with, wild birds in Europe.
Wildlife and Countryside Act 1981	Covers protection of wildlife (birds, and some animals and plants), the countryside, National Parks, and the designation of protected areas, and public rights of way.
EU Habitats Directive (92/43/EEC) 1992	To take measures to maintain or restore natural habitats and wild species at a favourable conservation status, introducing robust protection for those habitats and species of European importance.
Convention on Biological Diversity 1992	Three main goals: the conservation of biological diversity, the sustainable use of its components, and the fair and equitable sharing of the benefits arising from the use of genetic resources.
UK Biodiversity Action Plan 1994	UK Government's response to the Convention on Biological Diversity. Outlines the UK Biodiversity Action Plan for dealing with biodiversity conservation.
The Conservation (Natural Habitats &C) Regulations 1994	Transposes the Habitats Directive (92/43/EEC) into UK law. Public bodies have a general duty, in the exercise of any of their function, to have regard to the Habitats Directive.
EU Biodiversity Strategy 1998	Linked to Convention on Biological Diversity and aims to anticipate, prevent and attack the causes of significant reduction or loss of biodiversity at the source.
EU Water Framework Directive (2000/60/EC) 2000	To establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater.
Scotland's Biodiversity: It's in Your Hands, Strategy. 2004	Linked to the Convention on Biological Diversity and the UK Biodiversity Action Plan, this is a 25 year strategy to conserve and enhance biodiversity in Scotland.
Nature Conservation (Scotland) Act 2004	Places duties on public bodies in relation to the conservation of biodiversity, and enhancement of natural features, protection of wildlife, and the preparation of a Scottish Fossil Code.
Scotland's sustainable Development Strategy 2005	Sets out action that Scotland will take to turn the shared priorities of the UK Framework for Sustainable Development into action.
EU Biodiversity Action Plan 2006	Specifies a comprehensive plan of priority actions, contains indicators to monitor progress and a timetable for evaluation.

Appendix B

Designation	Description Summary
Special Area of Conservation (SAC)	Statutory designation as per the EC Habitats Directive (92/43/EEC). Member States are required to take measures to maintain or restore natural habitats and wild species at a favourable conservation status. Member States are required to introduce robust protection for habitats and species of European importance. This includes a national list of sites for evaluation in to form a European Network of Sites of Community Importance, which are designated by Member States as Special Areas of Conservation.
Site of Special Scientific Interest (SSSI)	Statutory designation as per the Wildlife and Countryside Act 1981 and the Nature Conservation (Scotland) Act 2004, and notified by Scottish Natural Heritage to form part of a national network. Scottish Natural Heritage must be notified of any intention to carry out any potentially damaging operation. All SSSI's are District Wildlife Sites.
Local Nature Conservation Sites (LNCS) <i>District Wildlife Site (DWS)</i>	Non-statutory designated sites identified by Aberdeen District Council, with assistance from Scottish Natural Heritage, as Sites of District-wide importance for nature conservation. DWS cover a wide range of habitats including semi-natural woodlands, heathland, wetland, river system and large stretches of Aberdeen's coastline. Protection is through local plan policy.
Local Nature Conservation Sites (LNCS) <i>Site of Interest to Natural Science (SINS)</i>	Non statutory designated sites identified by the previous Grampian Regional Council as sites of regional importance for geology, geomorphology, botany, entomology, ornithology and freshwater biology during a study of Environmentally Sensitive Areas. All SINS are District Wildlife Sites. Protection is through local plan policy.
Local Nature Reserve (LNR)	Non statutory designated sites declared by Local Authorities to protect sites of local importance for nature conservation, education and amenity. Although LNR's have no statutory protection, declaration implies a commitment to give priority to nature conservation in the management of these areas. Managing rules or bye-laws can be used to control damaging activities. All LNR's are District Wildlife Sites. Protection is through local plan policy.

Appendix C

Designated Site Location	SAC	SSSI	DWS	SINS	LNR
River Dee	✓				
Balnagask to Cove		✓	✓	✓	
Tullos Hill			✓		
Don Estuary			✓	✓	✓
Balgownie/Blackdog Links			✓	✓	
Charlestown Wood			✓		
Loirston Loch			✓	✓	
Kincorth Hill			✓		✓
River Dee Valley			✓	✓	
River Dee/Kincorth			✓		
Bridge of Dee			✓		
Pitfodells Castle			✓		
Garthdee			✓		
Morrison Island/Shakkin' Briggie			✓		
Lover's Walk to St. Maik's Well			✓		
River Don Valley			✓		✓
Braes of Don			✓		
Crook of Don			✓		
Woodside			✓		
Lower and Upper Persley Woodland			✓		
Kinta Valley			✓		
Lochside/Denmore			✓		
Scotstown Moor/Perwinnes Moss		✓	✓	✓	✓
Newton of Shielhill			✓		
Corby Loch		✓	✓	✓	
Glashie How			✓		
Danestone House			✓		
Cornhill Hospital			✓		
Den of Leggart			✓		
Westburn of Rubislaw			✓		
Rubislaw Den			✓	✓	

Appendix C continued...

Designated Site Location	SAC	SSSI	DWS	SINS	LNR
Hilton Wood			✓		
Clerkhill Wood			✓		
Grandholme Moss			✓	✓	
Stoneyhill Wood			✓		
Monument Wood			✓		
Persley Quarries			✓		
Walker Dam and Rubislaw Link			✓		
Allan Park Pond			✓		
Deeside Old Railway			✓	✓	
Hazlehead Park			✓		
Den Wood, Hazlehead			✓		
North Burn of Rubislaw			✓		
Bucksburn Gorge			✓		
Den of Maidencraig			✓		✓
Cults Den			✓		
Cults Quarry			✓		
Murtle House/Newton Dee			✓	✓	
Hillhead Road			✓		
Burnbrae Moss			✓		
Farburn Wood			✓		
Gough Burn			✓		
Den of Moss-Side			✓		
Foggieton			✓		
Murtle Den			✓		
Blacktop			✓	✓	
Binghill Wood			✓		
West Hatton			✓		
Brimmond Hill			✓	✓	
Elrick Hill			✓	✓	
Tyrebagger Hill			✓		
Woodlands Wood, Beidleston			✓		

Appendix C continued...

Designated Site Location	SAC	SSSI	DWS	SINS	LNR
Moss of Auchlea			✓		
Rotten of Gairn			✓		
Guttrie Hill			✓		
Culter House Woods			✓		
Hill of Ardbeck			✓		
Culter Burn			✓		
Woodend Woods, Peterculter			✓		
Little Hill, Caskieben			✓		
Kinaldie Den			✓	✓	
Culter Compensation Dam			✓	✓	
Old Manse Wood			✓		
Baads Moss			✓		
Mid Anguston Quarry			✓		
Leuchar Moss			✓	✓	
Southlasts Mire			✓		
Aberdeen – Inverness – Kittybrewster Railway Line			✓		
Woodland Walks, Foggieton			✓		
Fields at Cairdhilllock, Kingswells			✓		
Rubislaw Quarry			✓		

List of Acronyms

ACC	Aberdeen City Council
DWS	District Wildlife Site
LNCS	Local Nature Conservation Site
LNR	Local Nature Reserve
NELBAP	North East Scotland Local Biodiversity Action Plan
NESBReC	North East Scotland Biological Records Centre
SAC	Special Area of Conservation
SINS	Site of Interest to Natural Science
SSSI	Site of Special Scientific Interest

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ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **1st September 2009**

CORPORATE DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Various, Small Scale Traffic Management and Development Associated Proposals (New Works)**

1. PURPOSE OF REPORT

This report is to advise Committee of the need for:

1. Various small scale traffic management measures identified by officers, residents, Local members, emergency services etc and verified as necessary through survey by a Roads Safety and Traffic Management Officer and
2. Any proposal associated with new development as part of the Planning process.

2. RECOMMENDATION(S)

That the Committee:

1. Approve the proposals in principle
2. Instruct the appropriate officials 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. FINANCIAL IMPLICATIONS

The funding for progressing the proposals in this report, other than developer associated, through the legislative process will come from the "Non-housing Road Safety and Traffic Calming 2009/2010 capital budget".

Developer associated traffic management proposals are included in this report once the developer or their agent has agreed in writing to fund the costs of the legislative process.

When the legislative process has completed, and the appropriate Committee has approved the Traffic Regulation Order, it is the developer who implements and funds the scheme.

4. SERVICE & COMMUNITY IMPACT

This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 7.

It also meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

Enforcement of any new traffic management measure, as referred to in the Single Outcome Agreement-National Outcome No 9, whether waiting, parking or speed restrictions by either the parking Office or the Police requires a Traffic Regulation Order. The Traffic Regulation Order is the end result of the obligatory legislative process of consultation with the Statutory Consultees and members of the public. This report seeks the Committees approval to start the initial stage of the legislative process and therefore links with the above agreement.

5. OTHER IMPLICATIONS

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.

There are safety risks associated with each of the areas if these Traffic Regulation Orders are not processed in due course. However, there is no significant risk to carrying out these proposals.

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

6. REPORT

There are proposals at seven locations brought forward as traffic management measures identified during the course of routine examination of road safety and traffic flows and two proposals at locations resulting from planning applications.

- Guild Street – junctions with Exchange Street and Stirling Street
These “prohibition of right-turn” restrictions are being promoted separately but should be considered together because of their close proximity to each other.

Prohibition of right turn from Exchange Street into Guild Street (westbound): This proposal is being promoted to ease the traffic flow through Guild Street. Vehicles waiting to turn right from Exchange Street frequently wait across the offside eastbound carriageway of Guild Street holding up the progression of vehicles waiting to turn right, at the signals, into the southbound lanes of Market Street.

- ❖ Prohibition of right turns from Guild Street (westbound) into Stirling Street:
This proposal is being promoted through construction consent for the Union Square development. Again, vehicles waiting to turn right into Stirling Street obstruct the flow of traffic along the westbound carriageway of Guild Street adjacent to the bus station access.
As this is a developer-related proposal, payment for the promotion and implementation of this restriction will be met by the developer.

These proposals will result in the central reservation being closed and are indicated on the plan.

- Church Street (Woodside)
A request was received from the Church to have the current “Mon – Sat: 8:00am – 6:00pm” waiting restriction replaced by “at any time” restrictions as regular vehicular access to the church is required outwith these times.
The proposals for this location are shown on the plan below.
- Powis Place
During the design stage of Zone W parking controls, discussions took place with housing officials over the issue of access to this car park and whether waiting restrictions should be placed within the length of road maintained by Housing. A decision was reached that restrictions should not be implemented at that stage but that the effect of the parking controls should be monitored with a view to introducing restrictions/parking if warranted at a later date.
After approximately nine months of operation a combination of “Pay and Display” parking bays and “at any time” waiting restrictions is now being proposed between the dual carriageway and the newly installed gate at the entrance to the Housing car-park and the existing entrance to the Community Centre. This will remove indiscriminate parking at the entrances but still allow a small amount of parking along the access road.
The proposal is indicated on the plan below.

- Urquhart Place
Complaints were received from a resident in Roslin Street with regard to their access off Urquhart Place continually being blocked by parked vehicles. Urquhart Place has no footways and so parked vehicles parked over gateways can prevent pedestrian access.
It is therefore proposed that a small section of “at any time” waiting restrictions be considered across this gateway. This will be in line with the restriction outside a neighbouring property as indicated in the plan below.

- Wellington Road
Resulting from the strategic initiative “Access from the South” there are proposals to introduce “prohibition of right turn” restrictions both into the retail park from the northbound carriageway of Wellington Road and out of the retail park onto the northbound carriageway of Wellington Road. These manoeuvres have been identified by officers as being a source of congestion on this busy distributor road. This will, if approved, result in the central reservation being closed. Entry/exit to this small retail park can still be gained from Balnagask Road as indicated on the plan below.

- Craigshaw Road
Complaints have been received from businesses within this short section of Craigshaw Road with regard to obstructive parking. A proposal had previously been submitted and been approved for “at any time” waiting restrictions along this section. Agreement was previously reached with the councillors for this area that, although approved, these restrictions would only be implemented as and when they were required. However, as this approval was given over two years ago it is now time-barred and must go through the consultation process again. The extents are indicated on the plan below.

- Shepherd Place
The Fire and Rescue Service raised an access problem at this location as vehicles were parking indiscriminately within this cul-de-sac preventing access by fire tenders.
It is now proposed to implement “at any time” waiting restrictions within the cul-de-sac to mitigate this problem leaving some areas free for parking.
The proposed waiting restrictions are indicated on the plan below.

- ❖ Maberly Street – 20mph zone with traffic calming
As part of a planning application for the development at No 34 Maberly Street, the implementation of a 20mph mandatory zone complete with traffic calming cushions has been included. The intention is to mitigate any additional traffic management issues from the potential increase in traffic to the area.

It is therefore proposed to promote a permanent Traffic Regulation Order for the implementation of a 20 mph mandatory zone complete with traffic calming tables along this road as indicated in the plan below.

- Guild Street – junctions with Exchange Street and Stirling Street



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title : Proposed banning of right turns at Stirling Street and Exchange Street

Scale: 1:500

Date: 23 July 2009

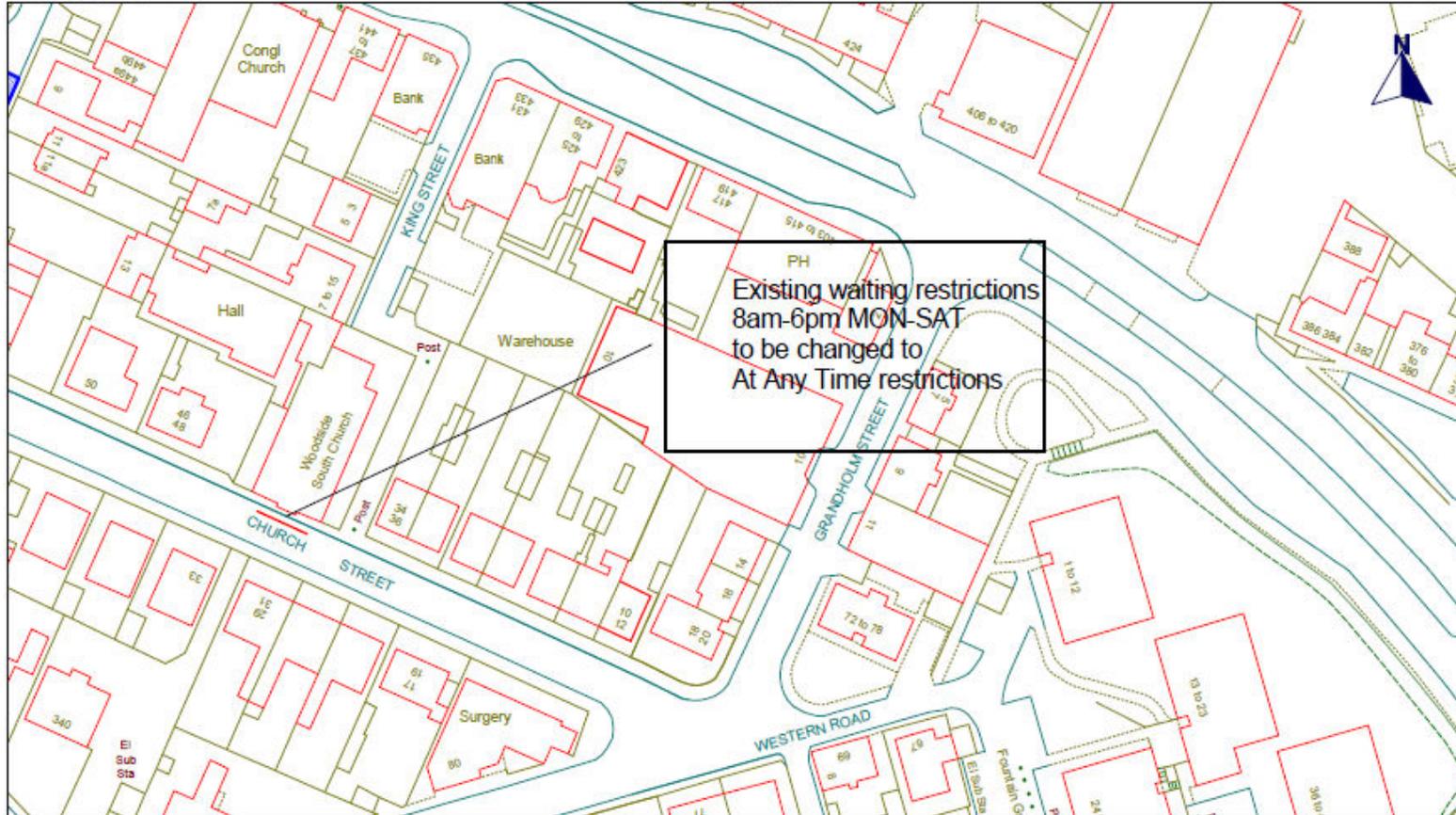
Map Ref: NJ9406SW

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- Church Street (Woodside)



GEOGRAPHICAL INFORMATION SYSTEM



**Title : Proposed "At any time" waiting restrictions
CHURCH STREET (Woodside)**

**Scale: 1:1000
Date: 29 July 2009
Map Ref: NJ9208NE**

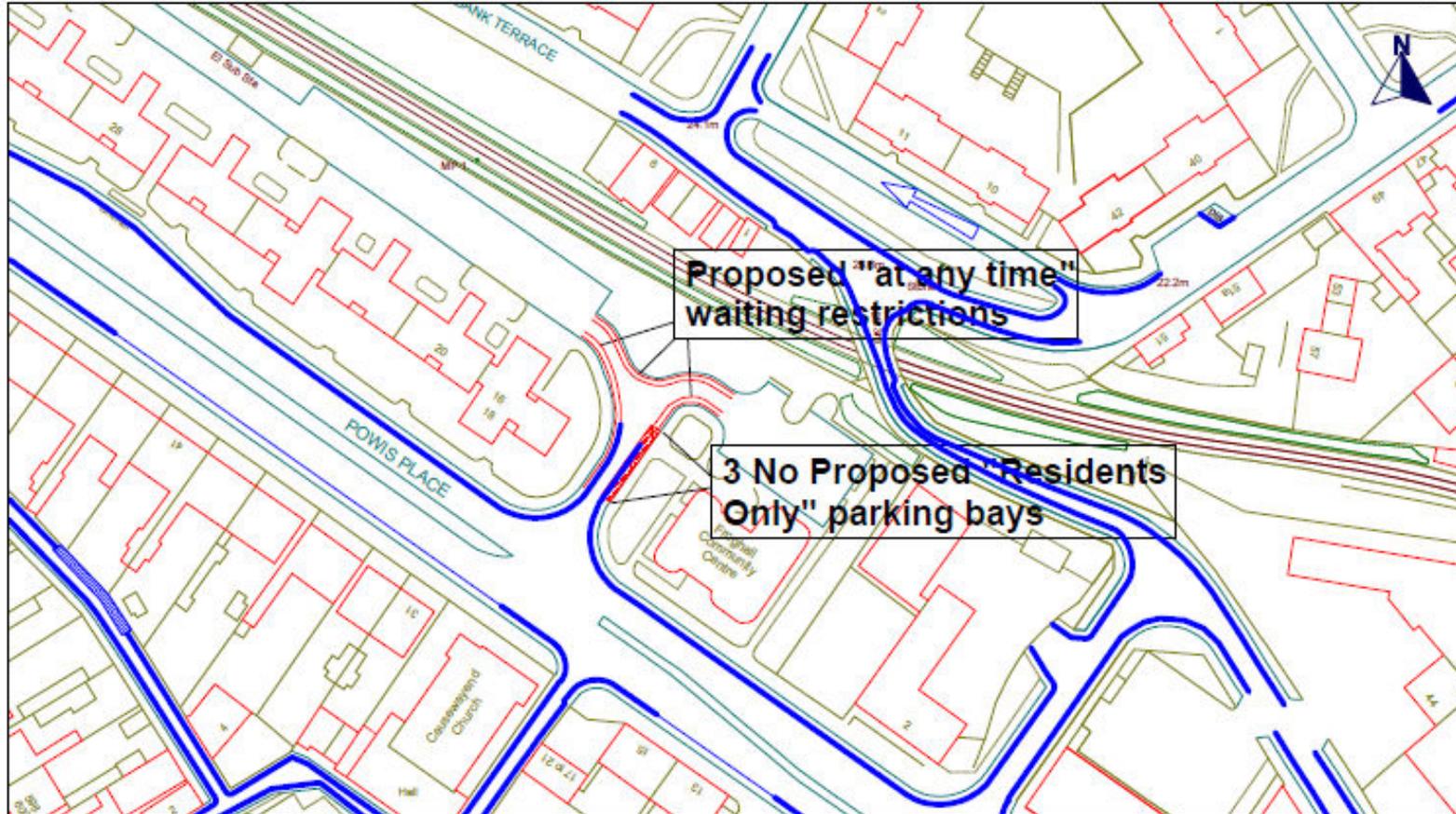
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Source provided by GIS Research & Information Ltd. Glasgow, Scotland Tel: 02020

- Powis Place



GEOGRAPHICAL INFORMATION SYSTEM



Title : Powis Place - Proposed waiting restriction and Residents Only parking bay

