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ABERDEEN CITY COUNCIL

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

Town House,
ABERDEEN 19 October, 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, 27 OCTOBER 2009 at 2.00 pm.**

RODERICK MACBEATH
HEAD OF DEMOCRATIC SERVICES

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6 INFRASTRUCTURE

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- 6.1 Various, Small Scale Traffic Management and Development Associated Proposals (New Works) - Report by the Director of Enterprise, Planning and Infrastructure (Pages 101 - 110)

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- 6.2 The Aberdeen City Council (Cattofield Terrace/Cattofield Gardens/Picktillum Avenue and Picktillum Place)(20mph Speed Limits) Order 2009 (with associated speed cushions on Cattofield Terrace and Cattofield Gardens) - Report by the Interim Director of Corporate Governance (Pages 111 - 122)
- 6.3 The Aberdeen City Council (Laurelwood Avenue and Elm Place) (20mph Speed Limits) Order 2009 (with associated speed cushions) - Report by the Director of Corporate Governance (Pages 123 - 126)
- 6.4 The Aberdeen City Council (Spademill Road and Spademill Lane) (20mph Speed Limits) Order 2009 (with associated speed cushions) - Report by the Director of Corporate Governance (Pages 127 - 132)
- 6.5 The Aberdeen City Council (Various Roads in Aberdeen) (Area Central) (Various Traffic Management Measures) Order 2009 - Report by the Director of Corporate Governance (Pages 133 - 136)
- 6.6 The Aberdeen City Council (Various Roads in North Aberdeen) (Traffic Management) Order 2009 - Report by the Director of Corporate Governance (Pages 137 - 140)
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OTHER TRANSPORTATION, ROADS AND PARKING ISSUES

- 6.8 Wellington Road / Souterhead Road Roundabout - Introduction of Traffic Signals on Langdykes Road - Report by the Director of Enterprise, Planning and Infrastructure (Pages 145 - 148)
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- 6.10 Private Roads and Footways Grant - Colsea Terrace - Report by the Director of Enterprise, Planning and Infrastructure (Pages 153 - 156)
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7 ITEMS WHICH THE COMMITTEE MAY WISH TO CONSIDER IN PRIVATE

HUMAN RESOURCES - BUSINESS CASES

- 7.1 Brand Manager Contract Extension - Report by the Director of Enterprise, Planning and Infrastructure (Pages 177 - 196)
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Should you require any further information about this agenda, please contact Allison Swanson, tel. 522822 or email aswanson@aberdeencity.gov.uk

Agenda Item 1.1

ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE

ABERDEEN, 1 September, 2009. - Minute of Meeting of the ENTERPRISE, PLANNING AND INFRASTRUCTURE COMMITTEE. Present:- Councillor Dean, Convener; Councillor McCaig, Vice-Convener; and Councillors Adam, Boulton, Clark, Corall, Cormie, Greig, Hunter (substituting for Councillor Allan), Jaffrey, Milne, Penny, Robertson, Kevin Stewart and Young (substituting for Councillor Crockett).

From Article 11 onward, Councillor Fletcher joined the meeting as a substitute for Councillor Greig.

SUB-COMMITTEES AND WORKING GROUPS

1. The Committee had before it a report (including a revised version) by the Interim Director of Corporate Governance reviewing the working groups and sub-committees within the remit of the Enterprise, Planning and Infrastructure Committee.

The Committee resolved:-

to retain all the working groups and sub-committees outlined in the report, with the following adjustments:-

- (1) Aberdeen City Development Company Shadow Board to shift from five members to six (2, 2, 1 + 1), the Convener having suggested that the members of the Leadership Board might consider putting themselves forward to fill these positions, as she and Councillor McCaig would intend doing;
- (2) to replace Councillor Cassie with Councillor John Stewart on the Aberdeen City and Shire Strategic Planning Committee;
- (3) to replace Councillor Clark with Councillor McCaig on the Controlled Zones Working Group;
- (4) to replace Councillor Cassie with Councillor John Stewart on the Development Plan Sub-Committee; and
- (5) to note that, although the Administration had put forward some replacement names at this juncture, other political groups would be able to consider the matter and submit names to the Head of Democratic Services in due course.

COMMITTEE BUSINESS STATEMENT AND MOTIONS LISTS

2. The Committee had before it a Statement of Committee Business and a Motions List prepared by the Head of Democratic Services. These had been compiled from the Outstanding Business and Motions Lists held by the Council's former Committees.

The Committee resolved:-

- (i) to note the new Statement of Committee Business, and the list of Outstanding Motions;

- (ii) to delete item 11 (Peterculter Recycling Point – Relocation of Facilities to Allow Additional Parking Spaces in Village Centre) from the statement;
- (iii) to delete items 2 (Traffic Management Proposals Associated with the Green Townscape Heritage Initiative), 8 (Cults Academy and Airyhall Primary School (New Schools on Existing Sites) – Traffic Management), and 16 (Eligibility for Bus Passes); and
- (iv) regarding the motions list, to refer the motion from Councillor Allan (on footways at St. Fitticks Road) to the budget process and to delete from the list.

PERFORMANCE MONITORING, REPORTING AND TARGET SETTING 2009/2010

3. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure intimating that measures and targets for the functions of his service were under review and being finalised, and recommending that these measures be recorded within the Council's electronic performance management system ("Covalent") and reports brought forward accordingly.

The Committee resolved:-

to note the position and to approve the recommendation.

ABERDEEN CITY AND SHIRE FILM OFFICE

4. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure drawing attention to the achievements of the Aberdeen City and Shire Film Office, and seeking financial support for the office in 2009/2010.

It was recalled that the role of the office was to encourage film and television activity in the area by making these possibilities as simple and efficient as possible. To date, the office had supported a wide range of activities, the most frequent requests being from the producers of television commercials. The report went into detail on these activities and provided a tabulated presentation of individual projects.

The Committee resolved:-

to approve funding at a reduced amount of £10,000 (formerly £20,000), this to be vired from a vacancy in Economic Development, and to request that a full business case for the work of the office be submitted in relation to future proposals for its financial support.

OFFSHORE TECHNOLOGY CONFERENCE 2010 – HOUSTON, USA

5. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure seeking approval for continuing attendance and exhibition space at the Offshore Technology Conference in Houston, USA, in May, 2010. The Offshore Technology Conference was the foremost global event for the offshore

industry and was attended by a high number of businesses located in Aberdeen City and Aberdeenshire. The event was also a key priority for economic development activity, and would be included as part of the International Trade Development report for 2010/2011. The Council was required to reserve space for any exhibition within the Scottish Pavilion by the start of October 2009.

The report recommended:-

attendance at the conference (and at the associated Association World Energy Cities Partnership meetings) by three officers and two elected members (the Lord Provost and the Leader of the Council), entailing approval of £30,000 to cover travel and accommodation for two officers and one elected member, along with exhibition space, and (2) approval of £5,000 to cover travel and accommodation for one officer and the Lord Provost to attend the World Energy Cities Partnership meetings and events, again subject to the budget process.

Councillor Dean, seconded by Councillor Kevin Stewart, moved that the recommendations be approved.

As an amendment, Councillor Young, seconded by Councillor Adam, moved that the recommendations be approved except that the Leader of the Council should not attend, and that the consequent financial savings be made.

On a division, there voted:- for the motion (12) – the Convener, the Vice-Convener, and Councillors Boulton, Clark, Corall, Cormie, Greig, Jaffrey, Milne, Penny, Robertson and Kevin Stewart; for the amendment (3) – Councillors Adam, Hunter and Young.

The Committee resolved:-

to approve the motion.

INTERREG IVB BUILD WITH CaRe UPDATE

6. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure presenting an account of developments on the Build with CaRe project and seeking representation at two conferences - one elected member at the Build with CaRe (Carbon Reduction) Annual Conference in Bremen and Oldenburg, Germany on 12 November, 2009, and one elected member at the Sustainable Scotland Network Annual Conference in Edinburgh on 29 October, 2009.

The report outlined that the likely cost for each person attending the German event was £650, while the conference in Edinburgh would mean expenditure of £150 for the conference fee and for travel.

The Convener, seconded by Councillor McCaig, moved that the recommendations be approved.

As an amendment, Councillor Young, seconded by Councillor Adam, moved that no elected member should attend the German conference but that approval be given for an elected member to attend in Edinburgh.

On a division, there voted:- for the motion (12) – the Convener, the Vice-Convener, and Councillors Boulton, Clark, Corall, Cormie, Greig, Jaffrey, Milne, Penny, Robertson and Kevin Stewart; for the amendment (3) – Councillors Adam, Hunter and Young.

The Committee resolved:-

to approve the motion.

EXTENDING SERVICE LEVEL AGREEMENT WITH THE NORTH EAST SCOTLAND BIOLOGICAL RECORD CENTRE

7. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure recommending the approval of a three-year Council-wide service level agreement with the North East Scotland Biological Record Centre. The centre provided a wide range of biological information considered to be of importance in developing the Local Plan, the Structure Plan, the Community Plan and Single Outcome Agreement, the Nature Conservation Strategy and the intended Open Space Strategy and Audit, Council commitments under the North East of Scotland Local Biodiversity Action Plan, the draft Local Development Plan, and Strategic Environmental Assessments.

The Committee resolved:-

to approve the recommended three-year service level agreement at a cost of £10,000 per annum.

WORLD ENERGY CITIES PARTNERSHIP – CLIMATE CHANGE ACCORD

8. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure seeking approval for the Lord Provost to sign a Climate Change Accord at the World Energy Cities Partnership Annual General Meeting in Calgary in October, 2009. The cost would be met from existing budgets.

The Committee resolved:-

to approve this recommendation.

APPLICATIONS FOR FUNDING FROM THE INTERNATIONAL TWINNING BUDGET 2009/2010

9. There had been circulated a report by the Director of Enterprise, Planning and Infrastructure outlining four applications for financial assistance from the 2009/2010 International Twinning Budget.

The report recommended:-

approval of contributions as follows:-

- (1) £2,200 towards the cost of bringing five delegates from Clermont-Ferrand to the Rowett/INRA Joint Conference on Gut Microbiology in Aberdeen in June 2010;

- (2) £390 towards the cost of travel and accommodation for South Aberdeenshire's Head Coach to enable that group to participate in a swimming competition in Stavanger in November 2009;
- (3) £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, tourism writers and river owners; and
- (4) £2,500 towards the cost of sending seven pupils and three teachers from Kincorth Academy to visit their partner school, School 71 in Gomel, in October 2009.

The Committee resolved:-
to approve these contributions.

MATTER OF URGENCY

The Convener intimated that she had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973 that the following item of business be considered as a matter of urgency as the Communities in Bloom award ceremony in Ontario, Canada, would be held prior to the next meeting of the Committee.

COMMUNITIES IN BLOOM 2009

10. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure intimating that Aberdeen had entered the international section of Communities in Bloom 2009, and recommending that a delegation - the Lord Provost, or the Chair of the Aberdeen in Bloom Working Group, and an appropriate officer to be determined by the Director of Enterprise, Planning and Infrastructure – be sent to Ontario in Canada to represent the city at the symposium and award ceremony, at an estimated cost of £2,000 per person.

The Convener, seconded by Councillor McCaig, moved that the recommendation be approved.

As an amendment, Councillor Hunter, seconded by Councillor Adam, moved that Aberdeen need not be represented at this event.

On a division, there voted:- for the motion (12) – the Convener, the Vice-Convener, and Councillors Boulton, Clark, Corall, Cormie, Greig, Jaffrey, Milne, Penny, Robertson and Kevin Stewart; for the amendment (3) – Councillors Adam, Hunter and Young.

The Committee resolved:-
to approve the motion.

**ABERDEEN CITY COUNCIL NATURE CONSERVATION STRATEGY 2010/2015
– FINAL DRAFT**

11. There had been circulated a report by the Director of Enterprise, Planning and Infrastructure recommending approval of the final draft of the Nature Conservation Strategy (2010 – 2015). This would be for the purposes of public consultation (including consultation with community planning partners) following which the document would be brought back to the Committee for final adoption.

The Committee resolved:-

to approve the release of the strategy for public consultation and to look forward to its subsequent resubmission in the light of that process.

**GUILD STREET – CHURCH STREET (WOODSIDE) – POWIS PLACE –
URQUHART PLACE – WELLINGTON ROAD – CRAIGSHAW ROAD –
SHEPHERD PLACE – MABERLY STREET**

12. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure providing an account of traffic management measures considered necessary at the above locations. At Guild Street, in the light of the Union Square development, a series of prohibitions of right turns was being proposed. New waiting restrictions were intended for Church Street (Woodside), Urquhart Place, Craigshaw Road and Shepherd Place. Minor revisions to the Zone W on-street controlled parking area were intended at Powis Place, and a further prohibition of right turns was considered necessary at Wellington Road. Finally, a 20mph zone with associated traffic calming had been part of the planning application for a development at Maberly Street.