Scale: 1:1000

Date: 23 July 2009

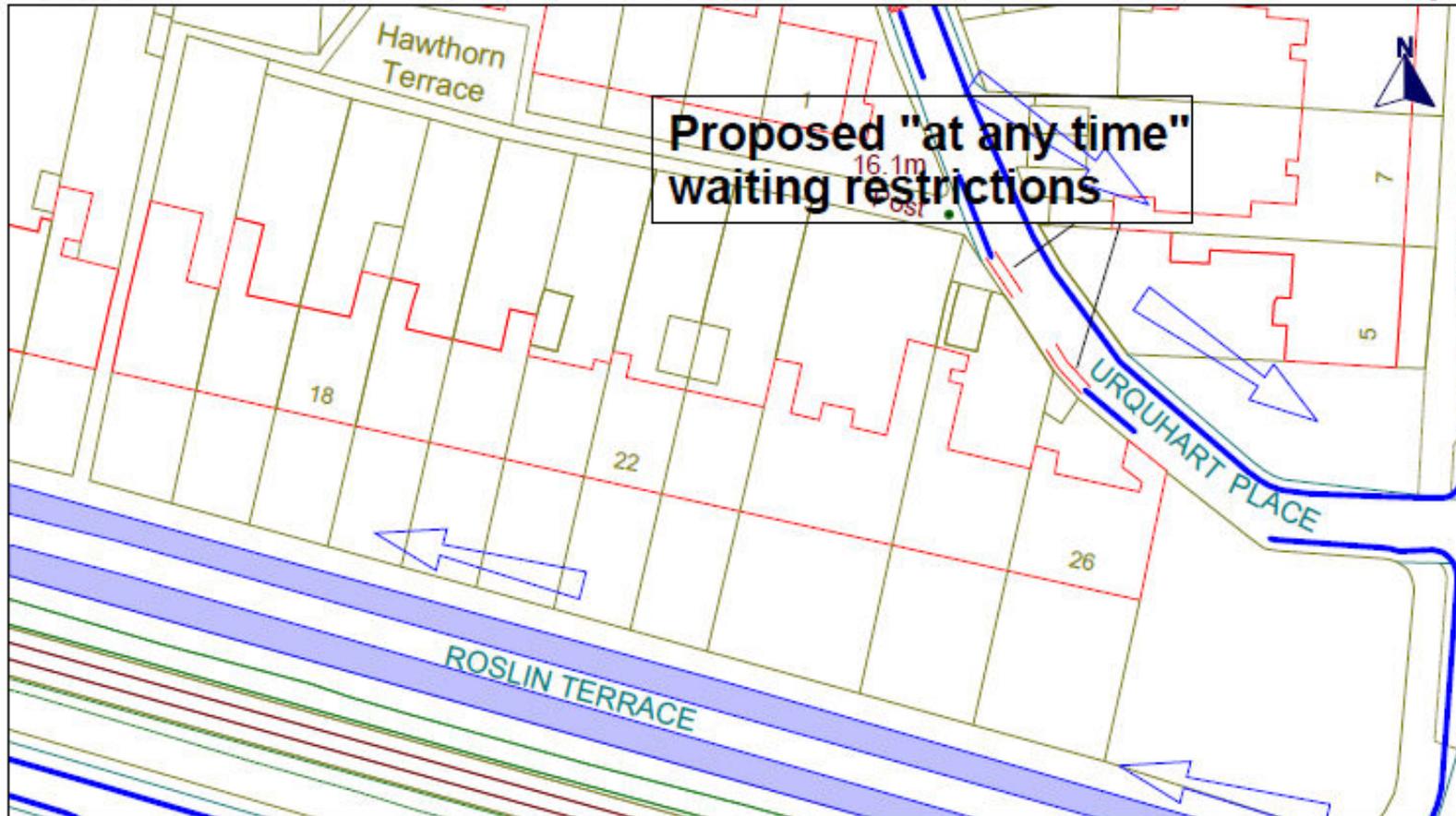
Map Ref: NJ9307SE

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- Urquhart Place



GEOGRAPHICAL INFORMATION SYSTEM



Title : Proposed at any time waiting restrictions

Scale: 1:500

Date: 23 July 2009

Map Ref: NJ9406NE

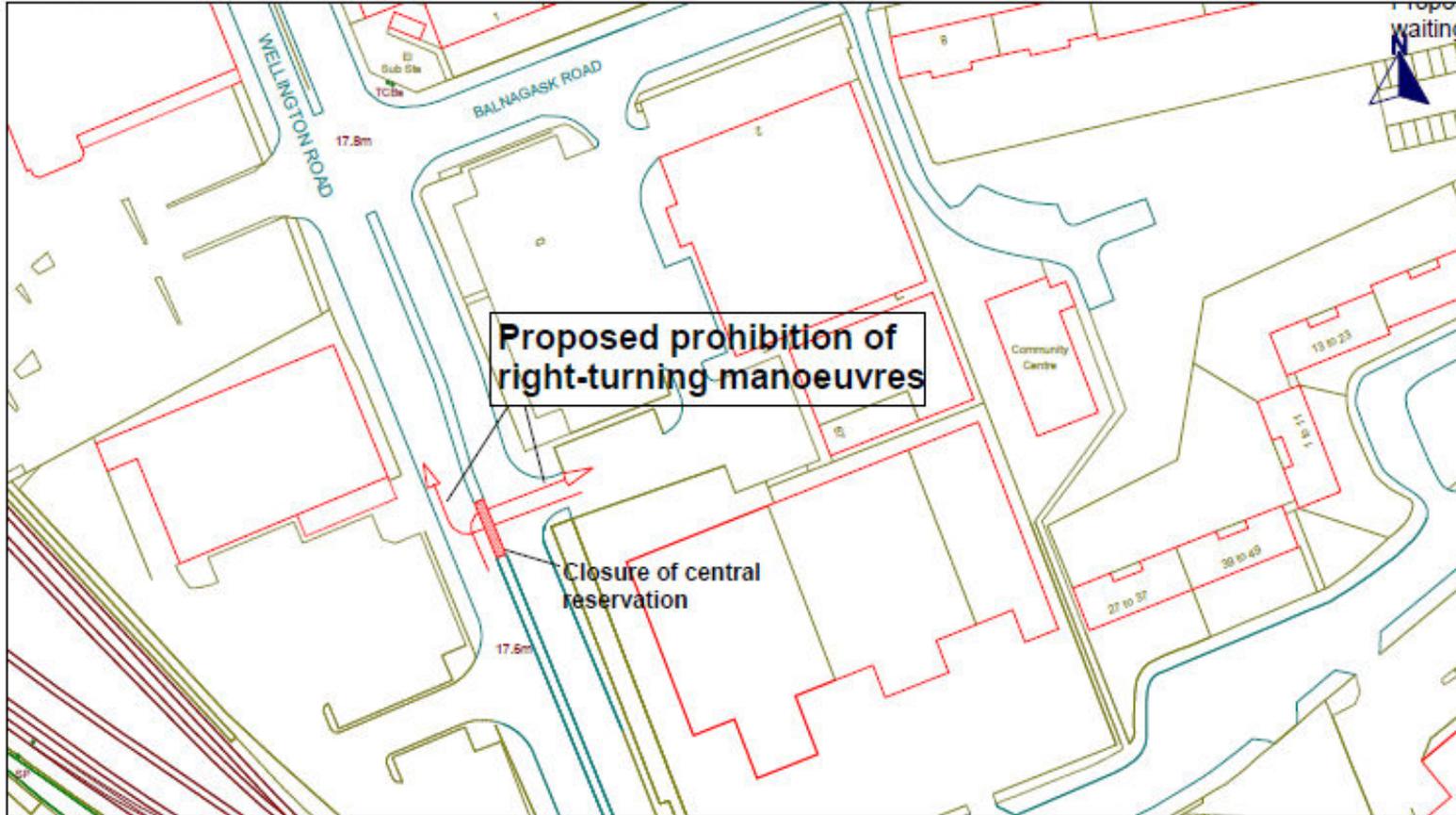
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- Wellington Road



GEOGRAPHICAL INFORMATION SYSTEM



Title : Proposed prohibition of right-turning manoeuvres

Scale: 1:1000

Date: 23 July 2009

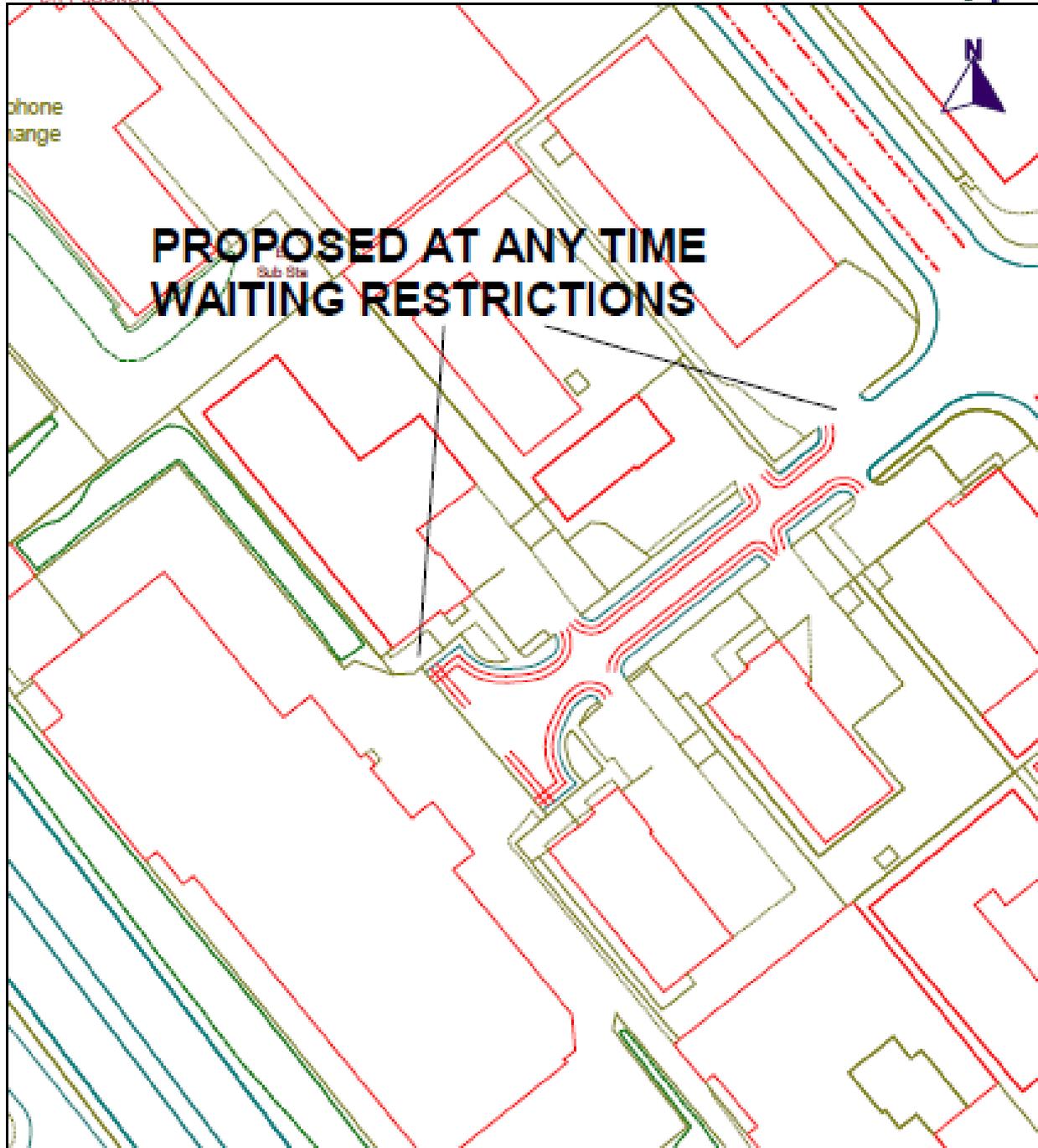
Map Ref: NJ9404SE

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- Craigshaw Road



GEOGRAPHICAL INFORMATION SYSTEM



Title: CRAIGSHAW ROAD - PROPOSED AT ANY TIME RESTRICTIONS

Scale: 1:760

Date: 22 July 2009

Map Ref: NJ9403NW



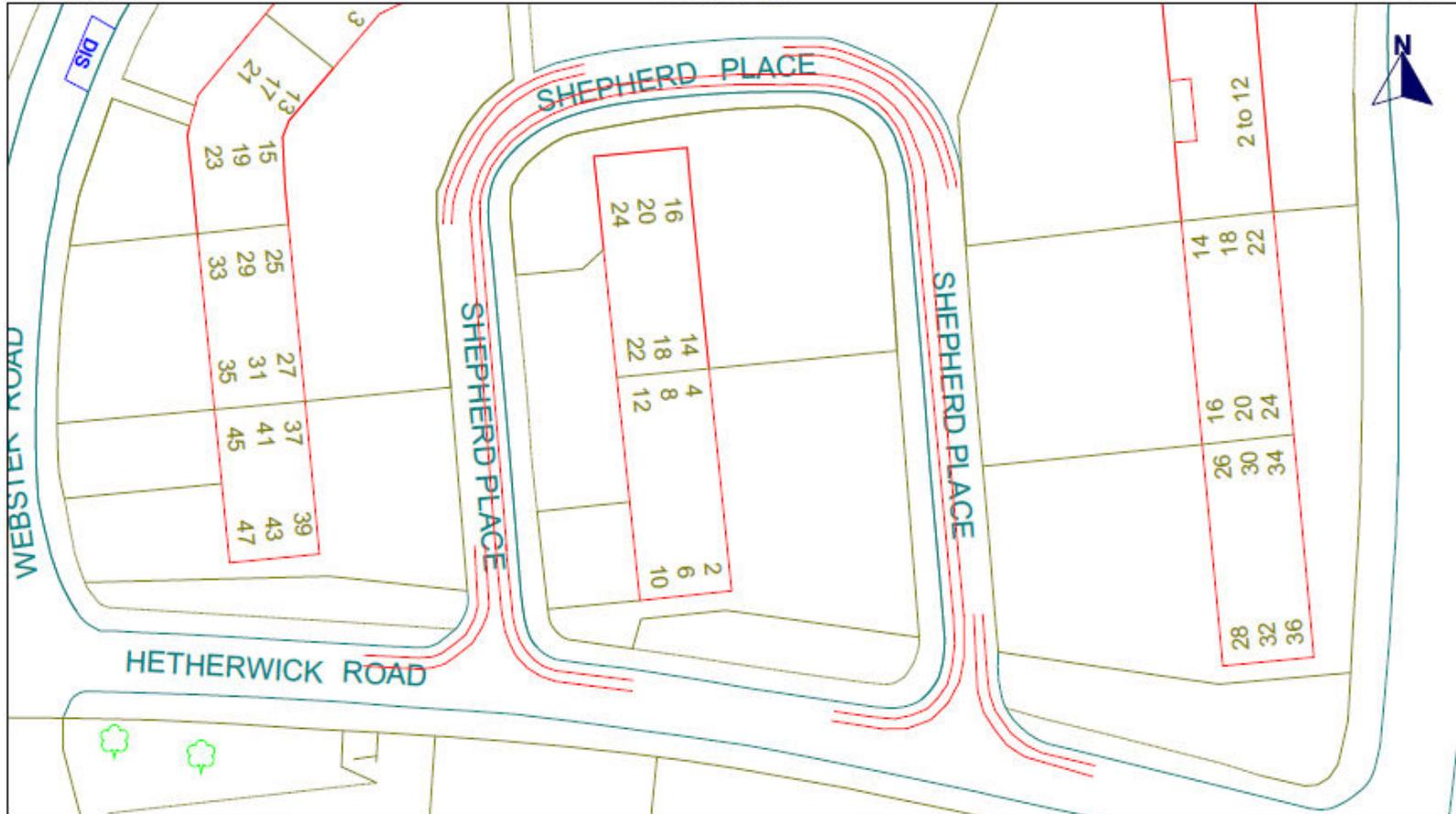
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- Shepherd Place



GEOGRAPHICAL INFORMATION SYSTEM



Title : SHEPHERD PLACE - Proposed "At any time" waiting restrictions

Scale: 1:500

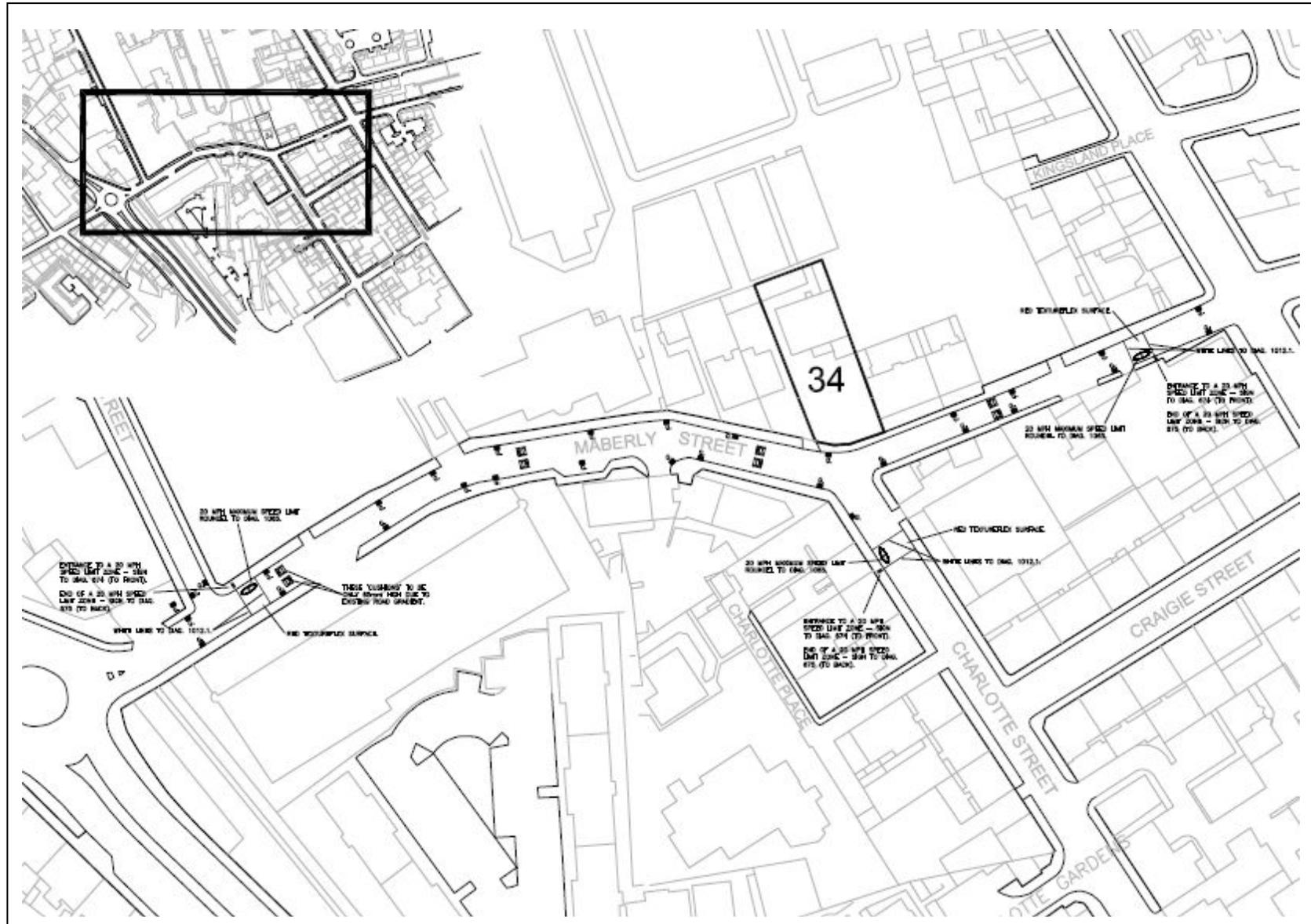
Date: 29 July 2009

Map Ref: NJ9302NW

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❖ Maberly Street



Consultees comments

Council Leader – Councillor John Stewart - *has been consulted and made no comment;*

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean has been consulted and made no comment;

Vice Convener: Councillor Callum McCaig has been consulted and made no comment;

Local Members

Councillor Andrew May - *has been consulted and made no comment;*

Councillor Jim Hunter - *has been consulted and made no comment;*

Councillor Irene Cormack - *has been consulted and made no comment;*

Councillor Allan Donnelly - *has been consulted and made no comment;*

Councillor Yvonne Allan - *has been consulted and made no comment;*

Councillor Neil Cooney - *has been consulted and made no comment;*

Councillor George Adam - *has been consulted and made no comment;*

Councillor Neil Fletcher - *has been consulted and made no comment;*

Councillor Kirsty West - *has been consulted and made no comment;*

Councillor Muriel Jaffrey - *has been consulted and made no comment;*

Councillor Gordon Leslie - *has been consulted and made no comment;*

Councillor John Reynolds - *has been consulted and made no comment;*

Councillor Willie Young - *has been consulted and made no comment;*

City Chamberlain - Susan Cooper – *has been consulted and has no comment to make*

City Solicitor - Jane MacEacheran - *has been consulted and made no comment.*

Corporate Director - Gordon McIntosh – Enterprise, Planning and Infrastructure - *has been consulted and made no comment;*

Head of Service - Enterprise, Planning & Infrastructure - Margaret Bochel - *has been consulted and commented: “Could there be gaps left in the central reservation to allow cyclists to continue these turning movements?”*

There are road safety concerns with this request as pedestrians may then be encouraged to use these gaps in the central reservation to cross outwith the crossings provided in this area. This area adjacent to the new Union Square development will ultimately be heavily used by pedestrians.

Roads Manager - Mike Cheyne – *has been consulted and made no comment;*

Community Safety Manager – Margaret-Jane Cardno - Neighbourhood Services North - *has been consulted and made no comment*

Community Safety Manager – Neil Carnegie - Neighbourhood Services Central - *has been consulted and made no comment*

Community Safety Manager – Colin Walker - Neighbourhood Services South - *has been consulted and made no comment*

Head of Service, Enterprise, Planning and Infrastructure - Hugh Murdoch - *has been consulted and made no comment*

Head of Corporate Communication – Louise Scott - Continuous Improvement - *has been consulted and made no comment*

7. REPORT AUTHOR DETAILS

Ruth Milne, Technical Officer, Rumilne@aberdeencity.gov.uk, (01224) 523483

8. BACKGROUND PAPERS

N/A

ABERDEEN CITY COUNCIL

COMMITTEE : Enterprise Planning and Infrastructure DATE: 1 September 2009

CORPORATE DIRECTOR : Interim Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Streets in the Vicinity of
Airyhall School) (Traffic Management) Order 2009

1. PURPOSE OF REPORT

This report confirms that there have been no statutory objections received as a result of the public advertisement of the above-named traffic order, which provides for various restrictions in the vicinity of Airyhall School. The public notice is attached, from which members will be able to see the exact content of the order.

2. RECOMMENDATION(S)

There being no objections, the purpose of this report is simply to seek confirmation from the elected members that the order be finally approved, and that The Aberdeen City Council (Streets in the Vicinity of Airyhall School) (Traffic Management) Order 2009 be made and implemented as originally envisaged.

3. FINANCIAL IMPLICATIONS

All the road safety measures in the vicinity of this school are being funded under the 3Rs budget.

4. SERVICE & COMMUNITY IMPACT

These are standard traffic management measures to protect safety in the vicinity of a primary school.

5. OTHER IMPLICATIONS

None.

6. REPORT

It may be appropriate to restate the reasoning by which a report is necessary in the absence of any objections.

It is a principle of natural justice, and indeed human rights legislation, that people are entitled to a fair hearing, and one would inevitably struggle in certain situations to

argue that objectors could get a fair hearing by an authority that had affirmed (at least provisionally) the proposals at stake.

Of course, the Council would argue that, when it agrees to make a traffic order the subject of statutory advertisement, the arrangements are affirmed provisionally but not approved definitively. The implication of this is that the final tentative act has not yet taken place.

However, if it were to be shown that the Council did quite clearly allow its officials to finalise orders if they had attracted no objections, one would have to infer that the original tentative act (to agree to start the statutory advertisement process) must have been conclusive enough to embrace the possibility that the proposals would never again be seen at committee level. That obviously plays into the hands of those who would wish to argue that provisional affirmation at the earlier stage is too strong to sit with an impartial approach to subsequent objections.

Accordingly, having the officials finish off orders that have attracted no objections is not judicious, and, although there is actually a delegated power so to do, it is very rarely used, and only as a matter of common sense in very innocuous situations.

7. AUTHORISED SIGNATURE

Interim Director of Corporate Governance

8. REPORT AUTHOR DETAILS

David Wemyss, Committee Services Officer (Roads Legislation),
dwemyss@aberdeencity.gov.uk (01224 522523)

9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the statutory objections themselves).

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (STREETS IN THE VICINITY OF AIRYHALL SCHOOL) (TRAFFIC MANAGEMENT) ORDER 2009

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order would be to establish part-time Monday-Friday 8.00am-6.00pm waiting restrictions on *certain lengths* of Countesswells Road. There would also be a full-time prohibition of waiting at any time on certain *other lengths* of Countesswells Road and on certain lengths of Macaulay Drive, and the un-named access road on the north side of Countesswells Road, west of Macaulay Drive. Finally, the order would also provide for regulatory school keep clear markings (Monday-Friday 8.00am-5.00pm) on lengths of Countesswells Road at entrance/exit points at the school.

Full details of the proposals are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 13 July and 17 August 2009, inclusively, in the offices of the Traffic Operations Team on the second floor of St. Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St. Nicholas House to view 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. The telephone number is (01224) 522641.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 July until 17 August 2009, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made. The signatories of petitions or standard forms will not ordinarily be treated as objectors (in the sense in which statutory objectors are contacted by the Council about the possibility of informal negotiations, etc.) but petitions and standard forms are always brought to the attention of the relevant Committee.

Any person who submits an objection should note that, as a rule, the correspondence will end up in the public domain. Generally, this is because the Committee agendas are public documents, available in libraries and also distributed to the press. Also, when objectors are sent papers later in the procedure, these papers may refer to the complete set of objectors' names and addresses, along with summaries of their observations. If any member of the public is concerned about his or her objection entering the public domain in this way, this should be stated clearly in the objection submitted. Otherwise, it will be assumed that an objector has no such concern. It may also be appropriate to indicate that, in fact, objections are very rarely publicised beyond their being read by Councillors, and so, unless any member of the public has a strongly-held or distinctive concern about confidentiality, it is probably in the public interest to observe that there is an element of technicality about this part of the statutory notice. Guidance on these issues can be obtained from Democratic Services at 522523.

Roderick MacBeath
Head of Democratic Services
Aberdeen City Council
Town House
Aberdeen

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ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise Planning and Infrastructure DATE: 1 September 2009

CORPORATE DIRECTOR : Interim Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Streets in the Vicinity of
Cults Academy) (Traffic Management) Order 2009
(with associated speed cushions to be established
under the Roads (Scotland) Act 1984)

1. PURPOSE OF REPORT

This report deals with objections received as a result of the statutory advertisement of a traffic order providing for various restrictions in the vicinity of Cults Academy. The public notice is attached, from which members will be able to see the exact content of the order.

2. RECOMMENDATION(S)

That the objections be overruled in the light of the observations presented in Section 6 below, and that The Aberdeen City Council (Streets in the Vicinity of Cults Academy) (Traffic Management) Order 2009 (with associated speed cushions) be introduced as originally envisaged.

3. FINANCIAL IMPLICATIONS

All the road safety measures in the vicinity of this school are being funded under the 3Rs budget.

4. SERVICE & COMMUNITY IMPACT

These are standard traffic management measures to protect safety in the vicinity of a school.

5. OTHER IMPLICATIONS

None.

6. REPORT

The statutory objections are attached as an appendix hereto, along with commentary in the authorship of my roads colleagues.

The speeds here are, in a sense, not too bad, but they are clearly higher than the 20mph the Council is committed to establishing. Central government guidance has always been clear: regulatory signs alone will not change driving behaviour, and a speed limit aimed at reducing speeds to 20mph where at present they are closer to 30mph is a speed limit that needs some sort of help, which is where the speed cushions come in.

In association with this, members will of course be familiar with the publicity campaign a few years ago that drew attention to the statistical but nonetheless compelling fact that a child hit by a car at 40mph is likely to be killed, a child hit at 30mph is likely to be injured, quite possibly seriously, but that a child hit at 20mph will have a good chance of avoiding bad injuries or worse.

All in all, although there is merit in being able to defend a public policy in terms of the concrete conviction of the public that it is sensible, scepticism about speed cushions and speed tables has been expressed in many ways over the years, and the members have usually been struck by the prospect of *actually* getting speeds down to around 20 in streets surrounding schools. Nevertheless, it is also true that, from time to time, speed cushions *have* been abandoned at locations where there was considerable resistance.

On such occasions, the outcome was that regulatory speed limits went in without the necessary back-up from traffic calming, which would technically have been a departure from central government guidelines. Guidelines are only guidelines, not law, and departing from them was never any kind of problem in the past, but the former Environment and Infrastructure Committee was well aware that there would be concerns if (for example) cushions were appearing on roads where traffic was travelling at 25mph but were being abandoned in respect of roads where traffic was travelling at 40mph. In other words, these things are not simply a matter of opinion, and the means by which public policy is to be judged or challenged is still going to be founded upon objective accountability.

7. AUTHORISED SIGNATURE

Interim Director of Corporate Governance

8. REPORT AUTHOR DETAILS

David Wemyss, Committee Services Officer (Roads Legislation),
dwemyss@aberdeencity.gov.uk (01224 522523)

9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the statutory objections themselves).

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (STREETS IN THE VICINITY OF CULTS
ACADEMY)
(TRAFFIC MANAGEMENT) ORDER 2009
(with associated speed cushions to be established under the Roads (Scotland)
Act 1984)

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984 **and also to establish associated speed cushions.**

The order would establish prohibitions of waiting at any time on *certain lengths* of Cairnlee Avenue East, Hillview Crescent, Hillview Terrace, Quarry Road, and on the entire length of the bus turning area within the school's internal roads, and provide for regulatory 20mph speed limits on Cairnlee Crescent South, Cairnlee Crescent North, Cairnlee Road East, Craig Gardens, Hillview Terrace, Quarry Court, and also *certain lengths* of Cairnlee Avenue East, Earlswells Road, Hillview Crescent, Hillview Drive, Netherby Road and Quarry Road.

In association with this, speed cushions are intended on Cairnlee Avenue East, Craig Gardens, Earlswells Road, Hillview Crescent, Hillview Drive, Hillview Terrace, Netherby Road and Quarry Road, along with regulatory school keep clear markings (Monday-Friday 8.00am-5.00pm) on certain lengths of Hillview Crescent, Hillview Drive and Quarry Road.

Each speed cushion will be established under the Roads (Scotland) Act 1984 and be 0.075 metres in height and 1.9 metres in length. Tolerances for the construction height of a speed cushion are plus or minus 10mm transversely and plus or minus 15mm longitudinally. The exact positioning of each cushion can be clarified by telephoning 01224 522641 or by calling at St. Nicholas House (for details of this see below). All residents in the lengths of road where speed cushions are to be established have received the exact specifications by letterbox drop.

Also, "at any time" waiting restrictions and regulatory "school keep clear" markings on Hillview Drive and Hillview Crescent are being *revoked* by the traffic order.

Full descriptions of the lengths of road involved cannot be fitted onto a statutory advertisement of this kind, and so members of the public interested in knowing the detailed provisions are invited to call the above number in the Council's Traffic Operations Team at St. Nicholas House.

Full details of the proposals including the draft of the order, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 13 July and 17 August 2009, inclusively, in the offices of the Traffic Operations Team on the second floor of St. Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St. Nicholas House to view 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. The telephone number is again 522641.

Anyone wishing to object to the proposed order, or to the establishment of the associated speed cushions, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 July until 17 August 2009, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made. The signatories of petitions or standard forms will not ordinarily be treated as objectors (in the sense in which statutory objectors are contacted by the Council about the possibility of informal negotiations, etc) but petitions and standard forms are always brought to the attention of the relevant Committee.

Any person who submits an objection should note that, as a rule, the correspondence will end up in the public domain. Generally, this is because the Committee agendas are public documents, available in libraries and also distributed to the press. Also, when objectors are sent papers later in the procedure, these papers may refer to the complete set of objectors' names and addresses, along with summaries of their observations. If any member of the public is concerned about his or her objection entering the public domain in this way, this should be stated clearly in the objection submitted. Otherwise, it will be assumed that an objector has no such concern. It may also be appropriate to indicate that, in fact, objections are very rarely publicised beyond their being read by Councillors, and so, unless any member of the public has a strongly-held or distinctive concern about confidentiality, it is probably in the public interest to observe that there is an element of technicality about this part of the statutory notice. Guidance on these issues can be obtained from Democratic Services at 522523.

Roderick MacBeath
Head of Democratic Services
Aberdeen City Council
Town House
Aberdeen

Cults Academy

Response to Statutory Consultation Objections and Comments Received

- 1. Speed is not an issue within the area surrounding Cults Academy. Furthermore we have lived or worked in the area for many years and as far as we are concerned, there have been no incidents that would merit the introduction of traffic calming. Why is there a need to implement such measures now when the school has existed without them for so many years?**

There have been proposals for a number of years to introduce traffic calming measures around Cults Academy. In 2004, traffic surveys were conducted on various streets surrounding the Academy. The surveys showed that on some of the streets the 85th percentile speed of the vehicles was 30mph with an advisory 20mph limit. The Scottish Government believes that streets surrounding schools should be subject to a 20mph restriction. Department for Transport (DfT) guidelines indicated that traffic calming measures would be required to reduce the observed speeds to 20mph.

Presently there is an advisory zone around the school. Statistics show that advisory 20mph zones reduce the 85th percentile speed by up to 2mph. Research conducted by the DfT suggests that traffic calming measures can reduce the 85th percentile speed by up to 8mph while Aberdeen City Council's own analyses have shown a reduction of 9mph.

Reductions in vehicle speed, whilst modest, can have a significant effect on road safety. If a child is hit at 40mph there is an 80% chance they will die, if hit at 30mph, there's an 80% chance they will live. At 20mph, the odds of survival further increase and the extent of injury decreases. Furthermore a reduction in speed increases driver reaction time to unexpected situations allowing reduction of severity in any subsequent collision. As a general rule, the Transport Research Laboratory (TRL) states that a 1mph reduction in speed delivers a 5% reduction on the average number of accidents.

The proposals were postponed in view of the uncertainty of the new location of Cults Academy however these were reinstated this year and the scheme was publicly advertised at the start of July.

- 2. The main traffic issue at Cults Academy is congestion, not the speed of vehicles. The cushions will not solve the issue of congestion and they are likely to compound the problem. Parents driving their children to school will be displaced on to surrounding roads that do not contain traffic calming.**

It was never intended that the traffic calming measures would be implemented to solve congestion issues.

The design of the new school incorporates increased parking capacity, a larger drop off area for school buses and a large drop off and pickup point for parents and pupils. It is anticipated that these measures will decrease the number of vehicles that stop on the neighbouring streets and will alleviate the congestion problem. Residents have identified that congestion caused by parked vehicles is forcing drivers to maintain a lower speed. If these provisions within the school grounds alleviate the existing congestion, it is likely that the present vehicle speeds will rise.

The traffic calming measures will be unlikely to cause congestion. In studies conducted by the DfT, it has been demonstrated that in some instances, traffic calming can reduce traffic flows. If vehicles adhere to 20mph, the situation with respect to congestion would be no different with traffic calming than if drivers adhered to the speed limit without the need for calming.

- 3. We are concerned that the cushions will not be constructed to standard. Cushions have thought to be the cause of vehicle damage in the form of increased wear to suspension systems. Additionally experience suggests that cushions leads to increased deterioration of the carriageway around the cushion set and also cause ponding during period of rainfall. We are concerned that vehicles with low suspension (about 4 inch clearance) will not be able to negotiate the cushions without sustaining damage to their underbody.**

The proposed cushions will be constructed to stringent specifications, which will be monitored by the Council's engineering teams.

Vehicles travelling over speed cushions at appropriate speeds should not sustain damage. Studies have been conducted which have found the cushions do not inflict damage to vehicle suspension systems (*Kennedy et al. 2004*) despite repeat passing at 40mph.

During periods of rainfall, water will flow past the cushions. In some circumstances the pavement around the cushion can deteriorate due ageing carriageways where new cushions have been installed but not as direct result of the cushion itself.

- 4. The cushions will result in increased air pollution from the accelerating / braking action of vehicles. The measures will also contribute towards noise pollution.**

Low speed driving that includes frequent braking / accelerating action has been shown to increase vehicle emissions. Smooth, low speed driving in as high a gear as possible will however result in relatively low emissions. Although some traffic calming measures could result in increased emissions, they have also proved to reduce the volume of traffic, thereby offsetting the effect. Furthermore the improvement in performance of emission control

technology over time means that in future, traffic calming will have even less impact on the comparable emissions generated.

The DfT have conducted research in to the noise impact of traffic calming schemes. The study showed that with a traffic composition consisting of 98% cars, 1% buses and 1% commercial vehicles, a noise level increase of 0.5 decibels was observed. Any increase in noise pollution should therefore be minor.

5. The consultation was flawed, the drawings issued to residents did not show the internal plans of the school grounds. The method in which residents were informed was inadequate and insufficient time was permitted to respond with objections to the scheme.

The drawings issued to residents with a letter detailing the scheme at the start of July did not show the internal plans. The plans were issued to consult on the proposals for traffic calming, speed and parking restrictions. The internal layout of the school grounds was not the subject of consultation.

Residents were informed of the proposals in line with Aberdeen City Council's statutory procedures. This included informing residents of the proposals for cushions via a letter on the affected streets. In addition to this, street notices were posted on lamp posts in the affected areas and refreshed on a weekly basis. The public advert on the notices was published in the press at the start of the consultation period, which run from 7th July to 17th August.

6. The design of the traffic calming will affect the response time of ambulances. Cushions have also been known to cause accidents and the combination of waiting restrictions, signage and traffic calming measures can confuse drivers and lead to accidents.

Cushions are favoured over tables in traffic calming terms as they allow emergency vehicles fast access to streets. The Scottish Ambulance Service has been fully consulted on the proposals. A further advantage of cushions over tables is that no additional drainage need be provided, as tables must have additional drainage installed which in some cases is very difficult to implement.

It is proposed that there will be signs at the zone boundaries to indicate the extent of the 20mph restrictions. There will be further time plates to denote the operational hours of the "School Keep Clear" restrictions. These signs and markings are designed in accordance with the Traffic Signs, Regulations and General Directions (TSRGD)(2002) and they would not be confusing or distracting to motorists. The DfT have proven that introduction of such features has a positive impact on the reduction of accident statistics and

there is no evidence to suggest that such measures are the cause of accidents.

7. The Council should focus on travel plans, promote bus usage, walking and cycling to school to minimise congestion instead of introducing traffic calming.

The developer of the 3Rs project is developing a green travel plan for staff and pupils, which will be distributed to the schools for implementation, similar to that being rolled out to all schools in the city. The design of the school includes cycle stands to encourage cycling and improved bus facilities for pupils. The traffic calming remains necessary to ensure road safety for those pupils who choose to walk or cycle to school.

8. The approach to the traffic management around Cults Academy seems to be more extreme than that of Airyhall Primary or Bucksburn Academy. Could flashing part time 20mph signs not be implemented as they have at the other schools?

Each school must be examined on a case by case basis. The measures that are implemented at one school, would not necessarily be suitable at another. There are guidelines for implementing measures on different classes of road for example, which specify that part time 20mph restrictions should only be introduced over a relatively short stretch on distributor roads. Both Bucksburn Academy and Airyhall primary have these within their vicinity (Kepplehills Road and Countesswells Road) Furthermore distributor roads should not have speed cushions implemented so that fast access is maintained for emergency service vehicles and comfort levels are maintained for bus passengers.

9. There are other traffic calming measures that could be more effective than the proposed options.

Residents have suggested the implementation of traffic islands and chicanes. Traffic islands assist pedestrians in crossing roads which have high traffic volumes but have a relatively minor effect on vehicle speeds. The carriageway around the school is not a suitable width for such an island. Chicanes have been considered but are not the most effective measures. Chicanes have to be wide enough to accommodate large vehicles and have relatively minor effects on the speeds of smaller vehicles. They also require the removal of substantial lengths of parking.

10. Pedestrian Crossings would be more effective in increasing road safety than traffic calming.

Pedestrian crossings should only be used on distributor roads and are inappropriate for residential schemes. Pedestrian crossings are subject to PV2 survey, which calculates a factor based on the number of pedestrians crossing at a local point along the road multiplied by the volume of vehicles squared. Based on the volumes, of pupils and vehicles, the factor would not be close to the value required for a pedestrian crossing. It is unlikely that pupils would wait to cross the road at only one or two local points within the area.

11. Why are there so many cushions? Why have they been provided at 80 – 120 metre spacing when the DfT notes that they can be provided at 140m spacing.

The numbers of cushions are determined by the cushion spacing and zone extents. It is not viable to start the extent of the cushions at some measured point along a road so the extents should be selected by the locations of junctions to neighbouring streets. The spacing of the cushion determines the reduction of the speed. A resident queried Local Transport Note 1/07 published by the DfT which notes in a table 4.3 that cushions may be positioned at 140 metre spacing. The table lists average speed reductions but for road safety designs, it is the 85th percentile speed which is considered (approximately 4 – 5 mph above the average speed). To achieve a balance between acceptable speed and the number of cushions proposed, 80 – 120 metres was selected for cushion spacing to effectively reduce the present speeds to 20mph.

References

Department for Transport (March 2007), *Local Transport Note 1/07 – Traffic Calming*.

Kennedy J V, Oakley C, Sumon S, Parry I (TRL) and Wilkinson E, Brown J (Millbrook)(2004) *Impact of road humps on vehicles and their occupants*. TRL Report 614. Transport Research Laboratory, Cowthorne.

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ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise Planning and Infrastructure DATE: 1 September 2009

CORPORATE DIRECTOR : Interim Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Streets in the Vicinity of
 Bucksburn Academy) (Traffic Management) Order
 2009 (with associated speed cushions to be
 established under the Roads (Scotland) Act 1984)

1. PURPOSE OF REPORT

This report deals with a single objection received as a result of the statutory advertisement of a traffic order providing for various restrictions in the vicinity of Bucksburn Academy. The public notice is attached, from which members will be able to see the exact content of the order.

2. RECOMMENDATION(S)

That the objection be overruled in the light of the observations presented in Section 6 below, and that The Aberdeen City Council (Streets in the Vicinity of Bucksburn Academy) (Traffic Management) Order 2009 (with associated speed cushions) be introduced as originally envisaged.

3. FINANCIAL IMPLICATIONS

All the road safety measures in the vicinity of this school are being funded under the 3Rs budget.

4. SERVICE & COMMUNITY IMPACT

These are standard traffic management measures to protect safety in the vicinity of an academy.

5. OTHER IMPLICATIONS

None.

6. REPORT

There is a single objection from Mrs. Evelyn Tocher of 79 Cloverfield Gardens, who is broadly sceptical about the need for traffic calming but also comments on the impact of speed cushions on parking and access to driveways. However, as members will be aware, there is no reason why a vehicle cannot be parked over a cushion, and the Council would never establish a cushion that impeded movement in and out of a driveway.

There have been helpful discussions with Mrs. Tocher in the usual way, although it would be fair to say that she remains sceptical about the need for the current plan. On the other hand, as central government guidelines make clear, regulatory speed limit signs alone will never get speeds down to the desired level, and the desired level in the vicinity of schools nowadays is of course 20mph. Under these circumstances, and with only a single objection on file, it would seem that there is nothing here to outweigh the virtues of the intended scheme.

7. AUTHORISED SIGNATURE

Interim Director of Corporate Governance

8. REPORT AUTHOR DETAILS

David Wemyss, Committee Services Officer (Roads Legislation),
dwemyss@aberdeencity.gov.uk (01224 522523)

9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report (other than the statutory objections themselves).

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (STREETS IN THE VICINITY OF
BUCKSBURN ACADEMY)
(TRAFFIC MANAGEMENT) ORDER 2009
(with associated speed cushions to be established under the Roads (Scotland)
Act 1984)

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984, **and also to establish associated speed cushions.**

The order would provide for prohibitions of waiting at any time on *certain lengths* of Cloverfield Gardens, Kepplehills Road and Inverurie Road. Also, there would be a part-time regulatory 20mph speed limit on lengths of Kepplehills Road and Inverurie Road, and a full-time regulatory 20mph speed limit on most of Cloverfield Gardens.

In association with this, speed cushions are intended on sections of Cloverfield Gardens, as well as regulatory school keep clear markings (Monday-Friday 8.00am-5.00pm) on lengths of Cloverfield Gardens and Kepplehills Road.

Each speed cushion will be established under the Roads (Scotland) Act 1984 and be 0.075 metres in height and 1.9 metres in length. Tolerances for the construction height of a speed cushion are plus or minus 10mm transversely and plus or minus 15mm longitudinally. The exact positioning of each cushion can be clarified by telephoning 01224 522641 or by calling at St. Nicholas House (for details of this see below). All residents in the lengths of road where speed cushions are to be established have received the exact specifications by letterbox drop.

Full descriptions of the lengths of road involved cannot be fitted onto a statutory advertisement of this kind, and so members of the public interested in knowing the detailed provisions are invited to call the above number in the Council's Traffic Operations Team at St. Nicholas House.

Full details of the proposals including the draft of the order, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 13 July and 17 August 2009, inclusively, in the offices of the Traffic Operations Team on the second floor of St. Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St. Nicholas House to view 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. The telephone number is again 522641.

Anyone wishing to object to the proposed order, or to the establishment of the associated speed cushions, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 13 July until 17 August 2009, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made. The signatories of petitions or standard forms will not ordinarily be treated as objectors (in the sense in which statutory objectors are contacted by the Council about the possibility of informal negotiations, etc) but petitions and standard forms are always brought to the attention of the relevant Committee.

Any person who submits an objection should note that, as a rule, the correspondence will end up in the public domain. Generally, this is because the Committee agendas are public documents, available in libraries and also distributed to the press. Also, when objectors are sent papers later in the procedure, these papers may refer to the complete set of objectors' names and addresses, along with summaries of their observations. If any member of the public is concerned about his or her objection entering the public domain in this way, this should be stated clearly in the objection submitted. Otherwise, it will be assumed that an objector has no such concern. It may also be appropriate to indicate that, in fact, objections are very rarely publicised beyond their being read by Councillors, and so, unless any member of the public has a strongly-held or distinctive concern about confidentiality, it is probably in the public interest to observe that there is an element of technicality about this part of the statutory notice. Guidance on these issues can be obtained from Democratic Services at 522523.

Roderick MacBeath
Head of Democratic Services
Aberdeen City Council
Town House
Aberdeen

Bucksburn Academy Public Consultation Objections & Responses

No	Name & Address	Objection	Response
1	Mr & Mrs Ramsay 64 Cloverfield Gardens Bucksburn Aberdeen AB21 9BD	<p>Mr & Mrs Ramsay object to the siting of the speed cushions within Cloverfield Gardens, particularly those on the centre section.</p> <p>Parking in this area is at a premium with lines of parked cars occupying one lane of the carriageway. As a result speeds are already low and the implementation of cushions would only serve to cause further obstruction to vehicle passage and parking and increase a risk of damage to vehicles.</p> <p>Mr & Mrs Ramsay feel that the cushions are disproportionate to the measurements required to maintain safety around the school. The do however fully support the 20mph limit within the area and associated waiting restrictions with the school.</p>	<p>The introduction of cushions on Cloverfield Gardens will not reduce the available on street parking as vehicles can easily park on the cushions. The cushions will not cause obstruction to vehicle passage.</p> <p>The cushions have been implemented on the midsection of Cloverfield Gardens to maintain a balance of traffic calming measurements across the area. If cushions were only installed on the other sections, motorists would use the centre section as a rat run to avoid the other cushions. During the afternoon, when many residents have their vehicles at work , there is less parking in the streets and a higher probability that vehicles will exceed the 20mph limit.</p>

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ABERDEEN CITY COUNCIL

COMMITTEE : Enterprise, Planning and Infrastructure Committee DATE : 1st September 2009

CORPORATE DIRECTOR: Interim Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (The Green and Surrounding Streets) (Aberdeen) (Traffic Management) Order 2009 (with associated traffic calming)

1. PURPOSE OF REPORT

This report deals with objections received as a result of the statutory advertisement of the traffic order providing for the new streetscape project in The Green and the streets immediately surrounding it. The statutory notice is attached, which details the various elements involved. Also, it should be noted that the order does not provide for the streetscape plan *in itself* but for the associated traffic management measures. However, the plan does necessitate some of the measures.

2. RECOMMENDATIONS

That the objections be overruled and The Aberdeen City Council (The Green and Surrounding Streets) (Aberdeen) (Traffic Management) Order 2009 be made and implemented, along with the associated speed tables.

3. FINANCIAL IMPLICATIONS

The Green Townscape Heritage Initiative has approved £1.065m of funding for this project from the Energising Aberdeen Board. Also, partnership funding of £1.35m has been committed by Scottish Enterprise. Thirdly, an allocation has been made in the non-housing capital bid for the Union Street pedestrianisation works (this being an allocation towards the cost of “entry treatments” for roads entering and exiting The Green area). Also Hammerson, the developer for the Union Square development, are liable under a Section 75 planning agreement to carry out certain improvements in Rennie’s Wynd and Carmelite Street. They have now agreed instead to provide a sum equivalent to the cost of that undertaking, this to be included in the overall budget for the public realm works (which will include Rennie’s Wynd and Carmelite Street). Accordingly, it should be possible to achieve a greater uniformity of design throughout The Green area, and achieve other operational efficiencies.

This funding covers the design and implementation of improvements in phases A and B of the original Townscape Heritage Initiative agreement. The programme for the project anticipates that the work will be completed, and the main project spend finalised, by the end of the financial year 2009/2010. All costs for associated traffic order procedures will be borne by this funding.