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.

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

13. There had been circulated a report by the Interim Director of Corporate Governance confirming that no statutory objections had been received as a result of the public advertisement of the above-named traffic order, which provided for various restrictions in the vicinity of Airyhall School.

The Committee resolved:-

that the order be made and implemented as originally envisaged.

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

14. There had been circulated a report by the Interim Director of Corporate Governance providing an account of statutory objections to speed cushions advertised in association with a traffic order providing for various restrictions in the vicinity of Cults Academy.

The objections had been circulated as an appendix to the report along with commentary in the authorship of the roads officials. The general thrust of the objections was that regulatory speed limits were supported but that the traffic calming was inappropriate.

The speeds at the location were, in a sense, not too bad, but they were clearly higher than the 20mph limit which the Council was committed to establishing. Central government guidance had always been clear: regulatory signs alone would not change driving behaviour and a speed limit aimed at reducing speeds to 20mph where at present they were closer to 30mph was a speed limit that needed some sort of help, which was where the speed cushions came in.

Many of the objections expressed scepticism about traffic calming, and the report conceded that there was a lot of merit in being able to defend a public policy in terms of the concrete conviction of the public that it was sensible. Nevertheless, notwithstanding varying degrees of scepticism - scepticism expressed in many ways over the years - elected members had usually been struck by the prospect of *actually* getting speeds down to around 20mph in streets surrounding schools. However it was also true that, from time to time, speed cushions had been abandoned at locations where there was considerable resistance.

The Committee then heard from Councillors Boulton and Milne who, along with Councillor Malone, were the local members for the area. The Senior Committee Services Officer dealing with roads legislation (Mr. David Wemyss) indicated that it had been agreed informally between officials and local members that a recommendation could be made to the Committee to drop two sets of speed cushions on Netherby Road, which Councillor Boulton and Councillor Milne welcomed. Councillor Boulton then asked whether the first set of cushions on Earlsells Road might also be discarded, which, after a brief adjournment, Mr. Ewen Kay (Principal Engineer, Enterprise, Planning and Infrastructure) confirmed would be possible in terms of the statutory specifications, etc.

The Committee resolved:-

to abandon the three sets of speed cushions outlined above but otherwise to approve the establishment of the other proposed cushions and to make and implement the associated traffic order.

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

15. The Committee had before it a report by the Interim Director of Corporate Governance intimating two statutory objections received as a result of the statutory advertisement of traffic calming associated with a traffic order providing for restrictions in the vicinity of Bucksburn Academy.

Both objections concentrated on the traffic calming rather than the traffic order. As in the case of the proposals for Cults Academy (see previous Article), the report was inclined towards the view that there was nothing in the objections to outweigh the virtues of the intended scheme, which would reduce speeds in the vicinity of a school to something around 20mph.

The Committee resolved:-

to overrule the objections, to make and implement the traffic order, and to establish the associated speed cushions, all as originally envisaged.

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

16. The Committee considered a report by the Interim Director of Corporate Governance dealing with objections received as a result of the statutory advertisement of a traffic order providing for the new streetscape project in The Green and the streets immediately surrounding it. The order did not provide for the streetscape plan *in itself* but for the associated traffic management measures. However, the plan did necessitate some of the measures. The report went into some detail on the background to the project before offering commentary on the objections. These were from Soprano Hotels and the Carmelite Hotel, Ruth Gibson and Steven Ormston (residents at 9 Carmelite Street), Aberdeen Civic Forum and Guide Dogs. These submissions had been circulated as an appendix to the report along with the observations of the roads officials.

The report concluded that there appeared to be nothing in the content of the objections to cast doubt on the content of the order, but expressed concern about the letter from Guide Dogs. The central theme here was that blind and partially sighted people – and their guide dogs – needed kerbs as key navigational cues. They didn't need notional kerbs but real kerbs, kerbs that a trained dog could react to. A guide dog did not recognise a "kerblike treatment" that was actually all on one level.

At the moment, this was going to be a problem in Carmelite Street and Hadden Street. In Carmelite Street, the difficulty could only be averted by establishing sub-standard footways, leaving the carriageway undesirably narrow. It would then have to be one-way, meaning faster traffic – and, essentially, the whole point of the scheme would then be lost. The Department of Transport had commissioned research into this problematic area of "shared surfaces", etc., and, also, the Mobility and Access Committee for Scotland (the Scottish Ministers' own advisers on the

needs of disabled people) had requested a moratorium on shared surfaces until this research had been completed.

The report drew attention to this negative aspect of what was otherwise a very attractive project. In particular, David Wemyss referred to a meeting of the Council's Disability Advisory Group the day before at which it had been concluded that, with the difficulties of the visually impaired in mind, the current proposals for Carmelite Street and Hadden Street were extremely disappointing.

Before considering the report further however, the Committee, having agreed at the beginning of the meeting to accede to a deputation request from Mr. Jonathan Day of Soprano Hotels, now heard from Mr. Day on his concern that the project would cause serious problems as a result of its impact on night-time parking potential in the area.

After hearing from Mr. Day, and after questions to him and to the officials, Councillor Kevin Stewart suggested that there was potential for the Committee to settle on an adjustment to the scheme in which the footway on one side of Stirling Street would be widened to an acceptable standard, albeit that the footway on the other side would be narrower than ever. This could save some overnight parking potential at that location, and assuage some of Mr. Day's concerns, but the Committee was not of a mind to adopt this course of action if it did anything to jeopardise the essential stability of the scheme and, in particular, its Heritage Lottery funding.

On the objection from Guide Dogs, however, and the disappointment of the Disability Advisory Group at the proposals for Hadden Street and Carmelite Street, the members were of a mind to keep the plans as they were, being mindful that this was indeed a very attractive and prestigious scheme which it would be disproportionate to destabilise to accommodate a very small category of objectors, even though there was no doubting the intellectual coherence of their concerns.

The Committee resolved:-

to overrule the objections and approve the making of the traffic order and the establishment of the traffic calming, except that, as long as the overall scheme and its funding were not jeopardised in any way, to adjust the order to recover as much parking space on Stirling Street as was possible (in conjunction with the widening of the footway on one side of that street as outlined in the course of earlier discussions), to report back on 27 October in the event of difficulties emerging, and to request the officials to approach local private car park operators on initiatives here.

DECLARATION OF INTEREST

Councillors Boulton, Clark, Dean and Stewart declared an interest in the following article by virtue of their membership of NESTRANS, but did not consider it necessary to withdraw from the meeting. Also, Councillor Fletcher declared a pecuniary interest vis-à-vis his position as an office holder in COSLA, but, again, did not consider it necessary to withdraw from the meeting.

DISABLED PERSONS' PARKING PLACES (SCOTLAND) ACT 2009

17. The Interim Director of Corporate Governance and the Director of Enterprise, Planning and Infrastructure had submitted a joint report dealing with the implications for the Council of the above legislation, which had received Royal Assent on 1 April this year and would come into operation on 1 October.

The narrative went into a great deal of close analysis, of which the central import was that the new Act contained much that was welcome but other aspects that were of considerable concern.

First of all, the legislation obliged local authorities to do something which Aberdeen City Council had actually done of its own accord several years ago, namely, inviting the owners of private off-street car parking areas (most obviously supermarkets and large shops) to consider allowing the Council to manage blue badge parking bays in those areas by including them in off-street car parking legislation, with the effect of making them enforceable by the City Wardens.

The Council had done this with the John Lewis car park, which had been given over exclusively to blue badge holders. John Lewis had invited the Council to manage the area by putting it into the off-street traffic order. Unfortunately, the car park had been obliterated subsequently in the course of road realignment.

Now, under the new Act, every local authority was obliged to approach not only major supermarkets and large shops but any owner of off-street car parking areas in which disabled spaces had been established.

Even if the Council's invitation was turned down - which was perhaps fairly unlikely in most cases - there was an obligation to go back every two years to try again. The report enthused over this most positive aspect of the new legislation.

On the other hand, the on-street aspects were quite troubling. Here, the fundamental significance was an alteration in the current position vis-à-vis the familiar individualised (but advisory) bays established outside the homes of people with disabilities. Aberdeen City Council had around 1,300 of these, but they were common in other cities and towns throughout Scotland. The new legislation would actively *outlaw* such bays in their current form.

In other words, it would be illegal to continue to have advisory individualised bays; instead, there would be an obligation to replace them with non-individualised regulatory bays, accessible to any blue badge holder.

An individual resident would still be the precipitant of the process to establish a bay. But he or she would not have privileged or individualised access to it once it had been established.

Of course this meant that the Council would have to promote traffic orders to provide the authority for the new on-street spaces. In reality, many orders a year would probably be necessary.

This would be extremely cumbersome, and would also beg questions about how realistically autonomous the Council would be able to claim to be if it had to hear statutory objections to orders. Broadly speaking, the report concluded that this

was not really the stuff of traffic orders, and brought into disrepute the impartiality with which objections should be addressed.

Also, each on-street bay would have to be marked and signed in conformity with the legislation (and associated statutory instruments) which would entail an enormous administrative and financial burden. The point here was that the 1,300 spaces established throughout the city on an advisory basis at the moment were all insufficient in terms of their markings and signs, and so all of those markings and signs would have to be changed in an extensive audit of existing arrangements. An early estimate of the financial burden for on-street aspects alone – attributable to next year's budgets – was £400,000.

The off-street aspect – approaching supermarkets, etc. – remained an unknown quantity. Needless to say, none of this expenditure would be covered by existing resources.

The Committee resolved:-

- (i) that the Council's obligations under the legislation be pursued as outlined in the report, with a further report back in October, 2009;
- (ii) that a £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) be made not by introducing charges but by reducing the budget for making the provision, with the effect that, when funds had been used up for the current year, subsequent applicants would then have to wait until further finance became available; and
- (iii) that Aberdeen City Council write to the Minister for Transport, Infrastructure and Climate Change at Holyrood, and also to COSLA, NESTRANS and SCOTS (the Society of Chief Officers for Transportation in Scotland), outlining its serious concern about this situation, calling for significant financial support to enable local authorities to deal with their new obligations, and exploring lines of enquiry that could ameliorate some of the worst difficulties now being confronted.

MIDSTOCKET AND ROSEMOUNT PUBLIC TRANSPORT REVIEW

18. There had been circulated a report by the Director of Enterprise, Planning and Infrastructure discussing the background to the controversial changes to the bus network in the Midstocket and Rosemount areas of the city, changes that had occurred over a period of time in April and September 2008 and February 2009. The report went into great detail but its central import was that the discontinuing of the former 22 service had not only caused initial anger but also continued to be a source of considerable ill-feeling in the area. Despite the presumed commercial solidity of the former 22 service, First Aberdeen had not shifted on the issue, notwithstanding fierce criticism from local people and Councillors.

The Committee resolved:-

- (i) to express its great concern over the mishandling of this matter and the continuing unsatisfactory attitude of First Aberdeen;
- (ii) to continue discussions with a view to reinstating service 22 or altering the route of service 3 (to resolve the difficulties in Raeden Park Road and provide a frequent service along the length of Midstocket Road);

- (iii) to continue discussions towards establishing an improved bus service between Midsocket, Rosemount and the Broad Street area of the city centre;
- (iv) to continue to monitor the performance of service 25; and
- (v) to write to First Aberdeen, Stagecoach Bluebird, and all other operators considered by the Public Transport Unit to be likely to be interested, with a view to drawing attention to the apparent commercial viability of the old 22 route or some variation of it.

CONCESSIONARY BUS TRAVEL FOR PEOPLE WITH LEARNING DIFFICULTIES

19. With reference to the minute of meeting of the Policy and Strategy Committee of 21 January, 2009 (article 5(D) refers), there had been circulated a detailed report by the Director of Enterprise, Planning and Infrastructure recommending that he be authorised to notify the Scottish Government of Aberdeen City Council's concern that the National Concession Card Scheme introduced in April 2006 by Transport Scotland (which had superseded all locally-operated concessionary travel schemes) did not serve the interests of people with learning difficulties.

The Committee resolved:-

to request the Director to notify the Scottish Government of the Council's concerns and request that these be included in the further stages of their current review.

COMMUNITY TRANSPORT, TAXICARD AND PASSENGER FLEET OPERATIONS

20. There had been circulated a report by the Director of Enterprise, Planning and Infrastructure explaining his Department's efforts in developing Community Transport Schemes in the city, and also how changes to TaxiCard policy in April 2009 might influence future plans. The narrative also discussed work with the voluntary and care sector in joint transport co-ordination.

People encountered many difficulties if they could not get around as well as was ordinarily expected. If private or public transport was not an option, friends and family usually covered. Community transport was essentially a pre-organised lift, pre-organised in a variety of ways.

The Council's Community Transport Passenger Fleet was currently being rescheduled to provide more cost-effective school transport and social care services, something which would become easier after recent legislative changes allowing salaried driving staff to operate community services (where previously there had been restrictions on such use).

All of this was in turn being linked with Red Cross and Ambulance Service opportunities for sharing information and improving transport to day centres, nursing homes, respite centres, schools, etc.

Discussions were at an early stage and, once there were more developments, the Committee would receive a report back.

Finally, it was also noted that revised eligibility criteria for TaxiCard had resulted in some 1,500 people who received disability living allowance with the high rate mobility component *losing* their card. Officers were now developing a model of origin/destination for card holders who had lost their entitlement in this way, with a view to obtaining better understanding of travel patterns, and developing discussions with the Red Cross towards the planning of future community transport options. People who had lost their entitlement would be surveyed with a view to establishing how community transport might work for them. Again, a report back was intended.

The Committee resolved:-

to note the position and to look forward to future reports.

CYCLING ACTION PLAN FOR SCOTLAND – ABERDEEN CITY COUNCIL RESPONSE

21. The Committee had no further observations on the City Council's response to the Scottish Government consultation on its Cycling Action Plan for Scotland. This strategy document – developed in the light of extensive consultation with members of the public, COSLA, and representatives of the cycling, active travel and environmental sectors – had been submitted by the Director of Enterprise, Planning and Infrastructure to allow the elected members a final opportunity to suggest minor revisions.

MATTER OF URGENCY

The Convener intimated that she had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973 that the following item of business be considered as a matter of urgency as the current traffic signal maintenance contract ceased at the end of September, 2009.

TRAFFIC SIGNAL MAINTENANCE CONTRACT 2009-2014

22. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure recommending the award of the traffic signal maintenance contract for the period 1 October 2009 to 30 September 2012 (with an option for extension for a further two years until 30 September 2014) to Siemens Traffic Controls, the contract award to include the core items contained in table 1 in the circulated papers, along with optional items in table 2.

The Committee resolved:-

to approve the recommendation.

INTERREG IVB SUSTAINABLE URBAN FRINGES (SURF) LEAD PARTNER – PROJECT MANAGEMENT

23. The Committee had before it a report by the Director of Enterprise, Planning and Infrastructure outlining a full business case for the establishment of a fixed term post of Project Manager to lead this high-profile European project, which was considered to have great significance vis-à-vis green space and biodiversity policies.

The Committee resolved:-

to approve the establishment of the fixed term post of Project Manager as an externally funded post, all as outlined in the business case.

- **COUNCILLOR DEAN, Convener.**

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>	<p>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.</p> <p>Further consultation is still required to be carried out with the key stakeholder groups before the scheme goes out to Public Advert.</p> <p>The consultation with the key community groups is currently ongoing and the Public Advert will be going out in mid October. The final report on the proposals will be back to committee in late 2009 or early 2010.</p>	Director of Enterprise, Planning and Infrastructure	27.05.09	12.01.10

<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>
2.	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>	<p>An update was requested at the meeting of Area Committee Central of 27 May, 2009.</p> <p>The community Safety Manager has held public consultation meetings in June 2009. The community were supportive of the proposal to restrict access. The consultation identified various issues that need to be worked through with various stakeholders including the factor and residents at 21 & 22 Adelphi and 2 businesses with entrances onto Adelphi Lane. This work is continuing and the statutory consultation will follow satisfactory conclusions to these issues.</p>	Director of Enterprise, Planning and Infrastructure	August 2009	12.01.10
3.	Area Committee Central 27/05/09 article 7	<p><u>Traffic Management in Gordon Mills Crescent Area – Beach Boulevard – Jack’s Brae – Carnegie 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>	<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> <p>A report is on the agenda.</p>	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>
4.	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>	<p>Further consultation is still required to be carried out with the key stake holder groups and local businesses.</p> <p>The consultation process is still ongoing with the various stakeholders and it is proposed that a report will be submitted to the Committee at its meeting on 26 November, 2009.</p>	Director of Enterprise, Planning and Infrastructure	27.10.09	26.11.09
5.	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>There has been a delay in consulting the residents at this location. The Public advert will be going out during November, 2009 and a final report will be submitted to the Committee at its meeting on 12 January, 2010.</p>	Neighbourhood Services (South Area)	20.11.08	12.01.10

<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>
6.	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> <p>A report is on the agenda.</p>	Head of Shelter and Environment (South Area)	02.04.09	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>
7.	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> <p>A report is on the agenda.</p>	Head of Shelter and Environment (South Area)	28.05.09	27.10.09
8.	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>	<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> <p>A report is on the agenda.</p>	Head of Shelter and Environment (South Area)	27.08.09	27.10.09
9.	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 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> <p>A report is on the agenda.</p>	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>
		The Committee resolved:- (i) to approve the proposals in principle subject to funding; and (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 preliminary responses, and thereafter to report back.				
10.	Area Committee South, 28.05.09 Article 12	<u>South College Street Improvement Traffic Management Associated Proposals</u> The Committee resolved to note the preliminary consultative responses and to instruct officers to progress to public advertisement and report back thereafter.	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	Dependent on the allocation of capital funding
11.	Environment and Infrastructure 27.09.04 Article 56	<u>Golden Square, Aberdeen – Car Parking Arrangements</u> 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	On 2 September 2008, the Policy and Strategy 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	Head of Shelter and Environment, (North Area) / City Solicitor	21.01.09	26.11.09

<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>
		<p>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>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 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>			

<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>
12.	Policy and Strategy 04.09.07 article 14	<p data-bbox="439 233 965 304"><u>Coach Parking – Remit from Disability Advisory Group</u></p> <p data-bbox="439 344 965 592">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 data-bbox="1003 233 1491 1078">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 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 data-bbox="1003 1118 1491 1517">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</p>	Head of Shelter and Environment (North Area) / Planning and Infrastructure		

<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>
			<p>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> <p>This matter has been resolved with the exception of the Chanonry which is being dealt with under item 1 as part of the controlled parking zone.</p> <p>Recommended for removal.</p>			
13.	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 Controlled Zones Working 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	01.09.09	26.11.09

<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>
14.	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>	<p>Officers from the CDC project team have met with senior personnel from both the Office of the Scottish Charity Regulator (OSCR) and, separately, with the Chairperson of Aberdeen City and Shire Economic Futures (ASCEF) as part of the ongoing investigation into partnership options for the City Development Company.</p> <p>Draft Memorandum and Articles of Association have been prepared by the Council's external legal advisors in addition to extensive discussions regarding EU State Aid and Public Procurement compliance requirements. Separate, but complementary, discussions have also been held with Scottish Enterprise regarding innovative finance mechanisms including Tax Increment Financing and Business Rate Supplements to understand how these could be support infrastructure development and the City Development Company's operations.</p>	Director of Enterprise, Planning and Infrastructure	27.10.09	26.11.09

<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>
15.	Continuous Improvement 24.02.09 article 5	<p data-bbox="439 236 965 304"><u>Reporting Environmental Performance Measures</u></p> <p data-bbox="439 347 965 671">The Committee resolved that in relation to Percentage of the road network that should be considered for maintenance treatment to request officers to monitor the jet patcher (machine, used for filling in pot holes) for its performance and efficiency and report back to the Committee in due course.</p>	<p data-bbox="1003 347 1485 491">Will be reported back to Committee after the summer when performance over a six month period has been gathered</p> <p data-bbox="1003 534 1485 815">Detailed analysis of the performance of the jet patcher is under way with a re-inspection of how its repairs compare with other areas which have been completed using other techniques. Report will be ready for meeting in November.</p>	Head of Shelter and Environment	01.09.09	26.11.09
16.	Resources Management Committee 28.08.07 article 48	<p data-bbox="439 869 786 895"><u>Energy Futures Centre</u></p> <p data-bbox="439 938 965 1150">The Committee authorised officers to work with the Aberdeen Renewable Energy Group to develop an options appraisal and outline business case, and instructed a report to a future meeting on the outcome.</p>	<p data-bbox="1003 869 1485 1082">The outline business case is currently being updated due to current economic conditions. An industry support team is being developed to promote and raise finance for the project.</p> <p data-bbox="1003 1125 1485 1517">An outline business case has been prepared but not yet accepted. We are of the opinion that A) the business case can be improved by some more innovative thinking/a different perspective B) that the involvement of the oil and gas industry will be critical to the project and also could bring the different perspective that could</p>	Head of Economic and Environmental Sustainability	04.12.07	27.10.09 – Info Bulletin

<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>
			<p>improve the business case.</p> <p>We are therefore taking a period to engage with representatives of the oil and gas industry in the expectation that although this delays reporting, it will improve the deliverability of the project.</p> <p>An information bulletin is available.</p>			
17.	Enterprise, Planning and Infrastructure Committee 01.09.09 article 4	<p><u>Aberdeen City and Shire Film Office</u></p> <p>The Committee resolved to approve funding at a reduced amount of £10,000 (formerly £20,000), this to be vired from a vacancy in Economic Development, and to request that a full business case for the work of the office be submitted in relation to future proposals for its financial support.</p>		Head of Economic and Environmental Sustainability	26.11.09	
18.	Enterprise, Planning and Infrastructure Committee 01.09.09 article 11	<p><u>Aberdeen City Council Nature Conservation Strategy 2010/2015 – Final Draft</u></p> <p>The Committee resolved to approve the release of the strategy for public consultation and to look forward to its subsequent resubmission for final adoption in the light of that process.</p>		Head of Economic and Environmental Sustainability	26.11.09	

<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>
19.	Enterprise, Planning and Infrastructure Committee 01.09.09 article 12	<p><u>Guild Street – Church Street (Woodside) – Powis Place – Urquhart Place – Wellington Road – Craigshaw Road – Shepherd Place – Maberly Street</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>	These proposals are still going through the legal process and the results will be reported back to a future meeting of the Committee.	Head of Shelter and Environment	26.11.09	
20.	Enterprise, Planning and Infrastructure Committee 01.09.09 article 17	<p><u>Disabled Persons' Parking Places (Scotland) Act 2009</u></p> <p>The Committee resolved:-</p> <p>(i) that the Council's obligations under the legislation be pursued as outlined in the report, with a further report back in October, 2009 ; and</p> <p>(ii) that Aberdeen City Council write to the Minister for Transport, Infrastructure and Climate Change at Holyrood, and also to COSLA, NESTRANS and SCOTS (the Society of Chief Officers for Transportation in Scotland), outlining its serious concern about this situation, calling for significant financial support to enable local</p>	<p>Guidance is being sought from Scottish Government & SCOTS as to whether a method of introducing mandatory bays without traffic orders may be possible and if the current bay signs and markings could be formalised temporarily. A decision is also awaited as to the markings and signs which will be required as a national standard. Until such information is at hand more detailed costs could only be a rough estimate.</p> <p>In the meantime applicants eligibility is checked and site visits made. Applicants are notified that implementation is delayed pending the further information</p>	Head of Democratic Services Head of Shelter and Environment	27.10.09	26.11.09/ 12.01.10 – report Oral Update – 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>
		<p>authorities to deal with their new obligations, and exploring lines of enquiry that could ameliorate some of the worst difficulties now being confronted.</p>	<p>required. A report to the Committee will be submitted for the November or January deadline once the guidance information has been received.</p> <p>The Head of Democratic Services wrote to the Minister for Transport, Infrastructure and Climate Change – Stewart Stevenson MSP – setting out a range of arguments reflecting the concerns expressed at the previous meeting of this Committee. Just recently we have had sight of a response from the Minister – not actually to us, but to SCOTS – in which there is significant cause for optimism the Senior Committee Services Officer (Roads Legislation) will elaborate on this at the meeting. However, this is not to say that all concerns are being allayed.</p> <p>A letter from the Minister for Transport, Infrastructure and Climate Change to the Convener regarding this matter is included in the information bulletin.</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>
21.	Enterprise, Planning and Infrastructure Committee 01.09.09 article 18	<p><u>Midstocket and Rosemount Public Transport Review</u></p> <p>The Committee resolved:-</p> <ul style="list-style-type: none"> (i) to continue discussions with a view to reinstating service 22 or altering the route of service 3 (to resolve the difficulties in Raeden Park Road and provide a frequent service along the length of Midstocket Road); (ii) to continue discussions towards establishing an improved bus service between Midstocket, Rosemount and the Broad Street area of the city centre; (iii) to continue to monitor the performance of service 25; and (iv) to write to First Aberdeen, Stagecoach Bluebird, and all other operators considered by the Public Transport Unit to be likely to be interested, with a view to drawing attention to the apparent commercial viability of the old 22 route or some variation of it. 		Public Transport Unit	26.11.09	