4. SERVICE & COMMUNITY IMPACT

The project is intended not only to make the area much more attractive and appealing for residents, traders and visitors (not least in relation to its prospective use as a means of reaching Union Square) but, also, to make it better designed in terms of road safety. The generally positive view which local people have taken is reflected in the fairly low number of objections, but section 6 below allows members to consider the weight of those objections vis-à-vis the overall objectives.

5. OTHER IMPLICATIONS

None.

6. REPORT

There are objections from Soprano Hotels (the St. Magnus Court Hotel), the Carmelite Hotel, Ruth Gibson and Steven Ormston (residents at 9 Carmelite Street), Aberdeen Civic Forum and Guide Dogs.

The objections are presented as an appendix hereto, along with the observations of roads colleagues. Nevertheless, there are various points to be drawn to members' attention.

The objections from Soprano Hotels and the Carmelite Hotel are generally dealt with in the tabulated presentation prepared by the roads officials, as is the objection from Ms Gibson and Mr Ormston. In summary it appears there is nothing in the content of these objections to cast doubt on the content of the traffic order. Some parts of the order do restrict parking in line with the new street design.

The letter from Aberdeen Civic Forum is also covered in the tabulated presentation, but there is some concern about the letter from Guide Dogs. The central theme here is that blind and partially sighted people – and their guide dogs – need kerbs as key navigational cues. They don't need notional kerbs but real kerbs, kerbs that a trained dog can react to. A guide dog does not recognise a "kerblike treatment" that is actually all on one level.

At the moment, this will be a problem in Carmelite Street and Hadden Street. In Carmelite Street, there will be no footway/carriageway distinction in the

normal sense, although the intention is to establish pedestrian priority by means of street furniture and planters. Due to the proposed layout, through traffic will be discouraged, and is likely to be limited to residents of the adjoining flats. There would appear to be no serious potential of the route turning into any kind of rat run or short cut. However, delineating conventional footways with raised kerbs would be impossible. Only sub standard footways would be achievable, which would leave the carriageway too narrow. It would then have to be one way, meaning faster traffic – and, essentially, simply losing the whole point of the scheme.

An extended speed table is proposed for Hadden Street. The carriageway and footway will be visually distinguishable, but they will not actually be on different levels. Accordingly, although Hadden Street is not technically a shared surface, it raises similar concerns as Carmelite Street.

These are the two locations causing particular concern, and it will be seen from the objection from Guide Dogs that not only has the Department of Transport commissioned research into this problematic area but that, also, the Mobility and Access Committee for Scotland (the Scottish Ministers' own advisers on the needs of disabled people) have requested a moratorium on shared surfaces until this research has been completed.

There is no doubt that this represents a material factor to be considered in what is otherwise a very attractive project. It is pleasing to note that roads colleagues believe there is still scope for points of detail to be ameliorated, and they are already in touch with a representative of the Disability Advisory Group on this issue.

Members attention is drawn to the observations of roads officials. On balance it is considered there is nothing in the objections to outweigh the merits of the scheme or content of the order.

7. AUTHORISED SIGNATURES

Interim Director of Corporate Governance

8. REPORT AUTHOR DETAILS

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9. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report other than the earlier report to Area Committee Central on 27 May this year.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984 AND ROADS (SCOTLAND) ACT 1984

THE ABERDEEN CITY COUNCIL (THE GREEN AND SURROUNDING STREETS) (ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 2009 (WITH ASSOCIATED TRAFFIC CALMING)

Aberdeen City Council proposes to make "The Aberdeen City Council (The Green and Surrounding Streets) (Aberdeen) (Traffic Management) Order 2009" in exercise of its powers under the Road Traffic Regulation Act 1984.

The roads affected by the order are Carmelite Lane, Carmelite Street, East Green, Exchange Lane, Exchange Street, The Green, Hadden Street, Imperial Place, Rennie's Wynd, Stirling Street, Trinity Lane and Trinity Street.

The order would provide for pay and display, prohibitions of driving, one-way regulations, speed restrictions, prohibitions of waiting, prohibitions of loading and unloading, green badge parking and a weight limit. Some of these provisions are simply restatements of the existing arrangements.

As part of the overall scheme, the Council also proposes to introduce traffic calming (speed tables) as detailed below. This is in exercise of the Council's powers under the Roads (Scotland) Act 1984:

Street	Location	Height	Tolerances (Longitudinal/ Transversely)
Exchange Street	From its junction with Guild Street northwards for 8m	0.07m	± 10mm / ± 10mm
Exchange Street	From its junction with Hadden Street southwards for 7m.	0.07m	± 10mm / ± 10mm
Hadden Street	From its junction with Market Street westwards for 74m.	0.07m	± 10mm / ± 10mm
Imperial Place	In its entirety.	0.07m	± 10mm / ± 10mm
Rennie's Court	From its junction with Rennie's Wynd eastwards for 5m.	0.07m	± 10mm / ± 10mm
Stirling Street	From its junction with Guild Street northwards for 7m.	0.07m	± 10mm / ± 10mm
Trinity Street	From its junction with Carmelite Street northwards for 7m.	0.07m	± 10mm / ± 10mm

The Aberdeen City Council (On-Street Parking Places) Order 1997 and The Aberdeen City Council (On-Street Parking Places) (Residential Exemption/Business Premises Exemption/Green Badge Permits for People with Severe Disabilities) (Amendment) Order 1999 will both be amended to link their provisions with those parts of the new order dealing with pay and display and green badge arrangements. There will be changes in the locations of some pay and display parking bays, but no change to existing entitlements to hold residential permits allowing free and unlimited parking in those bays, and no change in the charges applicable for those buying pay and display tickets. As before, residential exemption permits cost £80 and pay and display tickets cost 60p for 20 min, £1.25 for 40 min, £1.90 for 1 hour and £3.90 for 2 hours (maximum stay is 2 hours).

Otherwise, all previous traffic orders providing for regulatory arrangements in the area will be superseded and revoked, but only to the extent that they conflict with the provisions of the new order.

Full specifications cannot be fitted onto a statutory advertisement of this kind, and so members of the public interested in knowing the detailed provisions are invited to view the proposals during normal working hours at the Ground Floor reception of St. Nicholas House, Broad Street, Aberdeen. Available for inspection are a statement of the Council's reasons for promoting the order, a draft copy of the order, and maps showing the extents of the proposed measures. It is recommended that anyone wishing to visit St. Nicholas House to view the documents should make an appointment to do so, in order that a member of staff can be present. Please contact Ross Stevenson of AECOM, Term Consultants, on 01224 627800 to arrange an appointment.

Anyone wishing to object to the making of the order, or to the proposed introduction of speed tables, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which runs from 10 July until 7 August 2009, inclusively. Any objection should state (1) the name and address of the objector, (2) the matters to which it relates, and (3) the grounds on which it is being made. The signatories of petitions or standard forms will not ordinarily be treated as objectors (in the sense in which statutory objectors are contacted by the Council about the possibility of informal negotiations, etc.) but petitions and standard forms are always brought to the attention of the relevant Committee.

Any person who submits an objection should note that, as a rule, the correspondence will end up in the public domain. Generally, this is because the Committee agendas are public documents, available in libraries and also distributed to the press. Also, when objectors are sent papers later in the procedure, these papers may refer to the complete set of objectors' names and addresses, along with summaries of their observations. If any member of the public is concerned about his or her objection entering the public domain in this way, this should be stated clearly in the objection submitted. Otherwise it will be assumed that an objector has no such concern. It may also be appropriate to indicate that, in fact, objections are very rarely publicised beyond their being read by Councillors, and so, unless any member of the public has a strongly-held or distinctive concern about confidentiality, it is probably in the public interest to observe that there is an element of technicality about this part of the statutory notice. Guidance on these issues can be obtained from Democratic Services at 522523.

Roderick MacBeath
Head of Democratic Services
Aberdeen City Council
Town House
ABERDEEN

Objector	Objection Summary (this is a summary the objection should be read initially)	Response
Jonathan Day Managing Director Sopranos Hotel	<p>A general overview of the objection is that Mr Day considers the loss of overnight parking unacceptable and will have a detrimental effect on his business. The completion of the new residential flatted developments in the area will further reduce overnight parking availability. The loss of the parking to the rear of St Magnus House offices further exacerbates the situation.</p> <p>Considers that the width of the footways on some of the streets could be reduced to provide additional parking. To preserve the connectivity, preferred routes could be upgraded, prioritised and signed.</p> <p>Suggests that the least used route will be Exchange Street, this street could be resurfaced but with the footway widths remaining as existing to allow parking on both sides of the carriageway.</p>	<p>The Green Streetscape traffic management proposals reduce the number of available night-time parking spaces within the area. Currently there are sixty-three evening spaces and this number is being reduced to fifty-four, a 14% reduction on the current evening availability.</p> <p>The loss of parking spaces has been investigated thoroughly; however, this must be balanced against the aims and objectives of the scheme. It is acknowledged that one aspects of the scheme is to improve pedestrian links between Union Square and Union Street, the scheme is also intended to improve the pedestrian environment and accessibility throughout the area.</p> <p>Reducing the width of the footpaths on Exchange Street would not be impossible but the footways would have to be reduced below Aberdeen City Councils minimum standards and would certainly be considered less than desirable. The provision of sub-standard footways with parking on both sides would not yield the environmental improvements that are desired as part of the regeneration of the area. The historic street pattern and layout would not be enhanced and the street would again appear to be dominated by motor vehicles.</p> <p>Whilst it is acknowledged that the traffic management proposals were not consulted on directly, a number of these issues have previously been considered as part</p>

		<p>of the earlier planning based consultations.</p> <p>It must also be considered whether an individual street can be disadvantaged as part of the improvement scheme for the proposed loss of nine evening parking spaces.</p> <p>With regard to the new flats in the area, Aberdeen City Council has parking standards which are applied to any development. It should be noted that the Green area is served by the highest quality public transport links in the north of Scotland. It is therefore likely that this was considered as part of the applications for the area. Furthermore the availability of parking in the immediate vicinity will be supplemented by the opening of the Union Square development, where access to the car parks will be unrestricted until 2300 hours.</p> <p>It is recommended to overrule this objection.</p>
Mr Gary Atkinson Owner Carmelite Hotel	<p>There will be more demand for evening car-parking with additional residential and businesses coming into the Green area. A reduction by 9 spaces on the current numbers is a negative stance for promoting the night-time economy of hotels and restaurant in our area.</p> <p>Considers that there are opportunities to create space elsewhere.</p>	<p>See above</p> <p>It is recommended to overrule this objection.</p>
Ruth Gibson & Steven Ormston Residents	<p>As residents of Carmelite Street they would like to object to the zone.</p> <p>The residents have a car park but there is limited space which</p>	<p>Whilst it is acknowledged that there is a reduction in the number of night time parking spaces available to residents, it should be noted that this is a City Centre location which is served by</p>

	<p>causes residents to park in Carmelite Street if no space is available. Carmelite Street is a mixture of double yellow and single yellow lines so the residents have to move their car between 8am – 6pm and the majority of people work between 8am and 5pm.</p> <p>The pay and display areas are extremely tight especially since the Carmelite Hotel opened. This will get worse when the 2 new blocks of flats open.</p> <p>Objects to the removal of all parking from Carmelite Street and requests that consideration be given to providing residents only parking on Carmelite Street instead of some of the planters.</p> <p>Believes that there is a possibility that the parking situation might get worse when Union Square opens.</p> <p>Please could they be advised whether there is sufficient parking available for residents of the Green and surrounding area</p>	<p>excellent links to public transport. The properties on Carmelite Street also have access to off-street parking facilities, and the only requirement for additional space is when demand outstrips availability, many other streets do not have this level of availability.</p> <p>Referring to the issue of “Residents Only” parking, the current restrictions within the area are part of parking Zone F which is entirely “Pay and Display”. Introducing Residents Only parking in this area should be an issue that is considered for the entire zone and not localised to one specific street. This request would also effect the availability of short term parking for the businesses in the immediate area.</p> <p>With respect to the removal of all parking from Carmelite Street, Carmelite Street has been identified as one of the main pedestrian links between Union Square and Union Street. Due to the narrow width and the anticipated increase in pedestrian traffic on Carmelite Street, introducing a shared surface in the area would significantly improve the pedestrian environment whilst discouraging through traffic. The removal of the pedestrian / vehicular segregation requires the introduction of chicanes and other street furniture to restrict vehicle speeds and promote the pedestrian environment.</p> <p>Introducing parking places in Carmelite Street would increase the desire for vehicles to drive along the shared surface looking for a parking space, this is contrary to what the scheme is trying to achieve. It should be noted that</p>
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		<p>only the residents of the flats will drive through Carmelite Street to access their car park.</p> <p>Night time parking surveys have been undertaken in the proposed area. These surveys suggest that 35 residents regularly use the area to park their vehicle overnight, with the remainder of the spaces utilised by general parking. The reduction in evening parking spaces may result in a displacement of general parking to streets outwith the area. The Aberdeen Parking Review 2005 (Colin Buchanan and Partners Limited) indicates that evening parking spaces are available to the north and east of the Green, however these streets are within Zones A, E and G and do not provide the same benefits to resident permit holders in Zone F (within which the Green area lies).</p> <p>It is recommended that the issue of city centre parking zoning is reviewed, however, this objection should be overruled</p>
<p>Guide Dogs</p>	<p>They have been contacted by residents of Aberdeen concerned by the implementation of a shared surface on Carmelite Street and possibly Hadden Street</p> <p>Blind and partially sighted people use the kerb as a navigational cue so its removal has dangerous consequences. Many blind and partially sighted people avoid these areas as they no longer feel safe. Guide Dogs' research has demonstrated that shared surfaces affect the safety, confidence and independence of blind and partially sighted</p>	<p>The current proposals include a shared surface on Carmelite Street. The carriageway on Hadden Street is at the same level as the footway; there will be a kerb delineating the carriageway and footway but there will not be a 100mm upstand.</p> <p>With regard to the research commissioned by the Department for Transport, unfortunately until such time as this research is published the design of schemes such as this must utilise aspects of existing guidance, including the Department for Transport documents, <i>Manual for Streets</i>, (The English</p>

	<p>The Department for Transport has commissioned research to provide evidence based guidance on the application of the shared space concept.</p> <p>In response to the <i>Designing Streets</i> consultation the Mobility and Access Committee for Scotland have requested that no new shared surfaces be agreed until the research is complete. Guide Dogs request that all new shared surfaces are suspended until new guidance is produced.</p> <p>In the proposed scheme there is a shared surface on Carmelite Street but it is unclear whether there are full height kerbs on Hadden Street or whether this is another shared surface.</p> <p>There are raised tables at each of the junctions into the area. Will these have the associated tactile paving provision as detailed in <i>Guidance on the Use of Tactile Paving Surfaces</i></p> <p>Requests information on the provision for the partially sighted and the blind.</p> <p>Has an impact assessment been undertaken?</p>	<p>and Welsh equivalent of the upcoming <i>Designing Streets</i>), <i>Homezones – Challenging the future of our streets</i>. <i>Homezone – Design Guidelines</i>, The Institute of Incorporated Highways Engineers</p> <p>It is acknowledged that the design of the scheme is not a standard street arrangement; however, the shared surface on Carmelite Street has been designed to clearly highlight the pedestrian priority and discourage all non-essential traffic use.</p> <p>The proposal for Hadden Street is not for a shared surface; however, there is not a standard kerb with upstand delineating between the carriageway and footway. It is intended that surface materials with varying textures in combination with broad granite kerbs will highlight the difference between carriageway and footway.</p> <p>Tactile paving will be used throughout the scheme.</p> <p>A disability access audit has not been undertaken, however, a road safety audit which includes provision for non motorised users, has been carried out.</p> <p>It is recommended to overrule this objection.</p>
Aberdeen Civic Forum	<p>The proposals were circulated to the Lead Group of the Civic Forum as well as those members of the forum who represent the Disability Advisory Group in the city.</p> <p>The Civic forum requests that any paving / setts used should provide a good walking surface</p>	<p>Relating to the concerns regarding the shared surfaces, please see the above response to Guide Dogs.</p> <p>It is proposed that the number of Pay and Display parking spaces be increased from thirty three daytime spaces to forty four spaces, an increase of 33%. It is</p>

	<p>and, in particular, requests that metal surfaces are avoided as, in wet weather, they can become slippery.</p> <p>Shared surfaces are a concern as for many different groups of people these can be difficult to navigate safely including, amongst others, the visually impaired, the elderly and families with young children.</p> <p>The proposed Pay and Display parking is limited and should therefore be short duration only with long stay parking focussed on nearby multi-storey parking (i.e. at the Mall, Union Square / College Street etc). As a result, it is essential that the pedestrian linkage between the Green, Union Street and Union Square is addressed.</p> <p>There is very little green badge parking proposed and what is proposed sits on the edge of the area although close to the green itself. It is suggested that additional green badge parking should be considered in Carmelite Lane which sits in the centre of the whole area.</p>	<p>not proposed to change the timing of the Pay and Display which is currently restricted to 2 hour maximum stay.</p> <p>With regard to the Green Badge parking spaces, there are currently 2 existing Green badge spaces in close proximity to the Green area. The issue of relocating these spaces was considered but discarded as it is considered that the current location is most suitable.</p> <p>One-way streets are not considered suitable for the introduction of Green Badge parking bays. This is because the Green Badge holder can be either the driver or the passenger. If the Green Badge space is introduced on a one way street it would always be necessary for the driver or the passenger to disembark from the vehicle into the main carriageway which is surfaced with setts.</p> <p>If Green Badge spaces are introduced on two-way streets the vehicle can be positioned so that either the driver or the passenger can disembark onto the footway which has a more wheelchair friendly surface.</p> <p>In this way it is considered that Rennies Wynd is a more suitable location to locate a Green Badge space than Carmelite Street, where the driver would have to get out onto the setted carriageway.</p> <p>Rennies Wynd was also considered more acceptable than Imperial Place because there is a level difference between Imperial Place and the Market.</p>
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		<p>It should be recognised that when the Green Badge Spaces were initially conceived, Rennies Wynd was considered the most appropriate location near the Green; on review the proposed scheme does not change this fact.</p> <p>It is recommended to overrule this objection</p>
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ABERDEEN CITY COUNCIL

COMMITTEE : Enterprise, Planning and Infrastructure Committee DATE : 1st September 2009

CORPORATE DIRECTOR: Interim Director of Corporate Governance and Director of Enterprise, Planning and Infrastructure

TITLE OF REPORT : Disabled Persons' Parking Places (Scotland) Act 2009

1. PURPOSE OF REPORT

This report deals with the implications for the Council of the above legislation, which received Royal Assent on 1 April this year and comes into operation on 1 October. It will be helpful to read Section 6 before moving to the recommendations, since the background explanations are quite complex.

2. RECOMMENDATIONS

- (1) that the Council's obligations under the legislation be pursued as outlined in the main part of this report;
- (2) that the £15,000 saving previously allocated to on-street disabled parking for 2009/2010 (ie the proposed introduction of charges for providing advisory on-street bays outside the homes of people with disabilities) be made not by introducing charges but by reducing the budget for making the provisions, with the effect that, when funds have been used up for the current year, subsequent applicants would have to wait until further finance became available;
- (3) that it be noted that a further report will be brought forward to the Committee on 27 October, after further and more extensive investigations into the impact of the new legislation, with a view to providing a basis upon which the Council might approach the Minister for Transport, Infrastructure and Climate Change to emphasise the financial and workload burden involved here, and request reassurance that direct funding support will be made available to local authorities; and
- (4) that Aberdeen City Council join with COSLA and SCOTS (The Society of Chief Officers of Transportation in Scotland) in partnership efforts to bring pressure to bear on the Scottish Government on the issue.

3. FINANCIAL IMPLICATIONS

At present there is no funding to cover the implementation of the legislation.

Last December, this Council contemplated the introduction of charges for its provision of advisory on-street parking bays outside the homes of people with disabilities. That proposal has now been overtaken by the imminent *outlawing* of such bays in themselves (let alone charging for them), and, in line with recommendation 2, this report proposes that the intended saving be achieved not by the introduction of charges but by reducing the budget for making the actual provisions.

As regards staffing, the anticipated workload involves reviewing current spaces, dealing with new applications from an estimated 7,000 people, assessing new spaces, liaising with landowners, vis-à-vis supermarket and other off-street car parks, creating specification schedules, drafting and advertising traffic orders, dealing with objections and procedural difficulties, and reporting to Committee. *This cannot be met by existing resources.*

There would also be an increased workload for the City Wardens, especially as regards the supermarket car parks.

The intended report to Committee on 27 October would go into greater detail on these concerns. In the meantime, a broad total estimated cost for on-street arrangements alone, attributable to next year's budgets, would be £400,000. However, this does not cover the off-street aspect, which is an unknown quantity.

4. SERVICE & COMMUNITY IMPACT

The value judgements here are outlined in the main part of the report, and really need to be understood in the wider context of that section.

5. OTHER IMPLICATIONS

None.

6. REPORT

On-street bays outside the homes of people with disabilities

1. The first central issue in all of this is that a fundamental change is coming vis-à-vis the existing *advisory* on-street parking bays which this Council (like others throughout Scotland) establishes outside the homes of people with disabilities. Such spaces are established in line with our own criteria, which are more rigorous than simply requiring that the applicant should have a blue badge. *There are approximately thirteen hundred of these spaces throughout the city.*

2. Each of these spaces entails the reservation of a short section of kerbside adjacent to the home of a person with a disability. The arrangement is advisory. There is no traffic order to back it up. That means the bay is not enforceable by our parking attendants, or by Grampian Police, and that it can be abused by someone setting out to do so. However, bad neighbourliness is fairly uncommon, although it would be untrue to say that there had not been occasional problems over the years.
3. The other thing to emphasise about these advisory arrangements is that the space is *individualised*, so the only blue badge holder who can use it is the particular person who lives at the address.
4. ***The new legislation actively outlaws this practice, and makes it literally illegal for a Council to establish a advisory bay of this kind – apart from one exception which is explained later.***
5. The point is that the new Act obliges the Council to create traffic orders to make these bays regulatory – and so enforceable by the parking attendants – but a concomitant of this is that the bays will no longer be able to be individualised. Although a particular resident will have requested its establishment, its availability will be open to *any* blue badge holder.
6. If a resident vacates “his” space and then returns to find a stranger has parked in it (displaying a valid badge), this is simply in accord with the new provisions, and there is nothing the resident can do about it. Again, in the new arrangement, the bays will not be individualised at all.
7. The one exception to the outlawing of current practice is that an advisory space can still be provided as long as it is only put on the ground *pending the establishment of a regulatory one*, and as long as it is not individualised.

Legalities

8. This raises concerns about using traffic orders at all, not the least of which is that local authorities are obliged to hear statutory objections to traffic orders – ideally, before an independent arbiter at a public hearing but, more realistically, by means of one of its own Committees acting quasi-judicially (the Council does). This of course is immediately vulnerable to the criticism that the Council is judge and jury vis-à-vis its own proposal, and there is a good deal of conviction in that criticism - even though I am unaware of any local authority in the United Kingdom that actually does anything different.
9. An answer to this criticism is to point to the evidence here in Aberdeen that the City Council has done pretty well in adjusting,

relaxing and even sometimes abandoning traffic orders in the face of objections, and to point to how elected members over the years have often become very experienced and aware of their obligation to remain open-minded and impartial in hearing objections.

10. However, in the context of this new legislation, there is a clear question about how realistically autonomous any Committee can be if it has already affirmed one of these disabled spaces in terms of pre-existing theoretical criteria for determining the suitability of such a space. Hearing an objection to a traffic order of this kind sounds like a bit of an idle ceremony, suggesting that the entire process does not really fit very well with the use of orders in the first place.
11. Also, the idea that we would actually establish the space on an advisory basis - before an order had even been advertised - does not sit well with the idea that we might subsequently uphold an objection.