<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>
22.	Enterprise, Planning and Infrastructure Committee 01.09.09 article 20	<u>Community Transport, Taxicard and Passenger Fleet Operations</u> The Committee resolved to note the current position and to look forward to future reports.		Public Transport Unit	26.11.09	
23.	Resources Management Committee 05.02.09 article 41	<u>AECC Funding</u> The Committee reaffirmed the decision that a report from the Board of AECC should be presented to the Committee each cycle until the funding issues were fully resolved.		Director of Enterprise, Planning and Infrastructure	Every cycle	26.11.09
24.	Finance and Resources Committee 17.09.09 Article ??	<u>Pinewood/Hazledene Countesswells Road - Future Use of Sites</u> The Committee resolved that the implications for the Local Plan of the delay in the marketing of the sites at Pinewood/Hazledene, be the subject of a separate report by the Head of Planning and Infrastructure to the Enterprise, Planning and Infrastructure Committee.		Head of Planning and Infrastructure	26.11.09	26.11.09

<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>
25.	Corporate Policy and Performance 10.09.09 Article 9	<p data-bbox="434 236 965 341"><u>Achieving Our Potential: Tackling Poverty and Income Inequality in Aberdeen City</u></p> <p data-bbox="434 384 965 635">The Committee agree to remit the draft strategy to the other committees of the Council for consideration and comment, accompanied by the service Director's advice on action from the service to address poverty.</p>		Director of Enterprise, Planning and Infrastructure	12.01.10	

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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 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 originally discussed"</p>	23/03/05	<p><u>Environment & Infrastructure</u> <u>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 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.</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 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.</p> <p>No change from previous update.</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>
2.	<p><u>Motion by Councillor Donnelly</u></p> <p>“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.”</p>	25.06.08	<p>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.</p> <p>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.</p>	<p>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.</p>	Head of Democratic Services	21.01.09	No

ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 27 October 2009

DIRECTOR Gordon McIntosh

TITLE OF REPORT Performance Report

REPORT NUMBER: EPI/09/072

1. PURPOSE OF REPORT

The purpose of this report is to provide Members with an update on Enterprise, Planning and Infrastructure Performance as at August 2009.

The report details a range of performance measures across the service, supported by additional information provided in Appendices 1 and 2.

2. RECOMMENDATION(S)

It is recommended that the Committee review the performance data and underlying trends, providing comments and observations thereon.

3. FINANCIAL IMPLICATIONS

There are no direct financial implications, although adherence to revenue and capital budgets is a performance measure for each function across the service.

4. SERVICE & COMMUNITY IMPACT

There are no direct implications arising from this report but performance measurement and reporting should be viewed as a means to managing improvement in services to the community. The report also links to the Single Outcome Agreement.

5. OTHER IMPLICATIONS

There no other direct implications arising from this report.

6. REPORT

The report comprises:

1 A brief written overview by the Corporate Director

2 A “scorecard” listing the key performance measures, detailing:

- recent performance (trends)
- targets
- a “traffic light”

3 “Drill Down” performance measure sheets corresponding to those measures on the “scorecard” being considered this cycle (indicators available on an annual basis only have been excluded), detailing:

- 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 Appendices 1 and 2 providing fuller information to support the “headline” detail provided in the main body of the report, namely in relation to Capital Expenditure (Appendix 1) and Road Defects in Appendix 2.

7. REPORT AUTHOR DETAILS

Mike Hearn, Team Manager
mhearns@aberdeencity.gov.uk
01224 522476

8. BACKGROUND PAPERS

Not applicable.

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

As for the previous cycle this report has been produced against a backdrop of continuing development within the new Service.

We are committed to developing a robust performance management system within Enterprise, Planning and Infrastructure and major steps have been taken towards that end. A provisional hierarchy of Performance Indicators and Scorecards from team level to Service level has been set up to reflect the interim structure arrangements.

These have been linked in such a way to facilitate a smooth transition to replicate the final structure once approved.

This hierarchy of Performance Indicators effectively provides the building blocks which come together to form the basis of this report, enabling the Enterprise, Planning and Infrastructure Senior Management team and Managers to “drill down” through the hierarchy identifying areas of good practice in addition to those where improvement may be required.

In relation to this specific report we have incorporated a more detailed level of data in relation to our Capital Expenditure. This is provided in the main body of the report supported by further information provided at Appendix 1. As instructed, fuller detail relating to Road Defects has been submitted (Appendix 2).

The Scorecard holds details of all our current key indicators as previously intimated to Committee. However, on this occasion, we have excluded from the main report those indicators which are reported on an annual basis and those on which we are currently unable to report at Enterprise, Planning and Infrastructure level, specifically in relation to Absence Management, Written Queries and Priority Training. Work is ongoing to develop a means of reporting on these areas of performance with a view to presenting the information to Committee in the near future.

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Enterprise Planning and Infrastructure Committee Scorecard



ABERDEEN
CITY COUNCIL

Author: Kenny Easton

Report Type: Scorecard Report

Generated on: 13 October 2009

Traffic Light Icon	PI Code & Short Name	Last Update	Current Value	Current Target	Short Term Trend Arrow
	EPI101P Average sickness absence - Enterprise Planning and Infrastructure	August 2009		11.3	
	EPI102P % spend against Revenue Budget (cumulative)	August 2009	12.62%	100%	
	EPI103P % spend against Capital Budget (cumulative)	August 2009	12.7%	100%	
	EPI104P % of savings on target to be delivered	August 2009	93.2%	100%	
	EPI105P Score for compliance with Health & Safety Matrix	August 2009	69%	100%	
	EPI202P % of Carriageway condition that should be considered for maintenance treatment	2008/09	24.6%	20%	
	EPI203P % of Street Lighting columns that are over 30 years old	2008/09	27.2%	28.7%	
	EPI204P % of the total number of Bridges assessed as failing to meet the European standard of 40 tonnes	2008/09	4.1%	3.6%	
	EPI207P % non-householder applications determined within 2 months	2008/09	40.5%	55%	
	EPI208P % householder applications determined within 2 months	2008/09	73.4%	88%	
	EPI209P % applications determined within 2 months	2008/09	59.8%	80%	
	EPI301P % of success in dealing with written queries and complaints within 15 working days (cumulative)	August 2009		100%	
	EPI302P % of Road Category 1 defects repaired within 2 working days	August 2009	79%	92%	
	EPI303P % of Traffic Light Repairs completed within 48 hours	August 2009	98.5%	98%	
	EPI304P % of Street Light Repairs completed within 7 days	August 2009	95.8%	92%	
	EPI401P % of eligible staff appraised in the past year	August 2009	41.3%	100%	
	EPI402P % of identified Senior Staff who have undergone training in priority areas	August 2009		100%	

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Enterprise Planning and Infrastructure Performance Report


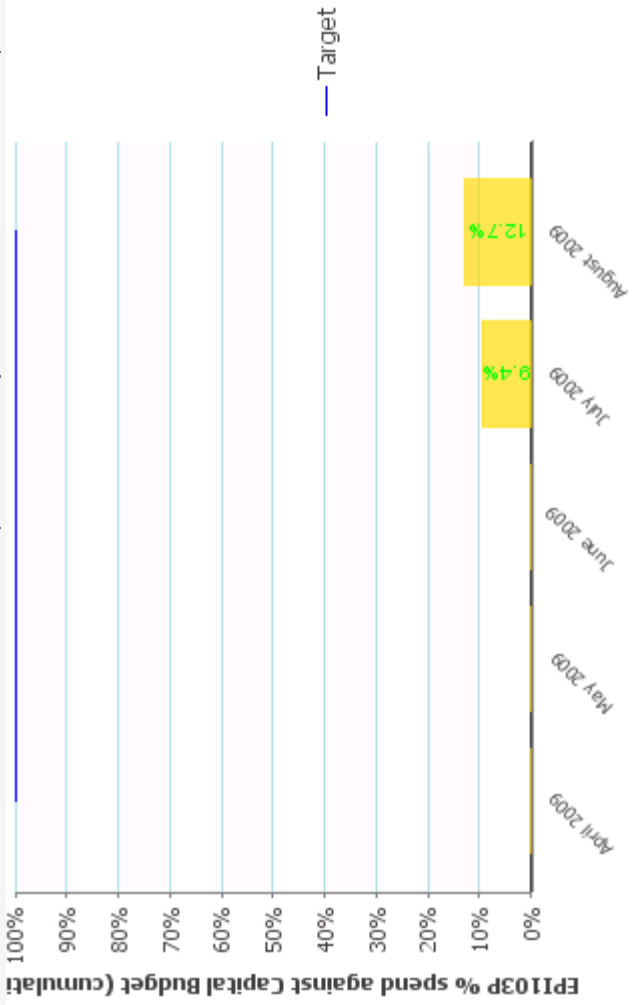


Generated on: 14 October 2009

EPI1102P % spend against Revenue Budget (cumulative)

Paper Ref	% spend against Revenue Budget (cumulative)			Traffic Light
Current Period	12.62%	Target 09/10	100%	
Chart Trend				
Latest Note	<p>Adopting a straightline approach, expenditure of 42% would be anticipated at this stage. For Roads, Facilities Management and Waste the perceived underspend is attributable in most cases to the transfer of spend from trading accounts to the client account not yet having taken, giving 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 ahead of related spend, account for the bulk of the apparent underspend. The other Services areas remain in line against anticipated spend.</p>			

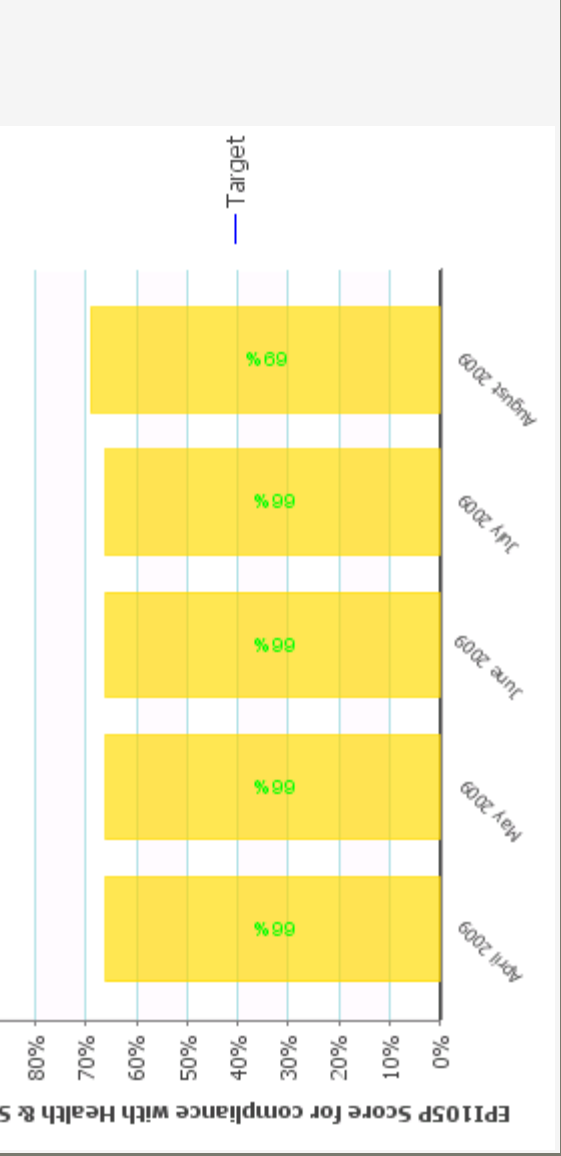
EPI103P % spend against Capital Budget (cumulative)

Paper Ref	% spend against Capital Budget (cumulative)				Traffic Light																		
Current Period	12.7%	Target 09/10	100%																				
Chart Trend	 <p>EPI103P % spend against Capital Budget (cumulative)</p> <table border="1"> <caption>Chart Data: Cumulative Spend vs Target</caption> <thead> <tr> <th>Month</th> <th>% Spend</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>~0.4%</td> <td>100%</td> </tr> <tr> <td>May 2009</td> <td>~0.8%</td> <td>100%</td> </tr> <tr> <td>June 2009</td> <td>~1.2%</td> <td>100%</td> </tr> <tr> <td>July 2009</td> <td>9.4%</td> <td>100%</td> </tr> <tr> <td>August 2009</td> <td>12.7%</td> <td>100%</td> </tr> </tbody> </table>					Month	% Spend	Target	April 2009	~0.4%	100%	May 2009	~0.8%	100%	June 2009	~1.2%	100%	July 2009	9.4%	100%	August 2009	12.7%	100%
Month	% Spend	Target																					
April 2009	~0.4%	100%																					
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June 2009	~1.2%	100%																					
July 2009	9.4%	100%																					
August 2009	12.7%	100%																					
Latest Note	As can be seen from the chart, at this stage, expenditure stands at a lower level than expected. Fuller details are provided on a project by project basis at Appendix 1.																						


EPI1104P % of savings on target to be delivered

Paper Ref	% of savings on target to be delivered				Traffic Light														
Current Period	93.2%	Target 09/10	100%																
Chart Trend	<p>The chart displays the percentage of savings on target to be delivered for EPI1104P from April 2009 to August 2009. The y-axis represents the percentage from 0% to 100%. A horizontal blue line indicates the target at 100%. Two yellow bars represent the actual performance: one for July 2009 at 93.2% and one for August 2009 at 93.2%.</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>93.2%</td> </tr> <tr> <td>August 2009</td> <td>93.2%</td> </tr> <tr> <td>Target</td> <td>100%</td> </tr> </tbody> </table>					Month	% of savings on target to be delivered	April 2009	0%	May 2009	0%	June 2009	0%	July 2009	93.2%	August 2009	93.2%	Target	100%
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June 2009	0%																		
July 2009	93.2%																		
August 2009	93.2%																		
Target	100%																		
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. Proposed savings to meet this shortfall are provided elsewhere on today's agenda.</p>																		


EPI1105P Score for compliance with Health & Safety Matrix

Paper Ref	Score for compliance with Health & Safety Matrix																		
Current Period	69%	Target 09/10	100%	Traffic Light															
<p>Chart Trend</p>  <table border="1"> <caption>EPI1105P Score for compliance with Health & Safety Matrix - Chart Data</caption> <thead> <tr> <th>Month</th> <th>Score</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>69%</td> <td>100%</td> </tr> <tr> <td>May 2009</td> <td>69%</td> <td>100%</td> </tr> <tr> <td>June 2009</td> <td>69%</td> <td>100%</td> </tr> <tr> <td>July 2009</td> <td>69%</td> <td>100%</td> </tr> <tr> <td>August 2009</td> <td>69%</td> <td>100%</td> </tr> </tbody> </table>	Month	Score	Target	April 2009	69%	100%	May 2009	69%	100%	June 2009	69%	100%	July 2009	69%	100%	August 2009	69%	100%	<p>Latest Note</p> <p>Performance shows a slight improvement compared with the last cycle due to the inclusion of former Strategic Leadership premises.</p>
Month	Score	Target																	
April 2009	69%	100%																	
May 2009	69%	100%																	
June 2009	69%	100%																	
July 2009	69%	100%																	
August 2009	69%	100%																	


EPI302P % of Road Category 1 defects repaired within 2 working days

Paper Ref	% of Road Category 1 defects repaired within 2 working days				Traffic Light													
Current Period	79%	Target 09/10	92%															
Chart Trend	<table border="1"> <caption>Chart Trend Data</caption> <thead> <tr> <th>Month</th> <th>% of Road Category 1 defects repaired within 2 working days</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>87.5%</td> </tr> <tr> <td>May 2009</td> <td>88.2%</td> </tr> <tr> <td>June 2009</td> <td>79.4%</td> </tr> <tr> <td>July 2009</td> <td>94.7%</td> </tr> <tr> <td>August 2009</td> <td>79%</td> </tr> </tbody> </table>					Month	% of Road Category 1 defects repaired within 2 working days	April 2009	87.5%	May 2009	88.2%	June 2009	79.4%	July 2009	94.7%	August 2009	79%	
Month	% of Road Category 1 defects repaired within 2 working days																	
April 2009	87.5%																	
May 2009	88.2%																	
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July 2009	94.7%																	
August 2009	79%																	
Latest Note	<p>During the period, 49 of the 62 Category 1 Defects reported were repaired on time, contributing to a score of 90.2% for all Defects being repaired within 7 days. A detailed analysis of the Defects reported and repaired during the period in both Category 1 and 2 is provided at Appendix 2.</p>																	

EPI303P % 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>98.5%</p>	<p>Target 09/10</p>	<p>98%</p>	<table border="1"> <caption>EPI303P % of Traffic Light Repairs completed within 48 hours</caption> <thead> <tr> <th>Month</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>95.5%</td> </tr> <tr> <td>May 2009</td> <td>100%</td> </tr> <tr> <td>June 2009</td> <td>98.6%</td> </tr> <tr> <td>July 2009</td> <td>93.7%</td> </tr> <tr> <td>August 2009</td> <td>98.5%</td> </tr> <tr> <td>Target</td> <td>98%</td> </tr> </tbody> </table>		Month	Percentage	April 2009	95.5%	May 2009	100%	June 2009	98.6%	July 2009	93.7%	August 2009	98.5%	Target	98%
Month	Percentage																		
April 2009	95.5%																		
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August 2009	98.5%																		
Target	98%																		
<p>Chart Trend</p>	<p>There were 65 faults recorded in August with 8 of these being "all dark", the most serious category. An overall performance level of 98.5% was achieved with 1 fault requiring longer than 48 hours to resolve because traffic management was needed for Health & Safety requirements due to the need for lane closures. The largest single fault group is again lamp failures with 60% of recorded faults in this category. "All darks" make up 12% of faults, RTA's make up 8% of faults, while detection related faults contribute a further 11%, miscellaneous faults made up the other 9%.</p>																		
<p>Latest Note</p>	<p>There were 65 faults recorded in August with 8 of these being "all dark", the most serious category. An overall performance level of 98.5% was achieved with 1 fault requiring longer than 48 hours to resolve because traffic management was needed for Health & Safety requirements due to the need for lane closures. The largest single fault group is again lamp failures with 60% of recorded faults in this category. "All darks" make up 12% of faults, RTA's make up 8% of faults, while detection related faults contribute a further 11%, miscellaneous faults made up the other 9%.</p>																		

EPI304P % of Street Light Repairs completed within 7 days

Paper Ref	% of Street Light Repairs completed within 7 days																
Current Period	95.8%	Target 09/10	92%	Traffic Light													
Chart Trend	<table border="1"> <caption>Chart Trend Data</caption> <thead> <tr> <th>Month</th> <th>% of Street Light Repairs completed within 7 days</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>90.6%</td> </tr> <tr> <td>May 2009</td> <td>87.1%</td> </tr> <tr> <td>June 2009</td> <td>89.4%</td> </tr> <tr> <td>July 2009</td> <td>94.8%</td> </tr> <tr> <td>August 2009</td> <td>95.8%</td> </tr> </tbody> </table>					Month	% of Street Light Repairs completed within 7 days	April 2009	90.6%	May 2009	87.1%	June 2009	89.4%	July 2009	94.8%	August 2009	95.8%
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April 2009	90.6%																
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August 2009	95.8%																
Latest Note	<p>Slightly higher fault numbers during August than July, but again an improved performance. We are about to start the busy period of the year as with the darker evenings more calls are received by the call centre. We are continuing with our monitoring of the paper trail. Reports are being run twice a week to monitor the ones about to go out of spec. and endeavouring to repair them in time. Scotia are to continue find & fix operations in the Central area on a fortnightly basis, with our own scout covering the other two areas, doing find & fix as well as reporting.</p>																

EPI401P % of eligible staff appraised in the past year

Paper Ref	% of eligible staff appraised in the past year				Traffic Light												
Current Period	41.3%	Target 09/10	100%														
Chart Trend	<table border="1"> <caption>EPI401P % of eligible staff appraised in the past year</caption> <thead> <tr> <th>Month</th> <th>% of eligible staff appraised</th> </tr> </thead> <tbody> <tr> <td>April 2009</td> <td>49.8%</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>31.8%</td> </tr> <tr> <td>August 2009</td> <td>41.3%</td> </tr> </tbody> </table>					Month	% of eligible staff appraised	April 2009	49.8%	May 2009	41.1%	June 2009	33.3%	July 2009	31.8%	August 2009	41.3%
Month	% of eligible staff appraised																
April 2009	49.8%																
May 2009	41.1%																
June 2009	33.3%																
July 2009	31.8%																
August 2009	41.3%																
Latest Note	<p>The current score of 40.3% represents an improvement on last month. The breakdown by area of service is as follows : Roads 30%, Facilities Management 46%, Waste 0%, Planning and Infrastructure 100%, Environmental and Economic Sustainability 50% and Corporate Communications 79%.</p>																

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APPENDIX 2

Road Defects

	April			May			June			July			August			Year to Date		
	Number of Defects reported	Number repaired on time	% repaired on time	Number of Defects reported	Number repaired on time	% repaired on time	Number of Defects reported	Number repaired on time	% repaired on time	Number of Defects reported	Number repaired on time	% repaired on time	Number of Defects reported	Number repaired on time	% repaired on time	Number of Defects reported	Number repaired on time	% repaired on time
Potholes																		
Priority 1	34	33	97.06%	30	16	53.33%	21	14	66.67%	20	20	100.00%	26	25	96.15%	131	108	82.44%
Priority 2	367	362	98.64%	234	194	82.91%	248	235	94.76%	150	147	98.00%	109	100	91.74%	1,108	1,038	93.68%
Slabs																		
Priority 1	14	9	64.29%	11	11	100.00%	9	9	100.00%	14	12	85.71%	31	19	61.29%	79	60	75.95%
Priority 2	46	46	100.00%	61	59	96.72%	54	53	98.15%	38	38	100.00%	70	67	95.71%	269	263	97.77%
Gullies																		
Priority 1	0	0	0.00%	3	3	100.00%	4	4	100.00%	4	4	100.00%	5	5	100.00%	16	16	100.00%
Priority 2	55	55	100.00%	94	94	100.00%	71	71	100.00%	78	75	96.15%	87	80	91.95%	385	375	97.40%
Total Priority 1	48	42	87.50%	44	30	68.18%	34	27	79.41%	38	36	94.74%	62	49	79.03%	226	184	81.42%
Total Priority 2	468	463	98.93%	389	347	89.20%	373	359	96.25%	266	260	97.74%	266	247	92.86%	1,762	1,676	95.12%
Total	516	505	97.87%	433	377	87.07%	407	386	94.84%	304	296	97.37%	328	296	90.24%	1,988	1,860	93.56%

Definition

Priority 1 (2 day response) and Priority 2 (7 day response) are categorised mainly by the Inspectors judgement and expertise.

There are criteria which he should look at for example location, volume of traffic, number of pedestrians and in the case of potholes the size.

Latest Note

90.2% of all Defects during August were repaired within 7 days contributing to a score of 93.6% for the year to date.

For Slab Defects the performance is generally satisfactory apart from one week when a small number of failures indicated a disproportionate percentage figure due to the relatively small number of defects. Delay was due to work on Union Street.

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COMMITTEE Enterprise Planning & Infrastructure

DATE October 2009

DIRECTOR Gordon McIntosh, Enterprise Planning and Infrastructure

TITLE OF REPORT Budget 2009/10 – replacement savings

REPORT NUMBER: **EPI/09/070**

1. PURPOSE OF REPORT

This report advises members of the replacement savings to the originally approved proposal for income from the decriminalization of bus lane offences which has been delayed due to the legislative process being slowed through the Scottish Parliament

2. RECOMMENDATION(S)

The Committee is asked to note the intended areas where budget savings are to be made to offset the loss of income from the bus lane offences.

3. FINANCIAL IMPLICATIONS

The original saving of £210000 was based on a full year income from offences and was based on a business case approved by the Policy and Strategy Committee in 2008. The replacement savings will offset the full amount of the original saving.

4. SERVICE & COMMUNITY IMPACT

None of the savings identified conflict with the policies or outcomes set out in the Community Plan, the Single Outcome Agreement and Vibrant, Dynamic & Forward Looking.

There are no Equalities & Human Rights issues arising from the alternative proposals.

5. OTHER IMPLICATIONS

As the savings have been made through either not being able to recruit (as is the case for School Crossing Patrollers) or through slowing down the replacement of staff within services the management of workload has been an important factor which has been addressed.

6. REPORT

As part of the 2009/10 budget process a number of intended income generation, efficiencies and service reduction proposals were approved by the Council in December 2008.