Practicalities

12. Beyond this, there is of course the question of how to organise the orders. Clearly, the Council could make hundreds of them every year, but that would be completely untenable. An obvious assumption would be to collect all the locations into a very large-scale order once a year, to be advertised at an optimum point in the calendar. That would mean that there was always going to be a waiting list, but the Council can still establish advisory bays as long as the locations are designated for future regulatory status.
13. On the other hand, city-wide orders would be very unwieldy, and it would be better (although not necessarily more expedient) to have "locality" orders (e.g. Ferryhill, Broomhill, etc) in order to retain a concrete sense of their provisions.
14. **The new Act obliges the Council to have at least *commenced* statutory procedures for an order (or orders) by 1 October, 2010.**
15. Before then, however, the Council is obliged to carry out on-street inspections to ascertain the existing position, checking that our records are accurate and that we have kept abreast of spaces no longer needed because residents have moved away or died. These updated records would then form the basis of scheduling in the orders. In order to fulfil this requirement, the location of every disabled space in the city will require to be checked. The first year will be resource intensive, because of the workload involved, but, later, in subsequent years, this should be less so.
16. The existing on-street and off-street markings and signs do not conform to the legislative requirements, and significant funding

would be involved in curing this (on-street only). The off-street aspect is something of an unknown quantity at the moment.

17. There are also costs involved in promoting traffic orders (staff time, laminated notices on lamp posts, and advertisements in the local press. However, there can be no question of cutting corners on this, since these orders like any others, are going to have to be resilient in the face of legal challenge.
18. Also, in passing, it would have to be said that, with the best will in the world, the City Wardens may not be able to respond immediately to complaints about problems happening there and then in supermarket car parks, although one would hope that the new regulatory framework would encourage more disciplined behaviour in the first place. Nevertheless, there is a risk that members of the public will have unrealistic expectations about being able to report fraudulent use of disabled spaces and see an immediate response.

Off-street spaces

19. The obligations to do with *off-street* parking areas with disabled spaces in them are different.
20. At the moment, the Council does not provide any off-street equivalent of on-street advisory spaces. Instead, in the public (pay and display) car parks, blue badge holders can park in specially designated areas free of all charging and time limitation. Also, if someone parks in one of these spaces without displaying a blue badge, the situation already is a regulatory one - by virtue of our own off-street car parking legislation - and a penalty charge notice can be issued. Blue badge holders can also park free of charge and without limitation of time in on-street pay and display areas, although not in specially designated bays).
21. The significance of the new legislation as regards off-street provision is not to change what the Council does in our own car parks but to introduce the possibility that we could do it in other car parks. This relies on long-standing powers under the Road Traffic Regulation Act 1984 to use a traffic order to manage an off-street car parking area which the Council does not actually own, but which the Council have obtained permission to bring within the scope of our regulatory arrangements.
22. There are an estimated two hundred and twenty-seven off-street disabled parking spaces under Housing jurisdiction. The exact figure is unknown and work is needed to validate and amend these. There are other car parks for housing associations and private developments, and, again, the figures for disabled parking in these locations are unknown.

Entering negotiations

23. The main obligation vis-à-vis off-street car parks (as a shorthand, these are referred to as “supermarket car parks”) is that the Council is now obliged to trawl the city to identify all such areas where disabled spaces have been established, and to contact the land manager in each case to ask if there is scope for the Council to manage the area instead – but only to the extent of its *disabled* spaces.
24. Not only does the Council have to approach all land managers operating such disabled spaces but, to try after every two years where no initial contact was successful
25. Again, as with on-street provision, the Council need to have *commenced* statutory procedures for an off-street order by 1 October, 2010.
26. Of course, something like the Duthie Park car park could be included in an off-street traffic order *if* it were clear that the Council wanted it to be completely accessible to the public, regardless of whether they were visiting the park. It just so happens that there has never in the past been any impulse to include such areas in the off-street regimes.
27. Council housing areas are different since, presumably, the Council would wish these to be reserved for a very limited category - the residents – with no context of *public* car parking. So, to the extent to which the Council use an order to cover disabled spaces in these areas, such spaces would thereafter be accessible to *any* blue badge holder, not just a resident of the relevant council housing.

More Detailed Questions

28. This report has not gone into more detailed questions about many of the value judgements at stake. For example, it has already been mentioned that dealing with objections impartially is going to be quite difficult to do if an intended on-street space has already been affirmed by the Council as suitable in terms of existing circumstances on the road in question. However, the Council can also determine that a requested space is *not* suitable, probably because of a surfeit of existing spaces or problems with the geometry or configuration of the road layout. Should the officials have delegated power here? And, in the event of a refusal, should the applicant then have some sort of right of appeal?
29. Certainly, the legislation does not afford one, but dissatisfied applicants may go to local members to complain about having been turned down. Here, however, it is worth remembering that if the problem at any one location is that there are already several disabled spaces in the street in question, those spaces will in future

not be individualised, and so, in a sense, it would never be a particular applicant who was being turned down because no space is ever for the exclusive use of an applicant. This brings us back to the possibility that spaces for blue badge parking will proliferate all over the city, but that they will never be individualised.

30. There is also an issue about establishing these spaces in controlled parking zones, where blue badge holders can park free of charge and time limitation in any case. But, if there are parking pressures in the evenings, when controlled parking does not apply, a blue badge space could still intelligibly be sought, meaning that the new legislation will force the establishment of regulatory blue badge spaces in controlled parking zones unless the Council is prepared to resist some of them *either* on the grounds that there are no evening parking pressures *or* on the grounds that daytime parking concerns militate against a reduction in general (pay and display and residential) provision.
31. None of these tricky value judgements are tackled in this report, but will appear in the next report to the 27 October meeting.
32. Needless to say, requests for on-street spaces continue to come in from people who are probably unaware of the new legislation and are expecting to get the traditional advisory individualised space. Under the circumstances, these are currently being held as priority requests for the new regime (rather than last minute opportunities to establish something that will be almost immediately in need of revision).

Parliamentary background

33. In conclusion, it may be worth outlining the Parliamentary background. The Local Government and Communities Committee took evidence on the Bill between September and October 2008. The main concern at this time was uncertainty about figures in the Financial Memorandum. The Committee agreed with the Finance Committee that the overall estimate of £1.7m for creating an enforceable disabled persons' parking regime across Scotland was subject to a significant degree of doubt, and recommended that the Government and COSLA should negotiate the costs of implementing the Bill's provisions to ensure that it would not represent an undue burden for local authorities.
34. Uncertainty over costs continued during the Stage 1 debate, during which the Minister for Transport, Infrastructure and Climate Change stated that, as promoter of the Bill, Jackie Baillie MSP had responsibility for the Financial Memorandum, and that the Government would support Ms. Baillie in her discussions with COSLA. At Stage 3, following negotiations and research by Jackie Baillie, the cost was estimated to be nearer £3m. The Minister,

however, said the local authorities considered the cost would be closer to £6m.

35. The Minister also gave an undertaking that, following the passage of the Bill, officials would liaise with local authorities to address the issue of how to take account of economies of scale and best value, and that the Government would make funding available once more accurate figures became available. However, at the time in writing, there is no more information available about this.

Conclusion

36. It will be clear by now that this entails significant levels of workload, staff time and financial burden. If the present report has sounded a note of scepticism about the new provisions for on-street spaces, it should be said that the part of the legislation that takes aim at the situation in supermarkets, etc. is extremely sound. Nevertheless, the workload/staffing/financial aspect is significant and will need to be addressed.
37. ***Aberdeen City Council made representations to the Scottish Government about all the reservations expressed in this report, but was unsuccessful in influencing any changes. Other local authorities are expressing similar and serious worries.***

7. AUTHORISED SIGNATURES

Interim Director of
Corporate Governance

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8. REPORT AUTHOR DETAILS

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9. BACKGROUND PAPERS

All the background papers were used as a point of departure for writing this report are attached to it.

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ABERDEEN CITY COUNCIL

COMMITTEE Environment, Planning and Infrastructure

DATE 1st September
2009

CORPORATE DIRECTOR Gordon McIntosh

TITLE OF REPORT Midstocket and Rosemount Public Transport Review

1. PURPOSE OF REPORT

The purpose of this report is to advise Members of the views of residents on the changes to the bus network in the Midstocket and Rosemount areas of the City. Bus services changed in April 2008, September 2008 and recently in February 2009.

2. RECOMMENDATION(S)

That the Committee, instructs the Corporate Director for Enterprise, Planning and Infrastructure to:

- a) Continue discussions with bus operators with a view to reinstating service 22 or altering the route of service 3 to resolve the difficulties found on Raeden Park Road and the lack of a frequent service along the length of Mid Stocket Road;
- b) Continue discussions with bus operators with a view to establishing an improved bus service between Midstocket, Rosemount and the Broad Street area of the city centre;
- c) Continue to monitor the performance of Service 25 with First Aberdeen;
- d) Further investigate opportunities for introducing a Community Bus Service to augment service 25 in the Mid Stocket area and report back to future Committee with a detailed proposal;
- e) Formally write to First Aberdeen and Stagecoach Bluebird with the findings from this process.

3. FINANCIAL IMPLICATIONS

There are no financial implications contained within this report.

4. SERVICE & COMMUNITY IMPACT

A key aim of the Community Plan is to ensure that all citizens have access to a range of transport options that reflect differing needs of age, gender, disability and income. The Single Outcome Agreement also sets a priority of improving sustainable transport options for the City.

The Vibrant, Dynamic & Forward Looking document sets out a commitment to work to improve public transport in and to our city and the introduction of appropriate bus priority measures

5. OTHER IMPLICATIONS

None.

6. REPORT

1.0 BACKGROUND

1.1 Camperdown Road and Harcourt Road are the main bus routes in the Midstocket area. They provide a path for bus services to link to ARI and the Western end of Union Street from the Western estates in the City.

Residents in the Midstocket area have campaigned Members to reduce the number of routes from Camperdown Road and Harcourt Road.

In February 2008, First Aberdeen and the Council agreed to trial operating Service 3 along Raeden Park Road, which reduced the proposed number of bus movements on Camperdown Road and Harcourt Road.

The local residents on all three affected streets have mixed and conflicting views on this change.

1.2 In April 2008 as part of First Aberdeen's network changes the Service 22 was removed, this resulted in there being no buses serving the western section of Mid Stocket Road. Following complaints from residents and pressure from Aberdeen City Council, First Aberdeen introduced Service 25. This is an hourly bus service which operates between Mastrick and Broad Street. The service travels via the full length of Mid Stocket Road and through Rosemount. Residents in the area were pleased with the introduction of this service but continue to campaign for a service with greater frequency along the western section of Mid Stocket Road.

1.3 In the Rosemount area of the City the bus services have been altered significantly by the network changes introduced by First Aberdeen in April 2008.

The former Service 22 served the Rosemount area travelling directly to Broad Street via Union St. The former Service 13 linked Rosemount to Union Terrace crossing over to Bridge Street and then to Cove.

Since the Network changes in April 2008 the Service 22 was withdrawn and the Service 13 now follows an amended route.

The Service 3 has replaced the route taken by the Service 13 in the Rosemount area following the same path through Rosemount to Bridge Street.

The Service 25 replaces the route taken by the Service 22 in the Rosemount area by providing an hourly link from Rosemount to Broad Street and the Gallowgate via Union Street.

The net impact of this is that Rosemount has lost six out of twenty buses per hour and has a reduced service to the Broad Street area.

The residents in the Rosemount area raised many concerns with regards to the changes in 2008, most commonly:

(i) They would like a link to the Upperkirkgate and Broad Street via Union Street.

(ii) There is also concern in the Rosemount area that many of the retail units have reported a decline in business since the Network changes in April 2008. They believe that this is due to the lack of a frequent link to the main shopping thoroughfare in Aberdeen City Centre.

1.4 Given the wide ranging concerns highlighted in 1.1, 1.2 and 1.3 above, the Council undertook to survey the concerns and aspirations of those affected areas.

1.5 This report sets out the responses from over 4000 questionnaires sent out in the Rosemount and Midstocket areas.

1.6 Questionnaire's were sent out on 08/08/2008 and consultation ended on the 30/09/2008. During the time of consultation there were requests from people outside the consultation area to be included, this was accommodated where possible or where their views were exceptional or in conflict to the feedback previously received within the consultation area.

2.0 Midstocket Questionnaire Results

2.1 The Council received 615 responses from a total of 1241 questionnaires that were posted out to residents in the area.

2.2 Some key stats:

- Approximately 40% of respondents were from households with only one permanent resident and 60% of respondents were from households with 2 or more permanent residents.
- 50% of all the households with one person resident in the area do not have a car and a 25% of all households who responded from the area do not have a car. This is against an average in the Midstocket area of 23.1% (2001 Census Results) and an Aberdeen City average of 33.8% (2001 Census Results). There is greater accessibility to personal motor vehicles in the area compared to the rest of the City however for households with only one resident, 50% of them do not have a car.
- The residents (25% of respondents) who do not have access to a car are the residents who rely upon public transport as their only means of transport and ability to access amenities within Aberdeen City.
- 52% of respondents use a bus on a regular basis (arguably there are 27% of respondents who use the bus in preference to the car). The perception of bus

services by all of those who responded were that 46% felt that the services provided were good or excellent.

- The types of journey by bus in the Midstocket area are primarily for leisure (41%) and for appointments (25%).
- 18% of respondents use the bus to travel to/from work. In Aberdeen as a whole 14.9% (2001 data) use the bus to travel to/from work. Slightly more people within the Midstocket area rely upon buses to access work than the Aberdeen average.
- 63% of respondents stated they had been affected by the Network changes in April 2008.
- 34% of those affected stated this was because they were now unable to travel to destinations without either changing buses or walking and a quarter noted that they now have to use bus services that are further away.

A detailed list of issues from the Midstocket residents can be found in Appendix I.

3.0 Rosemount Questionnaire Results

3.1 The Council received 599 responses from a total of 3200 questionnaires that were posted out to residents in the area.

3.2 Some key stats:

- 50% of all respondents were from households with one permanent resident and 50% were from households with 2 or more permanent residents.
- 75% of all the households with one person resident in the area do not have a car and 57% of all households who responded do not have a car. This is against an average in the Rosemount area of approximately 45% (2001 Census Results) and an Aberdeen City average of 33.8% (2001 Census Results). There is far less access to personal motor vehicles in this area compared to the rest of the City, especially for households with only one person resident.
- The residents (57% of respondents) who do not have access to a car are the residents who rely upon public transport as their only means of transport and ability to access amenities within Aberdeen City.
- 61% of respondents use a bus on a regular basis. The perception of bus services by all those who responded were that 29% believed the services provided were good or excellent.
- The types of journey by bus in the Rosemount area are primarily for shopping (34%) and 21% of journeys are either for appointments or for leisure. 16% of respondents use the bus to travel to/from work. In Aberdeen as a whole 14.9% (2001 data) use the bus to travel to/from work. Slightly more people in

the Rosemount area rely upon buses to access work than the Aberdeen average.

- 66% of respondents stated they had been affected by the network changes in April 2008.
- 47% of those affected stated this was because they could not travel to destinations without changing buses or walking and about 20% were affected because they have to use buses that are further away or they have to spend more time travelling.

The final bullet point is a surprising figure as other than a frequency reduction to Broad Street the area is largely unaffected. However detailed analysis of the survey returns have shown that this may be caused by people from Rosemount having to get off a bus at Union Terrace to walk or change buses to the Broad Street area where they previously had a frequent direct service.

A detailed list of issues from the Rosemount residents can be found in Appendix I.

4.0 The questionnaire offered an opportunity for respondents to suggest changes they would like to see made to bus services in the area. Large proportions of these were very similar in content and have been broken down into the following charts. Where totals exceed 100%, it is because residents have provided more than one comment.

Fig 1 Midstocket Comments relating to new and old bus routes around the area

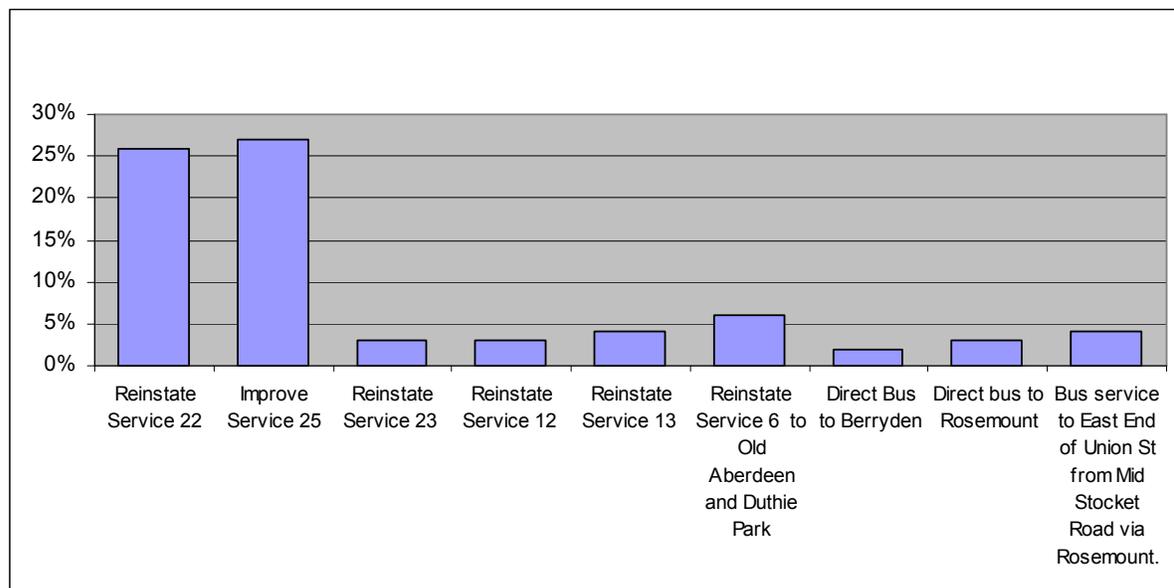


Fig 2 Midstocket Comments relating to the routes and roads used

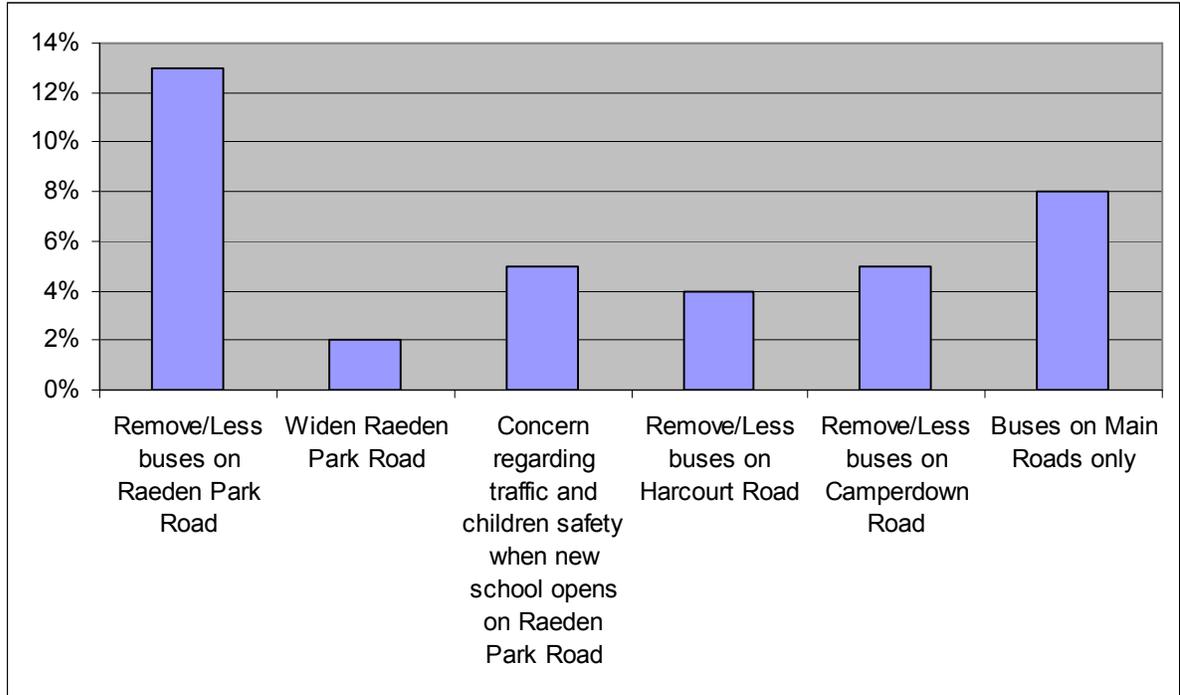


Fig 3 Rosemount Comments relating to new and old bus routes around the area

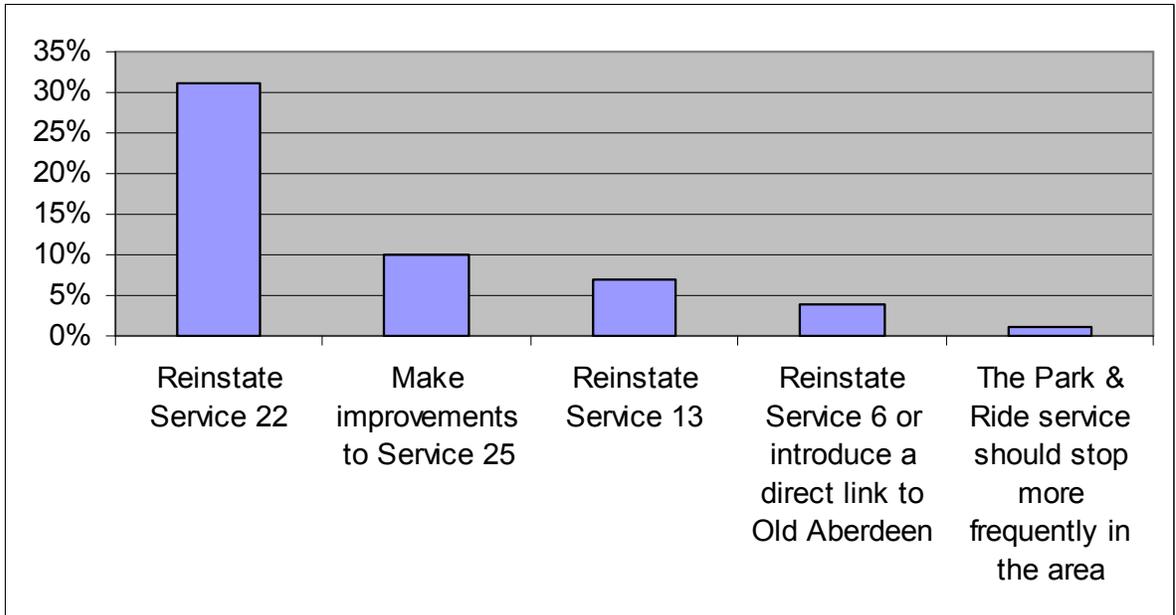
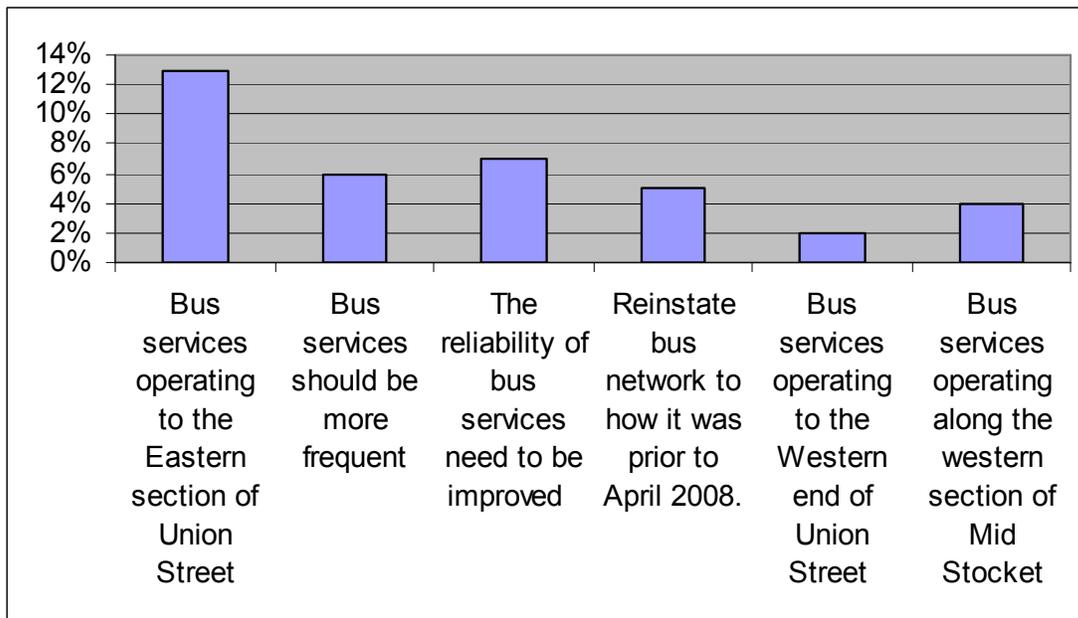


Fig 4 Rosemount General comments regarding bus services.