The saving of £210000 associated with income from the decriminalisation of bus lane offences in the city has been highlighted to members over the course of the last six months as being unachievable due to delays in the finalisation of the legislation through the Scottish Parliament.

In accordance with the instructions to Corporate Directors from the Budget Monitoring Board and the Chief Executive an alternative set of savings have been identified from within service budgets. These savings have been identified through ongoing monitoring of budget spending trends and actions by service management.

The savings identified are as follows:

Alternative Proposal	Estimated Saving
Underspend on School Crossing Patrollers (as a result of not being able to recruit patrollers to operate sites where approved criteria has been met)	£90000
Underspend on approved staffing budget for Waste Aware Team based at Kittybrewster (a number of posts have been vacant for a number of months as the service reviews the structure and resources deployed for various tasks)	£100000
Savings resulting in reduction in energy costs for unmetered electricity for street lighting/road signs etc. (The new contract rates for the buying consortium take effect in late 2009 and will therefore generate saving through to the ends of this calendar year)	£20000
TOTAL	£210000

7. REPORT AUTHOR DETAILS

Hugh Murdoch
Head of Service
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01224 814520

8. BACKGROUND PAPERS

None

ABERDEEN CITY COUNCIL

COMMITTEE: ENTERPRISE, PLANNING AND INFRASTRUCTURE

DATE: 27 OCTOBER 2009

REPORT BY: Director and City Chamberlain

TITLE OF REPORT: 2009/10 REVENUE BUDGET MONITORING

REPORT NUMBER: EPI / 09 / 074

1. PURPOSE OF REPORT

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

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- i) consider and note this report and the information on management action and risks that is contained herein; and
 - ii) instruct that officers continue to review budget performance and report on service strategies as required to ensure a balanced budget.

3. FINANCIAL IMPLICATIONS

- 3.1. The total Enterprise, Planning and Infrastructure budget currently amounts to £48.027 million net expenditure. This will be subject to change as functions are re-aligned.
- 3.2. Based upon present forecasts it is anticipated that the financial performance of the service will result in an adverse movement on the Council finances overall. This position will be reflected in the overall financial monitoring for the Council when it is reported to Finance and Resources Committee at the end of this Committee cycle.
- 3.3. Further details of the financial implications are set out in section 6 and the appendices attached to this report.

4. SERVICE & COMMUNITY IMPACT

- 4.1. As a recognised top priority the Council must take the necessary measures to balance its budget. Therefore Committees and services are required to work within a financial constraint. Every effort is being focused on delivering services more efficiently and effectively.

5. OTHER IMPLICATIONS

- 5.1. Every organisation has to manage the risks inherent in the operation of large and complex budgets. These risks are minimised by the regular review of financial information by services and corporately by Members. This report is part of that framework and has been produced to provide an overview of the current operating position.

6. REPORT

- 6.1 This report informs members of the current year revenue budget performance to date, for the service's budget and provides high level summary for the consideration of Members, to period 5 (end to August 2009). It also outlines whether or not there are any cost pressures that are immediately identifiable from the expenditure incurred to date and actions being undertaken to manage these.

- 6.2 The service report and associated notes is attached at Appendix A

Financial Position and Risks Assessment

In overall terms at this early stage, analysing Appendix A, the position reflects a projected overspend of £1.509 million, representing 3.1% of the overall budget.

- 6.3 At this time, the following areas of risk are highlighted together with management action being taken.

Building Applications Income not expected to meet budget for the year in light of the current downturn in building work within the city. Similarly, planning application income is showing a significant downturn to date. The current forecast income for the year is £500,000, compared with a budget of £1.2 million.

To offset the impact of this, the management of vacant posts is being actively pursued as a source of savings and the service is continuing to work with other Heads of Planning and COSLA to lobby the Government for increased in planning fees.

7. AUTHORISED SIGNATORY

Gordon McIntosh
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and Infrastructure
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01224 522941

Susan Cooper
City Chamberlain
sucooper@aberdeencity.gov.uk
01224 522551

8. REPORT AUTHOR DETAILS

Brian Downie
Finance Manager
bdownie@aberdeencity.gov.uk
01224 814541

9. BACKGROUND PAPERS

Financial ledger data extracted for the period.

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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE

AS AT	31-Aug-09	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 5		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
Head of Service (Shelter & Environment)		39,739	12,348	4,595	(7,752)	39,739	0	0.0%	0
Head of Planning & Infrastructure		852	154	(1,919)	(2,074)	2,361	1,509	177.1%	0
Head of Corporate Communications		1,740	725	627	(97)	1,740	0	0.0%	0
Head of Economic & Environmental Sustainability		4,676	1,944	2,193	249	4,676	0	0.0%	0
Operational Support Manager		1,020	425	534	110	945	(75)	-7.4%	0
Economic/Business Development		0	0	7	7	75	75	0.0%	0
TOTAL BUDGET		48,027	15,595	6,037	(9,558)	49,536	1,509	3.1%	0

DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
HEAD OF SERVICE : HUGH MURDOCH

AS AT	31-Aug-09	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 5		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS		4,409	1,837	1,645	(192)	4,409	0	0.0%	0
PROPERTY COSTS		5,772	2,405	1,241	(1,164)	5,772	0	0.0%	0
ADMINISTRATION COSTS		772	322	926	604	1,972	1,200	155.4%	0
TRANSPORT COSTS		3,624	1,510	227	(1,283)	3,624	0	0.0%	0
SUPPLIES & SERVICES		22,880	9,533	2,826	(6,707)	22,880	0	0.0%	0
TRANSFER PAYMENTS		4,638	1,933	982	(951)	4,638	0	0.0%	0
CAPITAL FINANCING COSTS		10,104	0	0	0	10,104	0	0.0%	0
GROSS EXPENDITURE		52,199	17,540	7,847	(9,692)	53,399	1,200	2.3%	0
LESS: INCOME									
OTHER GRANTS & CONTRIBUTIONS		0	0	(246)	(246)	0	0	0.0%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		(1,002)	(418)	(6)	412	(1,002)	0	0.0%	0
OTHER INCOME		(11,458)	(4,774)	(3,000)	1,774	(12,658)	(1,200)	10.5%	0
TOTAL INCOME		(12,460)	(5,192)	(3,252)	1,940	(13,660)	(1,200)	9.6%	0
NET EXPENDITURE		39,739	12,348	4,595	(7,752)	39,739	0	0.0%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

The variance to date is due to timing differences. Outturn is expected to be as budget

PROJECTED VARIANCE	CHANGE
£'000	£'000

0	0
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Property Costs

The variance is mainly due to rates, electricity and cleaning costs being currently under budget. However, most of these costs are expected to be incurred in the latter part of the year. Therefore, outturn is expected to be as budget.

0	0
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Administration Costs

There is a direct link between charges made and the level of Roads Consultancy Fees with the Income Section of the budget. The Roads service is currently expected to be on target for the overall Works Programme budget available.

1,200	0
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Transport Costs

The variance is mainly due to timing differences in vehicle hire charges. Outturn is expected to be as budget.

0	0
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Supplies and Services

The variance is mainly due to timing differences in vehicle hire charges. Outturn is expected to be as budget.

0	0
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Transfer Payments

The variance to date is mainly due to timing differences in the payment of landfill tax. Outturn is expected to be as budget.

0	0
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Capital Financing Costs

Outturn is expected to be as budget

0	0
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Income

The PTU service is currently holding £250k of unspent Bus Route Development Grant which can only be used for the 5 bus route. The grant will be carried forward to 2010/11 if no works can be identified in 2009/10. Road Consultancy Fees now run one month in arrears, and actual charges are determined by the staffing levels within the service.

(1,200)	0
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0	0
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
HEAD OF SERVICE : MARGARET BOCHEL

AS AT	31-Aug-09	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 5									
STAFF COSTS		3,380	1,408	1,365	(44)	3,380	0	0.0%	0
PROPERTY COSTS		0	0	30	30	0	0	0.0%	0
ADMINISTRATION COSTS		114	48	197	150	114	0	0.0%	0
TRANSPORT COSTS		69	29	26	(3)	69	0	0.0%	0
SUPPLIES & SERVICES		747	311	1,986	1,675	747	0	0.0%	0
TRANSFER PAYMENTS		152	63	119	56	152	0	0.0%	0
CAPITAL FINANCING COSTS		481	0	0	0	481	0	0.0%	0
GROSS EXPENDITURE		4,943	1,859	3,723	1,863	4,943	0	0.0%	0
LESS: INCOME									
OTHER GRANTS & CONTRIBUTIONS		0	0	(2,255)	(2,255)	0	0	0.0%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		0	0	(1,606)	(1,606)	0	0	0.0%	0
OTHER INCOME		(4,091)	(1,705)	(1,781)	(76)	(2,582)	1,509	-36.9%	0
TOTAL INCOME		(4,091)	(1,705)	(5,642)	(3,937)	(2,582)	1,509	-36.9%	0
NET EXPENDITURE		852	154	(1,919)	(2,074)	2,361	1,509	177.1%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

The variance to date is due to timing differences. Outturn is expected to be as budget

PROJECTED VARIANCE	CHANGE
£'000	£'000

0	0
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Property Costs

Costs incurred and partner recharges made on ACC's AWPR joint venture account are included in actual costs/income. The project is funded by the Council's Non-Housing Capital Budget and partners organisations. Inclusion of the joint venture account costs produces variances in the revenue budget analyses at this level, though all costs are recovered from the AWPR Partners' Capital budgets in full by the end of each financial year. Out-turn is expected to be as budget.

0	0
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Administration Costs

Costs incurred and partner recharges made on ACC's AWPR joint venture account are included in actual costs/income. The project is funded by the Council's Non-Housing Capital Budget and partners organisations. Inclusion of the joint venture account costs produces variances in the revenue budget analyses at this level, though all costs are recovered from the AWPR Partners' Capital budgets in full by the end of each financial year. Out-turn is expected to be as budget.

0	0
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Transport Costs

The variance to date is due to timing differences. Outturn is expected to be as budget

0	0
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Supplies and Services

Costs incurred and partner recharges made on ACC's AWPR joint venture account are included in actual costs/income. The project is funded by the Council's Non-Housing Capital Budget and partners organisations. Inclusion of the joint venture account costs produces variances in the revenue budget analyses at this level, though all costs are recovered from the AWPR Partners' Capital budgets in full by the end of each financial year. Out-turn is expected to be as budget.

0	0
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Transfer Payments

The variance to date is due to timing differences. Outturn is expected to be as budget

0	0
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Capital Financing Costs

Outturn is expected to be as budget

0	0
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Income

Building application fee income is expected to be around £1 million for the full year, against a budget of £1.8 million and planning application income is expected to be £500k against a budget of £1.2 million reflecting the economic down-turn. The year to date variances are due to recoveries from AWPR partners. The project is funded by the Council's Non-Housing Capital Budget and partners organisations. Inclusion of the joint venture account income produces variances in the revenue budget analyses at this level, though all costs are recovered from the AWPR Partners' Capital budgets in full by the end of each financial year.

1,509	0
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1,509	0
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
HEAD OF SERVICE : LOUISE SCOTT

AS AT	31-Aug-09	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 5									
STAFF COSTS		1,068	445	401	(44)	1,068	0	0.0%	0
PROPERTY COSTS		2	1	0	(1)	2	0	0.0%	0
ADMINISTRATION COSTS		386	161	101	(60)	386	0	0.0%	0
TRANSPORT COSTS		17	7	3	(4)	17	0	0.0%	0
SUPPLIES & SERVICES		1,344	560	357	(203)	1,344	0	0.0%	0
TRANSFER PAYMENTS		51	21	0	(21)	51	0	0.0%	0
CAPITAL FINANCING COSTS		0	0	0	0	0	0	0.0%	0
GROSS EXPENDITURE		2,868	1,195	862	(332)	2,868	0	0.0%	0
LESS: INCOME									
OTHER GRANTS & CONTRIBUTIONS		(41)	(17)	(14)	3	(41)	0	0.0%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		(434)	(181)	0	181	(434)	0	0.0%	0
OTHER INCOME		(653)	(272)	(221)	51	(653)	0	0.0%	0
TOTAL INCOME		(1,128)	(470)	(235)	235	(1,128)	0	0.0%	0
NET EXPENDITURE		1,740	725	627	(97)	1,740	0	0.0%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

The variance to date is due to timing differences. Outturn is expected to be as budget

PROJECTED
VARIANCE
£'000

CHANGE
£'000

0

0

Property Costs

The variance to date is due to timing differences. Outturn is expected to be as budget

0

0

Administration Costs

The variance to date is due to timing differences. Outturn is expected to be as budget

0

0

Transport Costs

The variance to date is due to timing differences. Outturn is expected to be as budget

0

0

Supplies and Services

The variance is due to more events' costs being incurred in the latter part of the year. Outturn is expected to be as budget.