4.1 The table below sets out the priority changes that people in both areas are seeking and set out what actions can be taken.

Issue	Advantages	Disadvantages	Cost	Conclusion
a) Reinstate Service 22 or a frequent bus service to the East End of Union Street.	Will link Midstocket through to Rosemount and Schoolhill with a 10 minute service.	Will duplicate existing bus routes. First Aberdeen have considered and discarded this as a commercial opportunity.	Estimated at several hundred thousand.	Seek improvements to service 25 as this has largely the route of the Service 22 in this section of the City and will meet the needs set out by respondents.
b) i) Develop 25 to a more frequent service and to expand operating times and days	Will meet the aspirations of the Midstocket/ Rosemount communities. Will link Midstocket through to Rosemount and Schoolhill with a frequent service.	Will likely require financial support as current utilisation of 25 is low.	£50,000	Investigate options for utilising Council's passenger fleet for supplementary journeys. New legislation will allow for the council to operate such a service as a community bus service.
b) ii) Develop a community transport solution for the Midstocket/ Rosemount community.	Will be specifically tailored for the needs of the numerous care and residential homes within the area.	May have a negative impact upon the Service 25. Such a service is unlikely to improve evening or weekend service without volunteer drivers.	Up to a maximum of £25,000 over a full financial year.	Currently undertaking investigations, further report to be prepared.
c) Divert Service 3 onto Schoolhill.	Will link part of Midstocket through to Rosemount and Schoolhill with a frequent service.	Additional running time will be added to the journey of the Service 3.	First Aberdeen has indicated that an additional vehicle would be required and they would be looking for financial input for this.	Discussions have taken place with First Aberdeen who has indicated that they cannot accommodate this change at this time.

Issue	Advantages	Disadvantages	Cost	Conclusion
d) Reinstate Service 6	Will link Midstocket/ Rosemount with Old Aberdeen and the South of the City.	May duplicate existing bus routes. First Aberdeen has previously discarded this as a commercial opportunity.	Estimated at several hundred thousand.	No action at this time, retain for future consideration.
e) Reinstate Service 13	Will link Midstocket and Rosemount with Mastrick, and Cove	Would duplicate existing First Aberdeen services.	Estimated at several hundred thousand.	No action required as there is no gap in service as the Service 3 provides a link from Mastrick to Rosemount and Cove. Also the Service 23 travels the same route as the 13 did through Midstocket.
f) Reinstate Service 12	Will link Midstocket with ARI, Westburn Road and Berryden. Will link Rosemount to ARI, Northfield and Torry.	Will duplicate existing bus services	Estimated at several hundred thousand.	No action required as there is no gap in service; the 59 follows the same route as the 12 previously did from Northfield past ARI, Westburn Road and passing near to Berryden with a frequent service. Service 12 currently travels the same route through Rosemount and links the region to Torry. Additionally the Service 3 also links Rosemount with ARI.
g) Reinstate Service 23	Will link Midstocket with the West End and Union Street and Hilton.	Will duplicate existing First Aberdeen services.	Estimated at several hundred thousand.	No action required as there is no gap in service the existing Service 13 links Midstocket with the West End and Union Street. The current 23 can still be taken from Midstocket to the Hilton area.

Issue	Advantages	Disadvantages	Cost	Conclusion
h) Direct Service to Berryden	Will link Midstocket with Berryden Retail Park	May duplicate existing First Aberdeen services.	Varies to £00,000's	Refer to bus operators for consideration.
i) Direct Service to Rosemount from Midstocket	Will link Midstocket through to Rosemount	Would duplicate existing First Aberdeen services	Varies to £00,000's	See action point b) above.
j) Remove the Service 3 from Raeden Park Road	Will meet the aspirations of the residents of Raeden Park Road.	Most suitable next alternative would be Harcourt & Camperdown Road where residents have campaigned for removal of buses.	Minimal cost met from existing budget.	No action at this time. Continue to monitor Service 3 on Raeden Park Road and liaise with residents over their concerns.
k) Remove/ reduce bus services on Harcourt Road & Camperdown Road	Will meet the aspirations of the residents of Harcourt Road and Camperdown Road	Most suitable next alternative would be Raeden Park Road where residents have largely campaigned for removal of buses. This would also likely lead to increased congestion in the area.	Minimal cost met from existing budget	No action at this time. Continue to liaise with residents over their concerns.
l) Bus services on main roads only	Will meet the aspirations of certain residents in the Midstocket area and prevent buses travelling down smaller residential streets.	Would lead to additional running time on bus journeys. Also would not be providing the community with adequate bus services as they would miss residential housing schemes and result in moving bus services further away, which is of no benefit to the bus using residents of the area.	Minimal cost met from existing budget	No action as would sever many vital community, business and leisure links across the bus network.

Issue	Advantages	Disadvantages	Cost	Conclusion
m) Park & Ride to stop more frequently throughout the area	Will provide Rosemount with a link to Kingswells and the west end of Union Street and also a link to King Street.	Park & Ride is designed to be a direct and limited stop service. Increasing the number of stops will add to the journey running time and may detract from the direct service.	Minimal cost met from existing budget.	Further discussion with First Aberdeen as part of a wider review.
n) Reinstate Network as it was pre April 2008.	Will meet the aspirations of many residents and there will be familiar bus services for the residents.	This is an upheaval given that services have changed. It is highly unlikely that First Aberdeen would agree. It will be too confusing to change services again.	Exceptionally High	No action, discussions on the changes have been ongoing with First Aberdeen who do not intend to make any further alterations at this time.
o) Direct service to West End of Union Street and Holburn Street	Will link Rosemount to the business quarters of Aberdeen city and the Holburn area.	May duplicate existing services and demand for such a service may not be high.	Estimated at several hundred thousand	No action at this time, retain for future consideration.
p) Improve reliability of bus services	Will create a better service for residents and may increase bus usage.	Difficult to achieve as bus services run to time as best as they can and to improve reliability would require undertaking costly priority provision for bus services.	Varies	Ongoing implementation through Local Transport Strategy, Punctuality Improvement Partnership and Bus Action Plan.

5.0 Raeden Park Road and Bus Routes

The use of Raeden Park Road has reduced bus movements on Camperdown Road and Harcourt Road. The increase in traffic due to the bus service is less than 1% on Raeden Park Road. Residents have raised concerns that the use of Raeden Park Road is unsuitable due to on street parking, traffic levels, road safety and the construction of new Mile-End Primary School.

Raeden Park Road does have a high level of traffic in comparison to the other roads that could and have been used for bus routes. Surveys in August 2008 showed the average number of vehicles per day over a 5 day working week was:

- Raeden Park Road 4186 vehicles (partially conducted on a Bank Holiday weekend – likely to be a lower level of traffic than otherwise would have been found over a full working week)
- Camperdown Road 764 vehicles
- Harcourt Road 528 vehicles

6.0 Comparisons between Mid Stocket and Rosemount Consultations

Although the issues raised in both areas are very similar in content these are two distinct communities and their thoughts do differ.

6.1 There were a greater percentage of responses from the Mid Stocket area with approximately 50% responding to the surveys compared to about 20% in Rosemount.

6.2 A larger proportion of responses were from single person households in the Rosemount area in comparison to Mid Stocket. There were far fewer car owners in the Rosemount area and therefore there is a greater dependability on alternative forms of travel. This is made apparent by the fact that a higher proportion of respondents from Rosemount are bus users.

6.3 The perception of local bus services differ significantly between the two areas. Residents in Rosemount appear to be far less contented with the bus services in their area. The number of daily bus users in Rosemount who believe bus services to be good or excellent is half the number of Mid Stocket.

6.4 The reasoning behind how people have been affected by the service changes also differs significantly between the two areas. A higher proportion of respondents in Rosemount have been affected by having to walk to bus services which are further away, or cannot travel without having to change bus, compared to Mid Stocket where there was a more even split between the reasons. Notably however a larger level of respondents in Mid Stocket has been affected for other, more specific reasons.

6.5 The changes residents in both areas would like to see are very much similar. However a higher number of respondents in Rosemount made a request for the Service 22 be reinstated. The main concern for the residents in Rosemount was to have a frequent bus service connecting the area to the eastern end of Union Street.

6.6 In Midstocket however the needs of residents were slightly more specific.

Although they also desire a service to eastern section of Union Street, they are also seeking a frequent service covering the full length of Mid Stocket Road. In the Mid Stocket area also there is a high level of discontentment with the roads used as bus routes; this is not an issue in Rosemount.

7.0 Views of the residents at the Public Drop in Sessions

The Public Transport Unit held 3 Public Drop in Sessions in April 2009 to allow the residents of the affected areas opportunities to provide face to face feedback on the draft report. The sessions also allowed the residents an opportunity to express in detail and in person what actions they would like in the area with regards to bus services and routes.

7.1 Two matters of contention that were predominant were the lack of a service on the western section of Mid Stocket Road and to the Broad Street area; and many were unhappy with the use of connecting roads between Mid Stocket Road and Westburn Road as bus routes.

Residents noted that they were dissatisfied with the Service 25 operating only once per hour and would like a more frequent service with at least a half hour frequency, they felt that quality of life had deteriorated since the change in bus routes and that the Service 25 offers them very little flexibility.

A number of residents indicated that they missed a regular bus link to the eastern section of Union Street and in particular to Broad Street and Schoolhill. A major reason for this is that they find it difficult to walk from Union Terrace which is the nearest bus stop for services to the area.

It was suggested that the Service 40 Park & Ride or the 23 could be re-routed to come down the full length of Mid Stocket Road to provide a desired service.

Residents also raised safety concerns over the need to walk up Mid Stocket Road if using the service 3 especially in the evenings. A number of residents noted they are now more reliant on taxis and finally that their carers find using the bus difficult to fit in with their working hours and this can restrict what they do with residents.

7.2 At the sessions a the majority of attendees noted that they were unhappy with Camperdown Road, Harcourt Road and Raeden Park Road being used as bus routes. There was a high level of discussion on this matter and the views expressed did vary from street to street.

A number of residents from Harcourt Road and Camperdown Road indicated that they were not satisfied with the current situation. What they wanted to see was a reduction of buses on these two streets. They felt the buses on the street had reduced their quality of life and had made the street a less attractive place to live. The residents who sought a reduced number of buses made numerous suggestions as to re-routing bus services.

However the majority of Camperdown Road and Harcourt Road residents who attended the sessions noted that although they are not happy with the number of buses on these streets, they did however indicate that if the position was to remain

how it was now and the number of buses on the streets did not increase then that would be acceptable to them. What was strongly expressed was that as long as there was absolutely no increase in the volume of buses on the streets then they could live with the current situation.

The residents from Raeden Park Road who attended the sessions were quite clear in the view that they wanted buses removed from Raeden Park Road entirely. Their reasoning behind this was that they noted this was a highly congested road, which is very narrow and in the first week of buses using this road there were a number of accidents. They were concerned over the safety on the road and the traffic volume on the road once the new Mile End Primary opens. The residents also pointed out that other traffic gets stuck on the street now and can't get past oncoming buses, this includes ambulances. The residents also noted that Raeden Park Road is much more in need of repair than ever before.

The majority of Camperdown Road and Harcourt Road residents indicated that they would accept if the status quo was kept and no further buses were put onto these streets.

7.3 There were a number of common complaints from all areas, e.g. the buses are very noisy, or that the buses appear to be quite polluting and often there is black fumes coming from the exhaust, many residents find this concerning. A number of residents also claimed that buses often speed on the streets and do not adhere to the recommended 20mph speed limits on these streets. A final point that a number of residents raised was that bus drivers often ignored other motorists in the street and do not give way. These concerns are being monitored and referred onto the appropriate parties.

Residents have also raised concerns about the volume of buses that are not service 3 and are using Raeden Park Road as a rat-run. Officers have discussed with First Aberdeen who have given a commitment to address this.

8.0 Local Transport Act 2008 and Community Buses

Given limited funds available for the provision of local bus services a low cost solution for the Council to improve bus service provision in the Mid Stockert area could be to provide a Community Bus Service.

The Local Transport Act 2008 created changes to the regulatory and licensing system for community transport (including dial a bus type services) which came into effect on the 6th April 2009.

The Council can now provide a community bus service (a registered not for profit local bus service provided for community benefit) and use our own paid drivers with a licence termed a Section 22 permit.

Prior to this legislation the Council would have been unable to do this as there was a restriction on using paid staff with a Section 22 permit.

The Council operates a passenger transport fleet with 25 drivers utilising a range of Mercedes high floor tail lift minibuses and a low floor Optare Alero (the former vehicle used on the Dial a Bus service).

Officers are looking into the practicalities of fare collection and operation and any potential impacts upon driving staff.

This legislation will allow the Council to augment service 25 (Mastrick - Mid Stocket – City Centre) by utilising internal passenger fleet services to provide a regular bus service or community transport service.

A more detailed report will be submitted to a future Enterprise, Planning and Infrastructure Committee.

9.0 Conclusions

It is proposed that the Council works with the local community and transport providers to bring about a community transport scheme to meet the needs of the community in the western end of Midstocket. As no operator feels that there is commercial merit in providing a higher frequency service along the entire length of Mid Stocket Road, this option may meet the needs of those in detriment.

With regards to the concerns over the buses on Raeden Park Road, Camperdown Road and Harcourt Road it should be noted that:

- To ensure bus routes from the west of the City can efficiently cover the entire length of Union Street including Albyn Place and serve ARI that there will likely always be residential streets with bus routes.
- Raeden Park Road is a narrow road, with higher levels of traffic than both Camperdown and Harcourt Road, which are both quite wide with low levels of traffic.
- Camperdown and Harcourt Road are some of the busiest roads in the City in terms of bus use with a bus less than every 5 minutes, prior to service 3 operating on Raeden Park Road it was approximately every 3 minutes.
- Raeden Park Road with a bus every 10 minutes in each direction is comparable to many other streets within the City but is certainly narrower and busier than most residential streets with bus services.

Appendix I

Issues raised in Midstocket and Rosemount Questionnaires.

Issue Raised	Comment	Action
Reinstate Service 22	The report addresses this issue.	See main body of report.
Improve Frequency of Service 25	The report addresses this issue.	See main body of report.
Divert Service 3 onto Schoolhill	The report addresses this issue.	See main body of report.
Reinstate Service 6	The report addresses this issue.	See main body of report.
Reinstate Service 13	The report addresses this issue.	See main body of report.
Reinstate Service 12	The report addresses this issue.	See main body of report.
Reinstate Service 23	The report addresses this issue.	See main body of report.
Remove bus from Raeden Park Road	The report addresses this issue.	See main body of report.
Remove buses from Harcourt Road and Camperdown Road	The report addresses this issue.	See main body of report.
Keep bus services on main roads only	The report addresses this issue.	See main body of report.
Increase number of Park & Ride bus stops.	The report addresses this issue.	See main body of report.
Reinstate Network as it was pre April 2008.	The report addresses this issue.	See main body of report.
Direct services to from Rosemount to West End of Union Street and Holburn Street	The report addresses this issue.	See main body of report.
Divert Service 3 down Union Street onto Market Street	This would link Midstocket/Rosemount to the East End of Union Street, but would result in the service being diverted away from a busy stop on Guild Street and a connection to Aberdeen Rail and Bus Stations.	Has been discussed with First Aberdeen who did not feel it was viable with current resource.
Divert every second Service 3 up the full length of Mid Stocket Road instead of around ARI. This could be the Service 3A	This would provide the residents with a service running the full length of Mid Stocket Road; however this would result in a crucial service to ARI, an important bus port, being removed. Also such split services can be confusing for bus users.	Has been discussed with First Aberdeen who did not feel it was viable with current resource.

Issue Raised	Comment	Action
20 mph speed limit on all residential streets. In particular Camperdown Road and Harcourt Road	This has been introduced in many streets in the City and in the Midsocket area. This is certainly something that could be looked into, but is certainly not possible on all city streets.	Noted and retained for future consideration.
Improve Reliability of services.	Will create a better service for residents and may increase bus usage. Difficult to achieve as bus services run to time as best they can and to improve reliability would require undertaking costly priority provision for bus services.	See main body of report.
Drivers providing an improved customer service.	Comments received stated certain drivers were rude or are poor drivers etc. First Aberdeen and Stagecoach Bluebird has indicated their drivers undergo a programme of customer service based training.	Comments forwarded to bus operators so that they are alerted to the residents views on a number of bus drivers.
Aberdeen should have a Tram network	This is of high aspiration and is very ambitious and is out with the remit of this study.	Noted.
Cheaper bus fares.	First Aberdeen and Stagecoach Bluebird are both commercially run services and the Council has no power over the fares charged.	Ongoing investigations and discussions with bus operators and the industry.
Park & Ride should be directed down Westburn Road onto Argyll Place.	This is not viable as there is no right hand turn onto Argyll Road from Westburn Road; this is why the service is directed around one of the connecting streets.	No action required.
Improved bus service information at all bus stops i.e. timetables, fare info.	All bus stops ideally should be furnished with these.	Comments forwarded to bus operators to update information on their services at bus stops throughout the city. Further work will be undertaken to enforce compliance with minimum standards.
Buses are often too full.	Buses have a legal limit as to the number of passengers they can hold, which is dependant upon the size of the vehicle.	Referred to bus operators.
Less buses on Midsocket Road and more on Westburn Road, Kings Gate or Ashgrove Road West	Moving services off of Mid Stocket Road would be to the detriment of the wider community.	No action required.

Issue Raised	Comment	Action
Removal of Stagecoach buses from Midsocket area.	Removing services from the area would be to the detriment of the local community.	No action required.
Service 25 to operate in the evening and at weekends.	This would be beneficial to the local community.	Report recommends developing 25 and community transport options.
Better vehicles to be used on Service 25	Previous the vehicles were double decker, which were reported to be high floored. This made the service difficult to use, particularly for the elderly population.	Discussions with First Aberdeen have resolved this issue.
Widen Raeden Park Road.	This would make for this road to be more suitable for bus services and would reduce the burden felt on other streets in the area.	Noted and retained for future consideration.
Have smaller buses running instead of single decker's and bendy buses.	Comments suggested that buses often run empty and smaller vehicles would be more economically friendly. This would require buses to be changed over to larger sized buses for busier peak times and it would also give bus companies less flexibility in moving buses around their network.	Not considered feasible given significant cost implications and negative impact upon other parts of the routes.
Alter route of the Service 10 to run via Aberdeen Airport.	This service used to link into the airport. Such a change would add running time to the route. This would however provide an additional link to Aberdeen Airport and in particular from the Midsocket and Rosemount areas to the Airport.	Comments forwarded to Stagecoach Bluebird.
Direct bus to Old Aberdeen and Aberdeen University from Midsocket/ Rosemount	Connections can be made with the 14 at ARI or services in the City Centre to the University.	Discussed in body of the report under Service 6. Could discuss options with bus operators; however connections can be made with other services to link to the University.
Better services to Dyce	No direct service currently exists. Connections can be made with other services to Dyce.	Comments forwarded to bus operators for consideration.
Direct link to Altens	The Service 3 provides a link to Altens by passing alongside Altens on Wellington Road; no other service required.	No action required.

Issue Raised	Comment	Action
Buses operating later into the evening/night buses	Certainly this would provide better links from the City Centre into the late evening. This is likely to be a city wide issue and not limited to Midstocket and Rosemount.	Comments forwarded to bus operators.
Not all services should operate via Union Street	Services linking directly from one area to another without travelling via the City Centre may be beneficial for some users. However as the City Centre is the main business and shopping region large demand of services is to travel in to the City Centre.	Ongoing discussions with operators.
Increase frequency of Service 59	The Service 59 currently operates on a 10 minute frequency, which is a high frequency service.	Forwarded onto Stagecoach Bluebird.
Too many buses on Craigie Loanings	Services 23, 40 and 215 use Craigie Loanings this is not considered to be a high number of services in comparison to the volume of traffic and high number of passengers who travel to and from the area.	No action required.
Bus lanes abolished.	Respondent stated these cause congestion and confusion.	No action, Bus lanes are one of the key tools for providing fast, frequent and reliable bus services and are also in place to discourage car use.
No change is given on First services. "Exact Fare Only" currently operates	This would be a decision for First to introduce a system of providing change; however such a system is likely to slow down bus service operating times.	Comments forwarded to First Aberdeen for consideration.
Tickets should have a single value and be valid for a certain time limit.	An example was given that in Oslo a fare of £2 allows for travel anywhere in the City for a period of one hour.	Comments forwarded to bus operators for consideration.
Concerns were raised over the safety of children of the new Mile End School on Raeden Park Road when it opens, giving that there are buses and high level traffic already in existence on this road.	With all school projects road safety plans and provisions are put into place this is a requirement of all 3 R's projects.	Action is already underway with this a 20mph speed limit will be in place on the street. The final decision as to what safety provisions will be in place has not been officially decided yet, but this is likely to be a zebra or puffin crossing.

Issue Raised	Comment	Action
Camperdown Road is in need of repair and resurfacing especially giving the amount of buses using the street.		Noted for inspection. Further work to be undertaken if required.
More regular services required on Bank Holidays.	First Aberdeen are introducing improved frequency on a number of routes for Bank Holidays in 2009.	Comments forwarded to First Aberdeen who can look into increasing more services.
The new bus system is illogical and appears to have been designed at random without prior consultation.		Noted.
Bus drivers regularly put the wrong destination of bus ticket.	This is something that operators and the Council are aware of. Passengers advised to discuss with driver or bus operator directly. Public Transport Unit also will provide support/assistance for passengers if required.	Comments forwarded to bus operators.
The noise level of a large number of buses must be above the acceptable decibel level in Midstocket.	EU Environmental Noise Directive does not require any action in this case as the limit of 6 million vehicles per year is not met. The level of traffic flow is likely to be around 500,000 per year.	No action required at this time.
There are too many buses at Westburn Road and Argyll Place junction for traffic to cope with.	There are currently only 2 bus services using this junction, the Service 59 and 10 both of which are Stagecoach services.	No action required as the number of buses are less than 1% of the total traffic flow.
A circular bus service should be introduced for example, a bus service over the full length of North Anderson Drive direct from the Bridge of Don to the Bridge of Dee.	Council has considered this under various guises and is continuing to work towards such a service.	Investigations ongoing.
A service to access Whitehall Place or Wallfield Place, only the 23 goes near which is insufficient.	The Service 23 operates with a ten minute frequency along Craigie Loanings, the Service 215 runs along here also and the Park & Ride also runs along here, a stop could be introduced. Also the Services 3 and 25 operate nearby. No buses can travel down these streets as they	No action required as these streets are quite well served already.

	are unsuitable given the width of them and the high level of on-street parking.	
Issue Raised	Comment	Action
Would prefer Double Decker's buses to be used.	First Aberdeen have recently introduced more Double Decker's into their fleet, it should be noted Double Decker's are not always suitable on all bus routes.	Comments forwarded bus operators for consideration.
Would like to see bus driver and conductor system set up.	Council aware of this concern which is Citywide.	Comments forwarded to bus operators for consideration.
Improved frequency of Service 13/13A	Currently a 15 minute frequency operates between Scatterburn and Union Street and every 30 minutes from City Centre to the Beach and Bridge of Don.	Comments forwarded to First Aberdeen.
Improved frequency of Service 23	Service 23 currently operates on a ten minute frequency.	Comments forwarded to First Aberdeen.
Make Harcourt Road and Camperdown Road one way for all traffic	There is not thought to be any benefit to the residents.	No action required.
There is no direct service from Northfield through Mid Stocket Road connecting to Rosemount	The Service 59 operates from Northfield along Westburn Road and on the outer boundaries of Rosemount by travelling along Skene Square. This service is accessible both from Midstocket Road and from Rosemount.	No action required as a bus service already operates along the desired route.
An all day service for the Service 5 as before.	The Service 5 operates from 0611am to 2325pm with a 15 minute frequency during most of the day.	No action required as this service already provides a frequent all day service.
Bus Shelters are very dirty	All bus shelters are cleaned on a monthly basis by Aberdeen City Council or by external operators.	Bus shelters are already being cleaned on a frequent basis. Monitoring will continue.
Bus Drivers stop for cigarette breaks delaying journeys.		Comments passed to bus operators.
Improve Service 27 and links to Aberdeen Airport.	The service 27 operates very infrequently between 0550am – 1740pm with up to one and a half hours between services. The Stagecoach 224 provides a relatively frequent link to the Airport.	This is not an issue specific only to Midstocket/Rosemount. The Council with support of other bodies have introduced a bus link from Dyce Train Station to the Airport. Comments will be passed to bus operators to consider improving the frequencies of their services.