0

0

Transfer payments

Variance to date is due to timing differences as most recharges will be made at the year end. Outturn is expected to be as budget.

0

0

Income

The variance to date is due to timing differences. Outturn is expected to be as budget

0

0

0	0
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
HEAD OF SERVICE : BELINDA MILLER

AS AT	31-Aug-09	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 5		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS		1,178	491	411	(80)	1,178	0	0.0%	0
PROPERTY COSTS		18	8	4	(4)	18	0	0.0%	0
ADMINISTRATION COSTS		90	38	40	3	90	0	0.0%	0
TRANSPORT COSTS		24	10	16	6	24	0	0.0%	0
SUPPLIES & SERVICES		365	152	69	(83)	365	0	0.0%	0
TRANSFER PAYMENTS		3,048	1,270	1,754	484	3,048	0	0.0%	0
CAPITAL FINANCING COSTS		12	0	0	0	12	0	0.0%	0
GROSS EXPENDITURE		4,735	1,968	2,293	325	4,735	0	0.0%	0
LESS: INCOME									
CONTRIBUTIONS		(32)	(13)	(94)	(81)	(32)	0	0.0%	0
INTEREST		(17)	(7)	(6)	1	(17)	0	0.0%	0
RECHARGES		0	0	0	0	0	0	0.0%	0
OTHER INCOME		(10)	(4)	0	4	(10)	0	0.0%	0
TOTAL INCOME		(59)	(24)	(100)	(76)	(59)	0	0.0%	0
NET EXPENDITURE		4,676	1,944	2,193	249	4,676	0	0.0%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

The variance to date is due to timing differences. Outturn is expected to be as budget.

PROJECTED VARIANCE	CHANGE
£'000	£'000

0	0
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Property Costs

The variance to date is due to timing differences. Outturn is expected to be as budget.

0	0
---	---

Administration Costs

The variance to date is due to timing differences. Outturn is expected to be as budget.

0	0
---	---

Transport Costs

The variance to date is due to timing differences. Outturn is expected to be as budget.

0	0
---	---

Supplies and Services

The variance to date is due to timing differences. Outturn is expected to be as budget.

0	0
---	---

Transfer Payments

The variance is due to annual payments having already been fully made to organisations. Outturn is expected to be as budget.

0	0
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Capital Financing Costs

Outturn is expected to be as budget.

0	0
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Income

The variance is due to an annual contribution from an organisation having been fully made. This contribution is received to meet annual costs incurred by the Council. Outturn is expected to be as budget.

0	0
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0	0
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
OPERATIONAL SUPPORT MANAGER: GEORGE CRUICKSHANK

AS AT	31-Aug-09	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 5		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
STAFF COSTS		1,394	581	518	(63)	1,356	(38)	-2.7%	0
PROPERTY COSTS		1	0	0	(0)	1	0	0.0%	0
ADMINISTRATION COSTS		86	36	14	(22)	67	(19)	-22.1%	0
TRANSPORT COSTS		5	2	0	(2)	2	(3)	-60.0%	0
SUPPLIES & SERVICES		30	13	2	(11)	15	(15)	-50.0%	0
TRANSFER PAYMENTS		0	0	0	0	0	0	0.0%	0
CAPITAL FINANCING COSTS		0	0	0	0	0	0	0.0%	0
GROSS EXPENDITURE		1,516	632	534	(97)	1,441	(75)	-4.9%	0
LESS: INCOME									
OTHER GRANTS & CONTRIBUTIONS		0	0	0	0	0	0	0.0%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		(496)	(207)	0	207	(496)	0	0.0%	0
OTHER INCOME		0	0	0	0	0	0	0.0%	0
TOTAL INCOME		(496)	(207)	0	207	(496)	0	0.0%	0
NET EXPENDITURE		1,020	425	534	110	945	(75)	-7.4%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

Savings are anticipated in salaries, advertising and training.

PROJECTED VARIANCE	CHANGE
£'000	£'000

38	0
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Property Costs

No significant variance from budget is anticipated.

0	0
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Administration Costs

Savings are anticipated in stationery, postages and disclosure checks.

19	0
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Transport Costs

Savings are anticipated in travelling expenses.

3	0
---	---

Supplies and Services

Savings are anticipated in the purchase of equipment, catering provisions and computer costs.

15	0
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Income

Variance to date is due to a timing difference as all recharges will be made at the year end. No significant year end variance from budget is anticipated.

0	0
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75	0
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DIRECTORATE : ENTERPRISE, PLANNING AND INFRASTRUCTURE
ECONOMIC /BUSINESS DEVELOPMENT : GERRY BROUGH

AS AT	31-Aug-09	ANNUAL BUDGET	BUDGET TO DATE			PROJECTION TO YEAR END			CHANGE FROM LAST REPORT
			PLANNED	ACTUAL	VARIANCE	PROJECTED TOTALS	PROJECTED VARIANCE		
		£'000	£'000	£'000	£'000	£'000	£'000	%	£'000
ACCOUNTING PERIOD 5									
STAFF COSTS		0	0	7	7	74	74	0.0%	0
PROPERTY COSTS		0	0	0	0	0	0	0.0%	0
ADMINISTRATION COSTS		0	0	0	0	0	0	0.0%	0
TRANSPORT COSTS		0	0	0	0	1	1	0.0%	0
SUPPLIES & SERVICES		0	0	0	0	0	0	0.0%	0
TRANSFER PAYMENTS		0	0	0	0	0	0	0.0%	0
CAPITAL FINANCING COSTS		0	0	0	0	0	0	0.0%	0
GROSS EXPENDITURE		0	0	7	7	75	75	0.0%	0
LESS: INCOME									
CONTRIBUTIONS		0	0	0	0	0	0	0.0%	0
INTEREST		0	0	0	0	0	0	0.0%	0
RECHARGES		0	0	0	0	0	0	0.0%	0
OTHER INCOME		0	0	0	0	0	0	0.0%	0
TOTAL INCOME		0	0	0	0	0	0	0.0%	0
NET EXPENDITURE		0	0	7	7	75	75	0.0%	0

VIREMENT PROPOSALS

None this cycle

REVENUE MONITORING VARIANCE NOTES

Employee Costs

The staffing budget for this team has still to be transferred to this section from the restructuring of senior management posts. The out-turn reflects expected costs from staffing appointments made during the year.

PROJECTED VARIANCE	CHANGE
£'000	£'000

74	0
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Property Costs

No costs are expected to apply

0	0
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Administration Costs

No specific costs are directly identified currently but are expected to be met from within general administration support costs for the Enterprise, Planning and Infrastructure service as a whole..

0	0
---	---

Transport Costs

The budget for this team/post is still to be transferred to the appropriate ledger

1	0
---	---

Supplies and Services

No specific costs are directly identified currently but are expected to be met from within general supplies & services support costs for the Enterprise, Planning and Infrastructure service as a whole..

0	0
---	---

Transfer Payments

No costs are expected to apply

0	0
---	---

Capital Financing Costs

No costs are expected to apply

0	0
---	---

Income

No costs are expected to apply

0	0
---	---

75	0
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COMMITTEE:	Enterprise, Planning and Infrastructure
DATE:	27 October 2009
REPORT BY:	Director and City Chamberlain
TITLE OF REPORT:	Capital Budget Progress Report
REPORT NUMBER:	EPI / 09 / 075

1. PURPOSE OF REPORT

- 1.1 This report provides an update to Committee of the progress being made on the various projects within the Non-Housing Capital Programme, previously approved by Council, which are aligned to Enterprise, Planning and Infrastructure services.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
- a) Considers and notes the content of this report in relation to the projects outlined at Appendix A.

3. FINANCIAL IMPLICATIONS

- 3.1 The monies required to fund the capital programme are achieved through external borrowing, capital receipts and grant income. The General Fund has adequate resources available to finance the capital spend in 2009/2010.
- 3.2 The overall cost of Capital is calculated on a Council-wide basis and therefore the impact on the Council will be included within the summary report to Finance and Resources Committee. It is important that approved projects are managed and monitored in a robust way to ensure there is accuracy in relation to expenditure projections and thereby enable the Council to calculate and evaluate the overall need for, and cost of, borrowing

4. SERVICE & COMMUNITY IMPACT

- 4.1 The Council operates within overall capital control mechanisms laid down by the Scottish Government as well as recommended accounting practice and policies in accordance with the Prudential Code.

5. OTHER IMPLICATIONS

- 5.1 Failure to invest adequately in the Council's asset base may lead to the Council not complying with current health and safety requirements nor capturing the benefits that can be derived from, for example, improved design and construction practices.
- 5.2 If the continuation of close budgetary control is not exercised and maintained the Council may operate out-with the capital control mechanisms laid down by the Scottish Government in relation to the Prudential Code for the 2009/2010 Non Housing Capital Programme.

6. REPORT

- 6.1 Appendix A outlines the Non-Housing Capital Programme projects aligned to Enterprise, Planning and Infrastructure services and provides for each project the budget for 2009/10, spend to the end of August 2009 and forecast out-turn.
- 6.2 Comments on particular projects, where appropriate, are included in the narrative.
- 6.3 It should be noted that the budgeted figures include slippage from 2008/09.

7. AUTHORISED SIGNATURE

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9. BACKGROUND PAPERS

Financial ledger data, extracted for the period.

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Previous Spend £'000	Total Budget 2009/10 (inc carry forward) £'000	Expenditure as at 31 August 2009 £'000	Forecast Out-turn £'000	Project Description / Project Progress
663 Corporate Office Accommodation	12,703	23,989	1,920	23,989	For the acquisition and renovation of Marischal College for Corporate Office Accommodation.
86 Lighting Improvements	Rolling	200	3	200	Continuing replacement and enhancement of potentially dangerous street lighting columns. Completed works to date value £25k.
88 Traffic Calming & Road Safety	Rolling	160	6	160	<p>Various initiatives throughout the city to improve road safety and meet transportation strategy objectives.</p> <p>A large number of these schemes have just completed the final stage of the legal process for the required traffic regulation orders and are to be reported to the E P & I Committees in October and November 2009. These schemes are planned to be implemented in the last quarter of the financial year.</p> <p>Approx £32K of the overall budget has already been awarded / committed and the schemes are currently ongoing or completed and awaiting internal re-charging.</p>
217 MTS Associated Road Improvements – Wellington Road Phase 5	5,423	430	77	430	<p>Completion of the Wellington Road dual carriageway between Charleston interchange and its junction with Langdykes Road.</p> <p>Work is progressing on finalising the contract with snagging work, settlement of variations and retention monies being paid prior to the end of March 2010. The bulk of the expenditure is expected between November 2009 and March 2010.</p>

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Previous Spend £'000	Total Budget 2009/10 (inc carry forward) £'000	Expenditure as at 31 August 2009 £'000	Forecast Out-turn £'000	Project Description / Project Progress
296 Road Maintenance Resurfacing	Rolling	1,723	3	1,723	<p>Reconstruction and resurfacing of roads throughout the City.</p> <p>To date around £350K of work have been completed but not necessarily billed. Of the overall budget currently £790K is committed to in-house contractor, £240K is being tendered and the balance of £208K is being prepared for tender.</p> <p>£134K scheduled for works on Ellon Road is being reallocated to a reserve list scheme as discussion are ongoing with utilities about timing of their and our works. Will be put back to 2010/11.</p>
413 Footway Improvements	Rolling	632	1	632	<p>Reconstruction and resurfacing of footways throughout the city.</p> <p>To date around £78K of work have been completed but not necessarily billed.</p> <p>Of the overall budget currently £480K is committed to in-house contractor and £74K is being prepared for tender. These works are traditionally scheduled for second half of year as the type of works lends itself to completion when winter maintenance activities are ongoing.</p>

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Previous Spend £'000	Total Budget 2009/10 (inc carry forward) £'000	Expenditure as at 31 August 2009 £'000	Forecast Out-turn £'000	Project Description / Project Progress
470 Road Network - Weak Bridges	Rolling	118	7	118	<p>Programme for upgrading or protecting of bridges to bring the structures up to an acceptable load bearing standard.</p> <p>The total budget is expected to be spent by the year end.</p>
471 Road Network – Bridge Major Maintenance Programme	Rolling	50	0	50	<p>Major maintenance work.</p> <p>The total budget is expected to be spent by the year end.</p>
550 Signage	Rolling	92	8	92	<p>This budget is made up a number of schemes to improve existing and supply new signage throughout the city.</p> <p>It has always been planned that the majority of this budget would be spent towards the end of the financial year once staff resources become available from completing other capital budget projects.</p> <p>Approx £26K of the overall budget has already been awarded / committed and the schemes are currently ongoing or completed and awaiting internal re-charging.</p>

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Previous Spend £'000	Total Budget 2009/10 (inc carry forward) £'000	Expenditure as at 31 August 2009 £'000	Forecast Out-turn £'000	Project Description / Project Progress
551 Cycling, Walking & Safer Streets (CWSS)	Rolling	365	11	365	<p>This budget is made up of a number of road improvement schemes and initiatives throughout the city to improve road safety and encourage cycling and walking. Grant funded by the Scottish Government.</p> <p>A large number of these schemes have just completed the final stage of the legal process for the required traffic regulation orders and are to be reported to the E P & I Committees in October and November 2009. These schemes are planned to be implemented in the last quarter of the financial year.</p> <p>Approx £88K of the overall budget has already been awarded / committed and the schemes are currently ongoing or completed and awaiting internal re-charging.</p>
587 Access From the North	Rolling	200	16	200	For the performance of a study into a new crossing of the River Don, thereafter costs associated with a possible public inquiry and subsequent construction.
627 Western Peripheral Route	5,600	3,949	1,544	3,949	Estimated Aberdeen City Council contribution towards the construction of the Western Peripheral Route.