Issue Raised	Comment	Action
Introduce an Oyster Card like London	Oyster card is a pre-pay card which allows you to pay as you go and can be used on various forms of transport, the benefit in Aberdeen would be the ability to transfer between buses operated by different operators.	Discussion with Nestrans at an early stage. Operators have indicated a willingness to work with us on this.
Nationalise Bus services and run as a “not for profit” organisation		Noted, however this is out with the remit of this study.
Buses do not always run their full destination due to the service running late.	This notably is an issue with a number of services and does result in services running out with their registrations.	Forward comments on to bus operators. When made aware the Public Transport Unit will liaise with operators and the Traffic Commissioner to ensure compliance.
Buses should be cleaner.		Comments forwarded to bus operators.
This survey is a waste of money giving that many council services have been cut.		Noted.
There should be cheaper travel for School College students.	Bus operators in the area provide discounted fares for College and University students. The Scottish Government has a travel card available for discounted bus travel for all 16-18 year olds. Aberdeen City Council also has a Youth Travel Card providing discounted bus travel available for 16-18 year olds who are in education at an Aberdeen City School.	No action required as discounted travel schemes already exist. However there will be a future review of the Council’s 16-18 year old discount bus fare scheme.
Stagecoach should operate across the City as well as the Shire.		Comments forwarded to Stagecoach Bluebird.

a) Midstocket Questionnaire



**ABERDEEN
CITY COUNCIL**

Mid Stocket Bus Network Consultation Questionnaire

Please answer the following questions by placing a tick [✓] in the relevant box per question and writing your answer in the space provided.

About You

1) Your details

Name

Address

Town/City

Postcode

2) How many people live in your household?

- 1
- 2
- 3
- 4
- 5+

3) How many cars do you own?

- 0
- 1
- 2+

Perception of local bus services

4) How do you rate the bus services in your area?

- Excellent
- Good
- Fair
- Poor

Methods of travel

5) How do you regularly travel?

- Own car
- Bus
- Taxi
- Bicycle
- On foot
- Driven by friend/relative
- Other (please specify below)

6) How often do you travel by bus?

- Daily
- Most of the week
- Rarely
- Never

If you ticked 'Never' to Question 6, proceed direct to Question 11, otherwise please proceed to Question 7...

Travelling by bus

7) Which services in the area do you use?

- No. 3
- No. 10
- No. 23
- No. 25
- No. 27
- No. 40/41 (Park and Ride)
- No. 59
- No. 210
- No. 215
- None of the above (please state which bus services you travel on)

8) What type of journey do you most commonly make by bus?

- Work
- Leisure
- Appointments
- University/College/School
- Shopping
- Other (please specify below)

Recent changes to the bus network

9) Have you been affected by recent changes to the bus services in your area?

- Yes
- No

If you answered 'Yes', please proceed to Question 10.

If you answered 'No', please proceed to Question 11.

10) How have you been affected by these changes?

- I have to use buses that are further away
- I have to spend more time travelling
- I cannot travel to destinations without changing buses or walking
- Other (please specify below)

Future development of bus services in Midstocket

11) What changes do you want to see to the bus network in your area?

12) Additional comments

Thank you for taking the time to complete this questionnaire.

Please return the questionnaire in the enclosed pre-paid envelope by Monday 29th September 2008.

b) Rosemount Questionnaire



ABERDEEN
CITY COUNCIL

Rosemount Bus Network Consultation Questionnaire September 2008

Please answer the following questions by placing a tick [✓] in the relevant box per question and writing your answer in the space provided.

About You

1) Your details

Name

Address

Town/City

Postcode

4) How many people live in your household?

- 1
- 2
- 3
- 4
- 5+

5) How many cars do you own?

- 0
- 1
- 2+

Perception of local bus services

4) How do you rate the bus services in your area?

- Excellent
- Good
- Fair
- Poor

Methods of travel

5) How do you regularly travel?

- Own car
- Bus
- Taxi
- Bicycle
- On foot
- Driven by friend/relative
- Other (please specify below)

6) How often do you travel by bus?

- Daily
- Most of the week
- Rarely
- Never

If you ticked 'Never' to Question 6, proceed direct to Question 11, otherwise please proceed to Question 7...

Travelling by bus

7) Which services in the area do you use?

- No. 3
- No. 5
- No. 10
- No. 12
- No. 16/16A
- No. 23
- No. 25
- No. 40/41 (Park and Ride)
- No. 59
- No. 210
- No. 215
- None of the above (please state which bus services you travel on)

8) What type of journey do you most commonly make by bus?

- Work
- Leisure
- Appointments
- University/College/School
- Shopping
- Other (please specify below)

Recent changes to the bus network

9) Have you been affected by recent changes to the bus services in your area?

- Yes
- No

If you answered 'Yes', please proceed to Question 10.

If you answered 'No', please proceed to Question 11.

10) How have you been affected by these changes?

- I have to use buses that are further away
- I have to spend more time travelling
- I cannot travel to destinations without changing buses or walking
- Other (please specify below)

Future development of bus services in Rosemount

11) What changes do you want to see to the bus network in your area?

12) Additional comments

Thank you for taking the time to complete this questionnaire.

Please return the questionnaire in the enclosed pre-paid envelope by Tuesday 30th September 2008.

7. AUTHORISED SIGNATURE

Name, job title, email address and phone number

8. REPORT AUTHOR DETAILS

Chris Cormack, Technical Officer, ccormack@aberdeencity.gov.uk, 01224 523920.

9. BACKGROUND PAPERS

Charts and Graphs demonstrating the results from questionnaire.

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COMMITTEE Enterprise, Planning and Infrastructure DATE 1 Sep 09

CORPORATE DIRECTOR Gordon McIntosh

TITLE OF REPORT Concessionary Bus Travel for People with Learning Difficulties

1. PURPOSE OF REPORT

The Policy and Strategy Committee on the 21st January 2009 requested officers to initiate a dialogue with appropriate officials in the Scottish Government and in particular Transport Scotland, with a view to resolving the problems of people with learning difficulties being eligible for a national concessionary bus travel pass. Officers were also requested to liaise with Councillor Kiddie on the issues involved and how to resolve them.

2. RECOMMENDATION(S)

It is proposed that the Committee Instructs the Corporate Director for Enterprise, Planning and Infrastructure

- a) To formally notify the Scottish Government of the Council's concerns with regards to the current policy on eligibility to the National Concession Card Scheme and ask for this to be included in further stages of their review.

3. FINANCIAL IMPLICATIONS

None

4. SERVICE & COMMUNITY IMPACT

A key aim of the Community Plan is to ensure that all citizens have access to a range of transport options that reflect differing needs of age, gender, disability and income.

The Vibrant, Dynamic & Forward Looking document highlights the requirement for a transport network that reflects the needs of all those travelling in the city.

5. OTHER IMPLICATIONS

None

6. REPORT

1.0 Background

1.1 The National Concessionary Travel Scheme was introduced in April 2006 by Transport Scotland. It superseded all locally operated Concessionary Travel Schemes and allows eligible applicants to travel anywhere in Scotland for free.

To qualify, people must fall under one or more of the categories below:

- Over 60 years of age
- Receive the higher rate of the mobility component of Disability Living Allowance
- Receive the higher/middle rate of the care component of Disability Living Allowance
- Receive Attendance Allowance
- Live in a care or residential home or hospital and require 24 hour supervision
- Hold a Disabled Persons Parking Badge (Blue Badge)
- Are Profoundly Deaf
- Have been told not to drive on medical grounds and are over 17 years of age
- I have been told not to drive on medical grounds and are under 17 years of age
- Suffer from a mental illness, learning disability or personality disorder
- Are terminally ill
- Suffer from a progressively degenerative disorder
- Have suffered a loss of limbs
- Am visually impaired

1.2 Aberdeen City Council's scheme, prior to April 2006, for groups eligible for a Concession Card were as follows,

- Over 60 years of age
- Suffer a permanent disability that seriously impairs their ability to walk
- Persons who suffer a learning difficulty which causes actual difficulty when travelling
- Persons registered with Aberdeen Society for the Deaf
- Persons who have been or would be refused a driving licence, or have had a driving licence revoked on medical grounds
- Persons who suffer from a mental illness, are in receipt of regular treatment, or have been resident in a psychiatric hospital, or been diagnosed with schizophrenia or manic depressive illness

1.3 To be approved for an Aberdeen City Council Concession Card under the 3rd and last bullet points, an applicant would have to provide a form signed and approved by their GP.

1.4 When the National Scheme commenced in April 2006 people who had been approved under the “Persons who suffer a learning difficulty which causes actual difficulty when travelling” of Aberdeen City Council were on some occasions no longer eligible under the similar Transport Scotland criteria.

1.5 At the Disability Advisory Group meeting on the 10th April 2008, there was discussion on the impact that this has had and the group resolved to:

“draw to the attention of the Policy and Strategy Committee the anomalous position in relation to eligibility for a bus pass under the National Scheme which discriminates against certain groups of people with disabilities, in particular those with a learning disability; and to recommend that officers be requested to initiate a dialogue with appropriate officials in the Scottish Government and in particular Transport Scotland with a view to resolving the difficulties.”

1.6 The Policy and Strategy Committee on the 10th June 2008 resolved:

“to request that the official investigating this item liaise with Councillor Kiddie on the issues involved and how to resolve them”

2.0 Main Considerations

2.1 Prior to the introduction of the national scheme, there were many different local criteria within each local authority’s scheme on eligibility and criteria.

2.2 The criteria now applied by Transport Scotland for people with a learning difficulty are as follows:

“You will qualify for Scotland-Wide Free Bus Travel if you suffer from a mental illness, learning disability or personality disorder and can demonstrate all of the following.

- you are resident in Scotland;
- you are aged 5 years or over;
- you suffer from a mental disorder in terms of the Mental Health (Care and Treatment) (Scotland) Act 2003;
- your ability to travel is impaired by your condition;
- it has persisted (the condition) for more than a year; and
- your condition means that you need to travel in order to keep health or social care appointments or participate in activities as part of a treatment, care or rehabilitation programme.

Anyone applying under this category must produce a mental health certificate available from your local authority or health board establishment (where applicable) completed by a qualified professional.

The certificate must be completed and signed by a qualified professional prior to the main application form for a National Entitlement Card being completed and processed.

Anyone who cannot demonstrate that they need to travel as described above will not be eligible under this category even if they are covered by the definition of the Mental Health (Care and Treatment (Scotland) Act 2003.)”

2.3 People who have a learning disability but who do not qualify under the criteria in 2.2 would no longer be eligible for a National Entitlement Card, unless they qualified under other criteria.

The view of Transport Scotland is that this regime is equitable across Scotland. A standard set of measurable criteria allows anyone who is attending a programme of treatment, care or rehabilitation to be able to do so with free travel. As the cost of travel to regular appointments can be a major portion of a persons disposable income, particularly people for people on low income or reliant upon benefits, this should relieve them of the financial burden.

2.4 Neither Aberdeen City Council or Transport Scotland have data on the numbers of people who were previously eligible for a local scheme card but not eligible for a national scheme card. This is due to the recording system with the national scheme.

2.5 It is possible, that as the criteria for Aberdeen City Council’s previous scheme and the current National policy for the Concessionary Travel Pass are largely the same, that the approval process used by the Council was not as rigid as the national policy, leading to a number of people with learning difficulties receiving a bus pass to which they were not eligible.

2.6 The Scottish Government (who set the objectives for the National Concessionary Travel Scheme) initiated a review into the National Concessionary Travel Scheme in August 2008.

As part of this review a group comprising of the Confederation for Passenger Transport (representing some bus operators in Scotland and the UK), Scottish Government officers and Transport Scotland officers had undertaken an investigation into the scheme, eligibility and reimbursement.

In May 2009 a report was published which concluded that no changes to the eligibility of the scheme be made given financial constraints.

The Scottish Government have advised the Council that no other authority has raised this issue of people with learning difficulties losing their entitlement, but that several individuals have done so.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

None

COMMITTEE Enterprise, Planning and Infrastructure DATE 1st September 2009

CORPORATE DIRECTOR Gordon McIntosh

TITLE OF REPORT Community Transport, TaxiCard and Passenger Fleet Operations

1. PURPOSE OF REPORT

To update members on work in developing community transport schemes in the City, how changes to TaxiCard policy in April 2009 may influence future plans and also on work with the voluntary and care sector in joint transport co-ordination.

2. RECOMMENDATION(S)

That the Committee notes the contents of the report and instructs the Corporate Director for Enterprise, Planning and Infrastructure to report back with a progress update on the outcome of the surveys and rescheduling of the passenger fleet.

3. FINANCIAL IMPLICATIONS

None at this time.

4. SERVICE & COMMUNITY IMPACT

A key aim of the Community Plan is to ensure that all citizens have access to a range of transport options that reflect differing needs of age, gender, disability and income. The Single Outcome Agreement also sets a priority of improving sustainable transport options for the City.

The proposals contained within the report are intended to bring about a substantial change in the operation of transport services for the groups discussed above.

5. OTHER IMPLICATIONS

Discussions with staff and Union representatives on fare collection on fleet vehicles are ongoing.

6. REPORT

What is Community Transport

Transport is a facilitator, but they expect access to people, goods and services. If people cannot access other people, goods or services then their quality of life can deteriorate; they could be at risk of poverty or suffer ill health. All of the negative effects of not being able to access other people, goods or services have impacts and costs to the local and national economies and quality of life of all citizens.

For those without access to a private car, they are reliant upon local bus services, taxis, walking or cycling as their primary mode of transport. These modes of transport can have quite substantial costs, either in actual monetary cost, time or physical ability. These modes of transport do, on the whole, cater for the majority of people; however there are sections of society who find that they do not meet their needs.

The solution is usually found in a friend, partner or family member who transports the individual(s). There are people whose personal circumstances do not allow for such help, this is where Community Transport can help. Community transport is simply “a pre-organised lift”, whether it is from a friendly neighbour who takes people to the shops or a local group organising minibus outings.

The Council secured funding in 2004 for the operation of a pilot urban community transport scheme. Our successful bid led to the introduction of the Dial a Ride (later renamed Dial a Bus) service in Aberdeen, which ceased operating in November 2008 at the end of the pilot funding period. The previous report outlined the successes and lessons learned from the pilot service.

Pilot Scheme Development

Where local communities are seeking assistance with community transport, we are providing services ‘at cost’ where the passenger fleet has capacity.

The passenger fleet currently consists of 20 drivers, 7 days a week providing transport to day centres, nursing homes, respite and schools.

The passenger fleet is currently being rescheduled with a view to providing more cost effective school transport and social care services, compared to the private taxi/coach market in the north east.

It is anticipated that as part of this review that the Council will be able to operate community transport schemes using off-peak time from the passenger fleet, where there is no other Council demand for transport.

It is anticipated, as the peak time costs of the passenger fleet will be met through the existing budgets for transport, the off peak costs for providing community transport can be funded through fares alone.

Community Bus Services & Fare collection

Changes to the legislation surrounding community bus service operation were implemented on the 6th April 2009. These changes allow the Council to operate community bus services, using our salaried driving staff. There was a restriction in the use of paid drivers for community bus services prior to this legislation being implemented.

Officers are in discussion with driving staff and unions with regards to operational issues and cash handling.

Red Cross and other Transport Providers

The Red Cross operate a fleet of 7 minibus vehicles within Aberdeen City and undertake a number of transport services for the Council.

Officers are currently discussing with the Red Cross and Ambulance Service opportunities for sharing information on our client bases (no information will be shared without following correct legal protocol).

There are opportunities for allowing the Red Cross access to the Council's transport scheduling system, Logical Transport (which is currently in development), with a view to jointly providing transport services to day centres, nursing homes, respite centres, schools etc.

These discussions are at an early phase and once common ground and objectives are established will be subject to a further report.

TaxiCard

The Council approved a revised set of eligibility criteria in April 2009 to the TaxiCard scheme which resulted in some 1,500 people who receive Disability Living Allowance with the High Rate Mobility Component losing their TaxiCard.

There have been concerns raised from former cardholders, disability groups and the Civic Forum that the change in policy has had a significant negative impact upon those people.

Officers are developing a model of origin/destination for TaxiCard holders who lost their entitlement in April 09. This information will provide a greater understanding of their travel patterns and help develop the discussions with the Red Cross and planning of future community transport services.

In addition to this, those who lost their entitlement will be surveyed with a view to establishing how community transport could benefit them.

Once these surveys/analysis have been completed and the passenger fleet has been rescheduled, officers will be in a position to work with local groups and stakeholders.

7. REPORT AUTHOR DETAILS

Andrew Stokes, Planning Officer, Public Transport Unit

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01224 523762 (direct dial 3762)

8. BACKGROUND PAPERS

None

COMMITTEE: Enterprise, Planning and Infrastructure DATE 1st September 2009

CORPORATE DIRECTOR: Gordon McIntosh

TITLE OF REPORT: Council Response to Cycling Action Plan for Scotland

1. PURPOSE OF REPORT

This report summarises the Scottish Government consultation on the Cycling Action Plan for Scotland, and includes a proposed response to the consultation paper.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- a. Note the target, actions and activities of the Cycling Action Plan for Scotland (CAPS), and
- b. Note the attached officer response (Appendix A) which has been submitted to the Scottish Government, and
- c. Instruct the appropriate officers to forward to the Scottish Government any additional comments the Committee may have on this consultation.

3. FINANCIAL IMPLICATIONS

There are no financial implications as a result of responding to the Scottish Government on this consultation. There will however be serious funding implications if the Cycling Action Plan for Scotland (CAPS) is adopted by the Scottish Government. There is currently no clear guidance on how the CAPS is to be funded.

4. SERVICE & COMMUNITY IMPACT

CAPS supports the Community Plan's vision for transport, as set out under the 'Transport and Connections' theme, which is to deliver a sustainable City with an integrated transport system that is accessible to all. Further to this, the various objectives, actions and policies set out within CAPS complement the Local Transport Strategy (LTS) and help to deliver the key transport aims of the Community Plan.

CAPS would support the LTS in delivering a modern, efficient transport system within and around Aberdeen, as set out in "Vibrant, Dynamic and Forward Looking". Other measures to promote the use of sustainable modes of transport

by encouraging walking and cycling and introducing measures to improve public transport in the City are also outlined within the LTS.

The adoption of CAPS would be an initiative under the Local Transport Strategy, which itself has been subject to an Equalities and Human Rights Assessment.

5. OTHER IMPLICATIONS

There are no other implications as a result of responding to the Consultation.

6. REPORT

- 6.1 The Draft Cycling Action Plan for Scotland has been written after extensive consultation with members of the public, Local Authorities (through COSLA) and key stakeholders from the cycling, active travel and environmental sectors.
- 6.2 The Plan aims to highlight how cycling can assist with tackling climate change, improving public health and strengthening the global economy. The Action Plan also assists with meeting the Government's Economic Strategy and fulfils a number of National Outcomes through the Single Outcome Agreement. These include:
- We live longer, healthy lives
 - 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 and enhance it for future generations
 - We reduce the local and global impact of our consumption and production
- 6.3 The Draft Cycling Action Plan for Scotland has set an extremely ambitious target of:
- 'By 2020, 10% of all journeys taken in Scotland will be by bike'
- 6.4 According to the 2001 Census cycling to work within Aberdeen City currently represents 1.8% of all mode travel, whilst 40% of residents live within 2km of their place of work (1.6% cycle, 18% drive). The most recent cycling mode split data from the Scottish Household Survey for 2005/06 is 2% of journeys to work are by bicycle. This is in comparison to the Netherlands and Denmark who have already reached targets of 27% and 13% of cycle journeys respectively.
- 6.5 The CAPS Board has identified several potential objectives that are crucial to the success of the Plan. These are:
- To identify which organisations are best placed to deliver specific actions;

- To ensure national agencies are working towards shared outcomes;
- To optimise the use of resources across Scotland;
- Scottish Government had to show commitment to cycling through increased funding levels, better planning guidelines, forward thinking legislation, recognition of the transport hierarchy;
- Local Authorities need to recognise that cycling and walking can meet their many and varied local objectives and obligations in their Single Outcome Agreements;
- The need to seriously consider reallocating road space in favour of the bicycle;
- Increase the public's awareness of the benefits of cycling and the individual willingness to cycle;
- Mainstream the changes/ policies needed to achieve the overarching aim;
- Influence the design of the build environment; and
- Integrate transport modes, eg. cycles on trains, buses and trams, and public bike hire schemes.

6.6 With the following headline actions:

- Improve Planning and design for cyclists;
- Encourage day to day cycling;
- Suggest incentives for individuals, local authorities, employers and schools;
- Promote the use of legal powers; and
- Ensure that the impact of any new policies and projects are monitored and evaluated.

6.7 Although the target of 10% is extremely ambitious, the evidence compelling and the actions comprehensive, the Scottish Government has given no clear indication about funding. Without a clear funding commitment, or realignment of budgets, it is difficult to see how the CAPS target and its actions are attainable.

6.8 The consultation deadline for response to the Scottish Government was 20th August 2009, as such Appendix A has been submitted as officer comments only and subject to additional comments from the Enterprise, Planning and Infrastructure Committee.

6.9 The individual actions and activities that would have to be undertaken by Aberdeen City Council and partners are attached as Appendix B.

7. AUTHORISED SIGNATURE

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8. REPORT AUTHOR DETAILS

Louise Napier
Senior Planner (Infrastructure Strategy)
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01224 523327

9. BACKGROUND PAPERS

Aberdeen City Local Transport Strategy 2008-2012

http://www.aberdeencity.gov.uk/web/files/sl_Planning/local_transport_strategy08.pdf

Appendix A: Aberdeen City Council Consultation Response Form on Cycling Action Plan for Scotland

Planning and Design for Cyclists

Q1. Are there any actions or activities on planning and design that are missing and that would encourage you to cycle more often?

The list of actions and activities is extremely comprehensive. Aberdeen City would wish to make the following points:

The hierarchy of provision presents an interesting challenge; in that when asked most individuals have stated that they would prefer more off-road cycle routes rather than reallocation of carriageway space. Any attempt to increase cycling is therefore most likely to incorporate an element of conversion of footpaths and creation of footways to form a genuine network. The results also suggest that this needs to be in tandem with the reallocation of carriageway space in order to accommodate cyclists once confidence is sufficient to allow them to cycle on the carriageway. Whilst acknowledging that this then presents problems for those with disabilities, it could be worthwhile considering a relaxation of pavement cycling, and instead a promotion of traffic orders where cycling is prohibited on certain pavements.

Although traffic systems incorporating all transport modes should be designed with consideration for all road users, it is very often the case that roads have to be retrofitted to accommodate cycling facilities. In these circumstances if road width is not available the cycling facility is usually the first to be removed. Whilst planning guidance might have a hierarchy of road users, there appears to be no such guide for roads design particularly where road width is limited. It is vital that the first activity within Objective 1 is carried out and that CAPS has an influence upon what are essential features and components of any road network, and not just via the usual cycling by design publications (an example of this would be where central reservation widths take precedent over cycle lane widths – departures from standard vs guidelines).

Q2. How do we achieve these actions effectively? Who is best placed to deliver these changes?

In terms of design policy and legislation changes these have to be done at a national level. Aberdeen City Council believes that a great deal of the onus for delivery of changes and actions lies with the local authority. However there has to be recognition that additional resources will be required to carry out the various activities listed particularly with regards to lighting, maintenance, counts, etc.

Day to Day Cycling

Q3. Would an improvement in local facilities for cycling encourage you to cycle more often? If not, what else could be done to change your mind?

An improvement in local facilities for cycling would encourage many individuals to start cycling. The provision of facilities on-street (such as an on-road cycle lane) often results in small

increases in cycling. The problem however is the creation of integrated networks that connect into places of interest within the existing transport system. There should also be recognition that the journey to school is extremely important. The education and school travel section should cover evidence that behaviour learned as a child is more likely to be taken into adulthood.

Q4. How do we achieve these actions effectively? Who is best placed to deliver these changes?

Investment in the both the local and strategic network is critical. Due to the nature of many strategic roads – often urban dual carriageways with higher speeds and larger volumes of traffic – off-road routes are the only solution. One corridor treatment can cost £1.5million and with current funding levels this can take four years to deliver. Expertise also needs to focus on the micro environment of the cyclist, the door to door journey from the house to the local shop for instance. In some cases LA's may have to go back and look at creating 'cycleable' neighbourhoods as a first step to increasing journeys by bike.

Ultimately to achieve any actions effectively the appropriate funding streams need to be in place. In the current economic climate it is not possible for Aberdeen City Council to allocate 10% of its transport budget to walking and cycling initiatives as suggested by the ADHP Travel Initiative. Ultimately it would be helpful for the Scottish Government or CAPS to identify what kind of minimum resource LA's require to invest to bring all areas up to a Scottish / CAPS standard. It then has to be established whether this can be funded through the current SOA funding streams.

In the ministerial foreward it refers to Scotland emulating The Netherlands and Denmark. This is a laudable intention, but there has to be an appreciation of the amount of funding that has been invested by both of these countries to achieve this. This is not just a simple exercise of comparisons of percentage budget spend for 2008, or spend per head for 2009. It requires an evaluation of the total investment over the past 30 years. If we are to achieve what they have achieved, what is the realistic amount of money required to make this happen? This then needs to be transposed into budgets for each LA with spending assured for at least 3 to 4 years to ensure project initiation to project completion. If the Scottish Government is genuine about increasing the number of journeys being undertaken by bike to 10% of all journeys then this should be given the same priority as road and rail projects with funding coordinated by a national body such as Transport Scotland.

Encouragement and Incentives

Q5. If your employer introduced the Bike to Work Scheme would this encourage you to take up cycling? What else could your employer do to encourage you to cycle?

Whilst the Bike to Work Scheme is an excellent idea, its introduction and uptake has been very slow. There are presumably questions and processes that all authorities (and other organisations) are coming across that are proving difficult to resolve. Although some information is provided it would be really helpful for someone to produce a step by step guide to implementing a salary sacrifice scheme and the different ways of going about it including sample cases from LA's who have been through the process in its entirety. Often the scheme is pushed by the officer responsible for cycling, with no background knowledge of implementation, rather than Payroll, HR or Procurement.

Q6. Did you know that the route you drive to work may not be the same route you would use if you were cycling? Would free local maps encourage you to cycle? What other information do you think is missing?

Aberdeen City Council currently provides cycling maps (including on-road, off-road, dual use and recommended routes throughout the City) as well as other promotional information free of charge to any individual or organisation requesting it. These are available in paper format in Council buildings and the Tourist Information centre, or as a download from the Aberdeen City Council website. There does not however appear to be a standard to which LA's should be working to when producing cycle maps.

Q7. Would you use a public bike hire scheme in your town or city such as those running successfully in Paris and Munich?

As part of the Aberdeen Local Transport 2008-2012 Aberdeen City Council is committed to identifying appropriate sites within the City for potential bicycle rental schemes. This would be greatly assisted by a Scottish standard and/ or guidance. The surrounding road/ cycle network does have to be of a certain environment however to ensure any schemes success.

Q8. Which organisation/s in your opinion are best placed to deliver the actions in this section?

It has to be led by the Local Authority but with support from other organisations, as well as the Resources, personnel and finance, for implementation.

Legal Powers

Q9. Should liability laws be changed to give cyclists (and pedestrians) more protection? If so, how?

Aberdeen City Council believes liability laws should be in line with other cycling European countries – this then reflects the status that cycling is being given.

Q10. Should all road users pay road tax? If so, how much should it be for cyclists and how could it be enforced?

Aberdeen City Council does not see how this could be policed or enforced and believes it would act as an enormous deterrent for those thinking about cycling or currently doing so. By its very nature the tax would have to apply to all bicycles no matter size or age of user. If it is the case that all road users pay road tax, then by default this would also have to apply to pedestrians as they use the road network as well. Although Aberdeen City Council does not believe that additional taxation on bicycles would encourage cycling, an alternative might be to add an additional tax onto bicycles at the procurement stage to cover 'road tax'. If such a system were in place then revenue generated should be put back into the cycle network.

Q11. Should powers of enforcement be better used? If so, which ones and how?

The decriminalisation of parking and the upcoming bus lane decriminalisation allows Aberdeen City Council to enforce traffic violations. Minor traffic violations such as the transgression of motor vehicles into advanced stop lanes should also be included and reinforced.

Q12. Should local authorities make greater use of their powers to redetermine the use of roads which are footways/ pathways to create cycle tracks which can be used by both cyclists and pedestrians, where it is suitable to do so? Would this encourage you to cycle more?

Aberdeen City Council believes there are a number of routes where footpaths/ cycle ways could be beneficially converted to encourage the uptake of cycling. The difficulty with this solution is the conflict between cyclists and pedestrians, and particularly those with disabilities. A number of dual use path projects have come to a stand still in Aberdeen due to the inability to find a solution that meets the expectations of all users and is affordable. There is also an expectation amongst motor vehicles that the existence of an off-road alternative should result in all cyclists using that piece of infrastructure. Ultimately the redetermination of footpaths/ pathways would be easier to establish if different modal groups were respectful towards each other and engaged in a positive code of conduct.

Q13. Who is best placed to deliver these changes?

If every local authority were to pursue redetermination of individual footpaths/ footways this would ultimately be a very time-consuming process through hundreds of traffic orders and objections. A wholesale revision at a national level might be more appropriate.

Appendix B: Objectives and Actions

Objective 1 - To create communities where people of all ages and abilities can cycle safely and comfortably

ACTION and ACTIVITY	LEAD / DELIVERY BODIES	INDICATORS
Develop policies and procedures that promote the needs of cyclists during the construction and/or maintenance of all new and/or existing roads, through the Design Manual for Roads and Bridges, Cycling by Design	Transport Scotland, Local Authorities, RTPs, National Park Authorities, Scottish Government	All Local Authorities sign up to implementing standard guidance
Promote the effectiveness of various cycling provision at junctions, and install Advanced Stop Lines (ASLs) and/or other measures as necessary.	All stakeholders	Improvements in the indicators in the National Assessment of Local Authorities
Promote off-road cycle routes to link specific destinations and community resources and other relevant guidance documents relating to Path Planning.	Transport Scotland, Sustrans, RTPs, National Park Authorities, Local Authorities.	Increase in cycle use
Promote/provide Continuing Professional Development of all relevant staff dealing with cycle provision	Scottish Government, Local Authorities, Stakeholders	No of people trained and implementing guidance and good practice
Work with universities and colleges to ensure planning and designing for cycling and wider sustainable transport modules are included in relevant courses.	Scottish Government, Scottish H&F Ed Funding Council	Number of HEIs/ FEIs offering modules in sustainable transport planning
Develop and promote procedural guidelines for Local Authorities, architects and developers through collection of best practice examples which are to be maintained in a live and accessible database.	Cycling Scotland, All Stakeholders	Numbers of hits on the database - ongoing feedback of resource
Review the road and cycle route network and record sources and destinations of cycle traffic. Carry out cycle counts regularly.	Local Authorities, stakeholders	Increase in numbers of people cycling. Increased number of local area network audits conducted
Grade the level of cycle paths provision on all routes to a standardised set of criteria taking account of Sustrans' 'Guidelines for Route Numbering on the NCN' and 'Outdoor Access Signage Guidance' (Paths for All Partnership, June 2007)	All Stakeholders, Local Authorities.	Improvements in the indicators in the National Assessment of Local Authorities
Ensure that in planning and developing cycle routes barriers such as intersections and bottlenecks do not disrupt the continuity of the route	Local Authorities, Scottish Government, Transport Scotland	Number of Local Authorities implementing their own good design practice
Expand safe routes to schools to include routes to public transport hubs, park and ride, hospitals, supermarkets, through advisory speed limits, or a statutory reduction in speed limits where necessary.	Local Authorities, Sustrans, other stakeholders	Measure usage through Travel Plans and customer surveys on travel choice
Map and promote lesser used roads as safer and quieter cycle routes: e.g. B, C and Unclassified roads.	Local Authorities, RTPs, stakeholders	Increase in cyclists using minor roads
Integrate links with the on and off-road networks.	Local Authorities, stakeholders.	Increase in length of local NCN network and quieter routes

Introduction of a (standardised) distinction between bus lanes and cycle lanes, at the most basic level of a painted line, or possibly a kerbstone to enable parallel cycle lanes.	Scottish Government, Local Authorities.	Measure of perception of safety on the road
Include main cycling routes in street cleaning, winter maintenance planning and tree lopping measures.	Local Authorities	Decrease in number of complaints from users
Ensure sufficient lighting is provided on both on and off-road cycle routes, and maintained to the same standard as the road network lighting provision.	Transport Scotland, Local Authorities, Landowners, British Waterways	Feedback from users, number of Local Authorities with cycle route maintenance programmes in place
Provision of secure cycle parking at public buildings, schools, transport interchanges (short and long-term parking). Design should deter theft and vandalism and provide shelter from weather. Replace unsuitable old facilities.	Scottish Government, Local Authorities, Sustrans, Public Transport Operators.	Usage of facilities - perceptions of safety and increase of ease of access.
Work with Public Transport Operators to encourage the carriage of cycles on buses, trains and trams.	Scottish Government, Transport Scotland, Public Transport Operators	Increase in integration of transport modes
Define needs and a range of cycle parking options at all key destinations including bus stops and rail stations (e.g. cycle parks, cycle stations, cycle boxes, secure cycle rooms, free cycle stands)	Public Transport Operators, Local Authorities	Demand led
Encourage employers, universities and colleges to promote active travel through travel planning and cycle promotion	Energy Saving Trust, stakeholders	Increase in the number of staff/students cycling, number of businesses and institutions implementing a travel plan

Objective 2 - For cycling to be the natural choice for your daily journeys

ACTION and ACTIVITY	LEAD / DELIVERY BODIES	INDICATORS
Scottish Cycle Training Scheme to be promoted as delivering the experiences and outcomes of the school curriculum	Road Safety Scotland, Local Authorities	Percentage of children receiving on-road training - up from 10% Target - 50%
Complementary cycle training to be delivered in P5 (playground) and P7 (advanced skills) through Ready Steady Bike and Go By-cycle. Access to P6/7 SCTS training is dependent on completion of P5 playground training.	Cycling Scotland, Local Authorities	Number of children receiving playground and advanced skills training. Demand for P5-P7 advanced cycle training
Develop the Making Cycling Mainstream courses to show the contribution cycling can make to achieving targets in Single Outcome Agreements. Offer to Local Authority officials, elected members, community councils	Cycling Scotland/Local Authorities	Measure need by demand for courses

Objective 3 - For people to have the confidence and the right information to make cycling a realistic choice for some journeys

ACTION and ACTIVITY	LEAD / DELIVERY BODIES	INDICATORS
Provide access to adult on-road cycle training, available in all Scottish Local Authorities which is both affordable and easy to	Scottish Government, Local Authorities,	Number of places taken up/demand for training

access	stakeholders	
Active travel and cycling offered as advice in healthcare consultations. Develop cycling packages similar to Paths to Health walking resources	NHS Scotland	Numbers of packs given out by GPs
Cycle Maintenance courses to be made available.	Local Authorities, local bike shops	Demand for places
Publicise the Bike to Work scheme more widely	Scottish Government	Number of employees able to access the scheme and number who apply
Encourage more employers to achieve the Cycle Friendly Employer Award	Cycling Scotland, all Employers	Numbers of employees covered by the Award
Encourage more schools to achieve the Cycle Friendly Schools Award	Cycling Scotland, Sustrans,	Number of pupils covered by the award
Train cycle instructors to recognised national standard for both adult and child training	Cycling Scotland, stakeholders	Increase in numbers of trained instructors
Produce free high quality printed maps for all Local Authority on road and core path networks	Local Authorities, cycling organisations	Demand led
Create an online cycle journey planner using a postcode to postcode system with intelligent planning to take into account different users needs and capabilities	Scottish Government, Local Authorities, Stakeholders	Number of hits on website and map downloads
Support the development and implementation of community education programs that encourage more people (particularly adults, including those new to cycling) to cycle for transport, recreation and health.	Scottish Government, Local Authorities, stakeholders	Number of community projects set up or aided
Promote the introduction of public bike hire schemes	Local Authorities.	Number of customers signed up to use the scheme

Objective 4 - Legal powers will promote access and keep people safe and active

ACTION and ACTIVITY	LEAD / DELIVERY BODIES	INDICATORS
Raise awareness for better driver education through cycling awareness in theory and practical driving test (UK wide)	Driving Standards Agency, all stakeholders	Increased number of people cycling. Reduced number of KSI road casualties
Explore a "Hierarchy of Care" for all Road Users	Scottish Government	Reduced number of KSI road casualties
Promote access and right of passage to ensure cycle routes (and equestrian usage) is not restricted due to landowners refusing access	Scottish Government, Local Authorities, all stakeholders	Decreased number of objections to planning applications from landowners
Consider the proposals for a reduction in the national speed limit	DfT, Scottish Government	Reduced number of KSI road casualties

ABERDEEN CITY COUNCIL

BUSINESS CASE

COMMITTEE Enterprise, Planning & Infrastructure

DATE 1 September 2009

LEAD OFFICER: Gordon McIntosh, Corporate Director Enterprise, Planning and Infrastructure

AUTHOR OF BUSINESS CASE: Jan Falconer, Strategist Sustainable Development

TITLE OF BUSINESS CASE: Interegg IVB Sustainable Urban Fringes (SURF) Lead Partner-
Project Management-

PURPOSE OF BUSINESS CASE

At the Economic Development Sub-committee meeting on 23 February 2009 approval was given for both the participation in and the Council taking the lead partner role in the Sustainable Urban Fringes (SURF) Project (Article 6). As a result officers prepared a transnational bid involving 15 partners who include:-Aberdeen City Council, 9 additional European Municipalities (Local Authorities), 3 Universities, the Danish Institute of Rural Research and Development and the South Denmark Office. We are advised that this bid has been successful and await formal notice. In the meantime, it is important for the Council to establish a project management structure to manage this 4.3million Euro transnational project which will be fully funded for the three year duration of this one-off Interegg project.

This business case is specifically written in order to seek approval to create a fixed term post of Project Manager to lead this high profile European project. It is recommended that this post be created on a fixed term basis for the duration of the SURF project. This is expected to last until 30 September 2012. This business case also creates an opportunity to outline the necessary configuration and resources that will be required to manage this project.

Since the Council is adopting the role as lead partner there are specific obligations that are required with regards to accounting for finance, establishing contractual relationships with partners, reporting progress to Interegg, undertaking internal audit and also arranging External Audit of the project with a body such as Audit Scotland. The proposed post of Project Manager is crucial in order to coordinate the progress and reporting of this entire project.

RECOMMENDATION(S)

It is recommended that Committee approve the following:

Additional resource(s) / change to structure required	Job title(s)	No of jobs
Creation of permanent job		
Conversion of fixed term job to		

permanent status		
Creation of fixed term job	SURF Project Manager	1
Extension of fixed term job		
Dis-establishment of permanent job		
Change to Job Title	Former: Revised:	

BUSINESS CASE

- 1. With specific reference to anticipated outputs/outcomes, state how the recommendation(s) support corporate objectives e.g. Council's Policy Statement; Vision and Values; Local Government (Scotland) Act 2003; Community Plan; Transformation Programme etc.**

The SURF project supports both the Council's and the city's vision, to be "a city which is vibrant, dynamic, forward looking – an even better place to live and work, where people can expect high-quality services that meet their needs". The project is designed to improve the City's urban fringes through governance, spatial planning and economic development. Specifically for Aberdeen, the work package is designed to improve the green space and Water Quality to the North of the City's urban fringes. The project not only will test the Council's environmental policies, but test these locally and trans-nationally in practice.

This is an environmental project, the outcomes support the Strategy to Transform Environmental Services by being designed to include and promote public participation. This in-turn supports the aim in the Single Outcome Agreement to be recognised as a city with high quality natural assets, biodiversity, architecture and heritage which instils civic pride in its citizens.

At the end of this project we would see more public participation in greenspace development outwith the Council. EU urban fringe development policy will benefit from the trans-national findings gained from this project. There will be both local, regional, national, UK and EU environmental benefits directly attributed to this project.

- 2. State how the recommendation(s) support service objectives and plans and/or the achievement of a Statutory Performance Indicator.**

The project manager's role will be to ensure the SURF project as an entirety is a success and meets all the requirements. This project will assist this service in meeting the greenspace and biodiversity recommendations in the Strategy to Transform Environmental Services. Further to this it assists in meeting the Council's current administration policy in particular: - Adopting and implementing Policies to safeguard the City's greenbelt and wedges by testing and creating policy for the urban fringes and to assist the programme to plant trees for each citizen by 2011. The project also assist in fulfilling the requirements of the City's Single Outcome Agreement, in particular to be recognised as a city with high quality natural assets, biodiversity, architecture and heritage by instilling civic pride in its citizens. This is achieved through public

participation and engagement. This is aimed to not only improve the quality of the city's greenspaces but to also increase the city's cleanliness scores.

3. Outline why the new work cannot be undertaken within existing staff resources e.g. by re-distributing resources or curtailing lower priority services.

The proposal constitutes a unique project specific post which requires exceptional skills, experience and talent. Whilst there are staff within the team that have a variety of the required skills, the scope of this post is outwith any incumbent team members remit.

There is currently insufficient capacity within the team to have a team member totally dedicated to the management of such a complex project. When examining the requirements of such a fixed term post the expectations required are more suitable to those of the Team Manager, as it requires leadership, entrepreneurial ship and innovation in delivering the project. The duties and responsibilities expected would require the current team manager to cease all other duties in order to ensure that the project met all the project leadership expectations, this is an unsustainable option. The project has the potential exceptional environmental benefits for the Council. Successful implementation and execution of this project would not only give the Council trans-national credibility and recognition but would also serve to demonstrate the Council meets the Best Value Report's recommendations.

4. Risk Management: What are the consequences of not proceeding with the recommendation(s)?

The consequences of not proceeding with this new post would be that the Council would not be able to take on the role of lead-partner to the SURF project. This could affect the Council's reputation and standing in the European Union. Such damage could negatively affect any future European bids that the Council contributes to. In addition to this, the Council would miss benefiting from full funding of a post, resources and funding for expertise available to lead this project.

5. Risk Assessment: What Health and Safety considerations have been taken into account?

We have considered UK and European travel, site visits, the use of electronic devices and on occasions may need to undertake lone working. The proposed post will be subject to full risk assessment as per Council policy.

6. Financial Implications:

Impact on current year's revenue/capital budget:

Job Title	JE Grade	Min Salary*	Max Salary*
Project Manager SURF -	Grade 15	£24152.56	£27609.059

*These figures are based on an appointment being made by 01 October 2009 Minimum and maximum salary costs also include agreed allowances and 26.1% on costs.

Full year impact on revenue/capital budget:

Job Title	JE Grade	Min Salary*	Max Salary*
Project Manager SURF	Grade 15	£48305.13	£55219.13

*Minimum and maximum salary costs include agreed allowances and 26.1% on costs.

Source and amount of revenue/capital budget funding available:

N/A – Externally funded post.

Amount of external monies available within the current financial year:

To manage the project €437,639 is available over the 3 year period. Making €145,879 for the first year or £145257 per annum.

Amount of external monies available in total:

All funding for resourcing this post, administrative support, financial advice, legal advice, establishment, consultancy, internal audit and external audit is fully funding by the remaining 14 partners.

€437,639 of external funding is specifically for running the SURF Project. For the local element an additional €209,668 environmental funding to cover local environmental greenspace projects already planned. This totals €69,000 per annum or currently £60,000 per annum.

7. **If the recommendation(s) relate to additional staffing, outline and justify the proposed contractual status of the new employee(s) i.e. 'permanent' or fixed term?**

It is recommended that the post is established on a fixed term basis for the duration of the SURF project. Following the completion of the project, it is anticipated that there will be no further requirement for the Project Manager post. As such, should the recommendations be approved, the successful candidate will be appointed on a fixed term, task related contract consistent with the duration of the project. It has been advised that the post will be subject to redundancy payment at the end of the period. This cost will be fully met by the external funding. At the writing of this paper the amount was yet to be quantified. This cost would be reduced if the post was recruited on an internal secondment basis.

8. **If the recommendation(s) are funded on a time-limited basis from an external source, what is the likelihood of the project continuing beyond the term of funding?**

The project is time specific due to the INTERREG funding process. As such it is not anticipated that it will last beyond the initial 3 year period.

9. If the project is likely to continue beyond the term of funding, what steps are being considered in order to finance this extension?

Such projects are time specific and do not warrant extensions.

10. In the case of fixed term contracts, state whether this contract is task or event related; outline the proposed exit strategy and detail how potential exit costs will be met.

The post will be filled on a fixed term basis in relation to the duration of the SURF project and in accordance with the Council's corporate recruitment and selection procedures. The contract will be task related and will expire following completion of the project task.

The Service will take steps to ensure the necessary requirements are met in terms of bringing the contract to an end. The relevant Council policies and procedures will be applied prior to the ending of the fixed term contract.

In terms of exit costs, statutory obligations will be met in terms of redundancy pay if applicable. Advice to quantify this amount was obtained by the Council's Human Resources Service. An estimated amount has been calculated based on the following assumptions:-

a- the successful candidate has no continuous Local Government Service,

b- is over 41 years of age but under 50, and

c- is appointed on the top point of the grade.

In these circumstances by applying the 1998 Regulations, the severance payment to the person if they could not be redeployed would be in the region of £12,597. As stated before, these costs can be fully accommodated through the project.

Audit and finance costs will also be re-cooped from partners.

11. What accommodation and equipment considerations have been taken into account?

It envisaged that this Project Manager, whilst housed within the Sustainable Development Team will be mobile. The post holder will require mobile and home working facilities. Any costs associated with these provisions will be captured within the full funding and accounting of the lead-partner role

12. Authorised Signature

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