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Previous Spend £'000	Total Budget 2009/10 (inc carry forward) £'000	Expenditure as at 31 August 2009 £'000	Forecast Out-turn £'000	Project Description / Project Progress
660 Central Aberdeen Transport Infrastructure	Rolling	1,030	243	1,030	To develop and progress the various traffic management and infrastructure improvements necessary to achieve the pedestrianisation of Union Street. On target to spend budget providing Property and Legal get the land purchase concluded. Details available in June business case and previous proformas.
703 Traffic Signal Safety Upgrade	507	575	34	575	Replacement of traffic signal equipment with safe low voltage units.
724 Roads Safety ITS Unit Schemes	56	60	0	60	Carried forward from 2008/09.
715 MTS - Berryden Road Improvements	608	385	124	385	Construction of a new dual carriageway road in Berryden which will make a substantial contribution to the reshaping of traffic systems within the City Centre. On target to spend budget. Most of the costs relate to staff time, consultancy and ground surveys.
716 A96 Park & Ride/Dyce Drive Link Road	14	100	25	100	Works proposed to assist in the early delivery of employment land and to assist in the linkages between transport infrastructure in the area.
721 Wellington Bridge – Preservation Works Phases 2-4	950	171	0	150	Preservation work & architectural lighting. Estimated outturn for the year is £150k. Tender to go out for works at the end of November.

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Previous Spend £'000	Total Budget 2009/10 (inc carry forward) £'000	Expenditure as at 31 August 2009 £'000	Forecast Out-turn £'000	Project Description / Project Progress
647 Newhills Manse T Junction	280	10	0	10	Residual payments in relation to improvements to the T Junction at Newhills Manse and surrounding road networks.
743 Upgrade of Footpaths at Heathryfold	0	15	1	15	To undertake improvements to remote footpaths/car parks/drainage in part of Heathryfold to a suitable standard to allow their adoption by the Council.
757 Union Street Cable Support System for Banners & Festive Lights	22	18	1	6	To undertake an assessment of the support system. Estimated outturn for the year is £6k. A report is going to the EP&I Committee in November for future works.
216 Car Parking: Extend Pay & Display	Rolling	566	10	566	Progression of controlled parking strategy in peripheral areas zones. This scheme is currently out as a competitive tender and the tender will be returned this week and hopefully awarded soon after. Once awarded the contract is due for completion by late February 2010 and the controlled parking area will go live on 1 April 2010. Due to the fact that this tender has still to be returned, the predicted out-turn figure is per the overall approved budget for the project and we are still on target to complete the budget spend.

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Previous Spend £'000	Total Budget 2009/10 (inc carry forward) £'000	Expenditure as at 31 August 2009 £'000	Forecast Out-turn £'000	Project Description / Project Progress
735 Car Parking: Extend Pay & Display – Zone M Rosemount Area	Rolling	145	3	145	<p>Consultation now complete. Awaiting confirmation of future funding to purchase and install parking meters in the extended area.</p> <p>It is anticipated that the scheme will be completed during December 2009 and the controlled parking area will go live on 1 January 2010. Therefore, we are still on target to complete the budget spend.</p>
739 Replacement Programme for Pay & Display Machines	0	100	0	100	A replacement programme for pay and display machines as they reach the end of their working life.
646 Glashieburn Flood Prevention	152	175	4	25	<p>To prevent the flood of properties at Lochside Drive, which entails the construction of attenuation ponds.</p> <p>Estimated outturn for the year end is £25k. A report is going the January EP&I Committee on future works.</p>
734 Flood Prevention	206	94	0	94	<p>Improvement to various sections of open watercourses and culverts throughout the city.</p> <p>Work to date of £17k has yet to be billed. The remaining £77k is committed to the in-house contractor.</p>
362 Railings/Metalwork – Repairs & Maintenance	Rolling	139	1	139	To be used to replace various railways and metalwork in the City.
363 Improve City Gateways/Appearance of Routes into the City	Rolling	76	0	76	Physical hard and soft landscape improvements to the main access and exit points of the City. Planned work includes Wellington Road, Beach Boulevard and Powis Place.

Non-Housing Capital Projects – Enterprise, Planning and Infrastructure

Project	Previous Spend £'000	Total Budget 2009/10 (inc carry forward) £'000	Expenditure as at 31 August 2009 £'000	Forecast Out-turn £'000	Project Description / Project Progress
462 Council Travel Plan	56	25	0	25	This budget is being used to provide facilities to support the Council's staff travel plan. On target to spend budget. Details of spend can be found in Committee Reports and June business case.
563 Vehicle Replacement	Rolling	1,500	733	1500	Annual vehicle replacement programme.
758 Upgrading the MOT Station	0	35	0	35	For the upgrading of the MOT station with an automatic test lane.
567 Memorials in City Cemeteries	Rolling	65	0	65	Inspection of stability and safety of memorials and re-erection of headstones.
765 Nestran – Capital Grant	1,334	1,411	0	1,411	Amount included within the Council's General Capital Grant, which must be paid to Nestran. Once period 6 has been invoiced 9% of budget will have been spent. At least 95% of budget should have been spent by the year end.
662 Wifi Infrastructure		33	36	36	This relates to the implementation of the wireless network across the city's regeneration areas
294 Corp Property Replacement/Renewal Programme	Rolling	5,696	651	5,696	Ongoing programme to enhance the life of the overall property portfolio. Now includes various previously separate budgets such as Health & Safety and Disability Discrimination Act works. Procurement/award process underway
Total Enterprise, Planning and Infrastructure		44,332	5,462	44,335	

APPENDIX 1

NON HOUSING CAPITAL PROGRAMME 2009/2010

MONITORING STATEMENT - TO AUGUST 2009

Project ID	Project Description	Approved Budget 2009/10 £'000	Proposed Carry Forward £'000	Total Budget 2009/10 £'000	Actual Spend to Aug 2009 £'000	Percentage Spend to Budget %
Corporate Governance						
Other ICT						
746	Application Processing System	50	23	73	10	13.70%
		50	23	73	10	13.70%
Enterprise, Planning and Infrastructure						
Roads/Pavements/Bridges						
86	Lighting Improvements	200	0	200	3	1.50%
88	Traffic Calming & Road Safety	150	10	160	6	3.75%
217	MTS Associated Road Improvements - Wellington Rd Phase 5	430	0	430	77	17.91%
296	Roads Maintenance Resurfacing	850	873	1,723	3	0.17%
413	Footway Improvements	250	382	632	1	0.16%
470	Road Network - Weak Bridges	50	68	118	7	5.93%
471	Road Network - Bridge Major Maintenance Programme	50	0	50	0	0.00%
550	Signage	50	42	92	8	8.70%
551	Cycling, Walking & Safer Streets (CWSS)	365	0	365	11	3.01%
587	Access from the North	200	0	200	16	8.00%
627	Western Peripheral Route	3,949	0	3,949	1,544	39.10%
647	Newhills Manse T Junction	0	10	10	0	0.00%
660	Central Aberdeen Transport Infrastructure	1,030	0	1,030	243	23.59%
703	Traffic Signal Safety Upgrade	400	175	575	34	5.91%
715	MTS - Berryden Road Improvements	385	0	385	124	32.21%
716	A96 Park & Ride/Dyce Drive Link Road	100	0	100	25	25.00%
721	Wellington Bridge - Preservation Works Phase 2-4	12	159	171	0	0.00%
724	Roads Safety ITS Unit Schemes	0	60	60	0	0.00%
743	Upgrade of Footpaths at Heathryfold	15	0	15	0	0.00%
757	Union Street Cable Support System for Banners & Festive Lights	10	8	18	1	5.56%
		8,496	1,787	10,283	2,103	20.45%
Car Parking						
216	Car Parking: Extend Pay & Display	526	40	566	10	1.77%
735	Car Parking: Extend Pay & Display - Zone M Rosemount Area	145	0	145	3	2.07%
739	Replacement Programme for Pay & Display Machines	0	100	100	0	0.00%
		671	140	811	13	1.60%
Drainage/Flood Prevention						
646	Glashieburn Flood Protection	0	175	175	4	2.29%
734	Flood Prevention	50	44	94	0	0.00%
		50	219	269	4	1.49%
Other Infrastructure						
462	Council Travel Plan	25	0	25	21	85.20%
563	Vehicle Replacement	1,500	0	1,500	733	48.86%
758	Upgrade of MOT Station	0	35	35	0	0.00%
765	Nestrans - Capital Grant	1,411	0	1,411	0	0.00%
		2,936	35	2,971	754	25.39%
Waste						
497	Ness Landfill Restoration	8,000	0	8,000	480	6.00%
720	Gully Waste Recycling - Reed Bed at Ness	20	0	20	6	30.00%
726	Co-mingled Collection of Garden & Food Waste	742	0	742	2	0.32%
762	Multi-Occupancy/Tenemental Paper Recycling	0	247	247	0	0.00%
766	Hill of Tramaud Landfill - Change of Law Costs	3,106	0	3,106	7	0.24%
		11,868	247	12,115	496	4.09%
Total - Enterprise, Planning and Infrastructure		24,071	2,451	26,522	3,380	12.74%

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COMMITTEE: Enterprise, Planning and Infrastructure
DATE: 27 October 2009
CORPORATE DIRECTOR: Gordon McIntosh,
Enterprise, Planning and Infrastructure
TITLE OF REPORT: Festive Lighting
REPORT NUMBER: EPI/09/106

1. PURPOSE OF REPORT

To inform committee of the issue's surrounding the installation, maintenance and storage of festive lighting in Aberdeen.

2. RECOMMENDATION(S)

That members of the Enterprise, Planning and Infrastructure Committee:

- a) Agree to spend £22,300 over 2 years from the existing Lighting Budget to install timing devices to reduce the energy usage of the Union Street festive illuminations and to replace the existing wall boxes for Union Street festive illuminations which have become severely corroded over the years. This budget would also cover additional work required to continue to support festive lighting on Albyn Terrace and the Green under the contract with existing festive illuminations contractor.
- b) Instruct officers within Enterprise Planning and Infrastructure to identify an alternative storage facility for the remainder of the festive illuminations lease. This facility should be available from January 2010 until November 2010 when the lights are installed for the last time under the current lease, with an option to continue use of identified storage for any future festive illuminations Aberdeen City Council may lease or purchase.
- c) Agree that communities who wish to have festive lighting installed should be asked to pay for the erection, dismantling and electrical costs of community festive lighting as budget cannot be identified to cover these costs. The total costs for all community festive lighting being approximately £38,000.

3. FINANCIAL IMPLICATIONS

A budget exists within the Common Good Fund for 2009-2010 of £206,950 that covers Aberdeen City Councils festive illuminations. It is anticipated that this budget would continue to be available in the future.

There is currently no budget identified in 2009/10 for community festive lighting.

4. SERVICE & COMMUNITY IMPACT

The continued delivery of Aberdeen's illuminations will support the administrations aims through:

Vibrant Dynamic & Forward Looking

- Continue to support the best city festivals.
- Promote the City as a tourist destination.
- Aberdeen is an even more attractive place in which to do business.

Single Outcome Agreement

- National Outcome 1: We live in a Scotland that is the most attractive place for doing business in Europe.
- National Outcome 5: Our children have the best start in life and are ready to succeed.
- National Outcome 10: We live in well-designed, sustainable places where we are able to access the amenities and services we need.
- 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.
- National Outcome 14: We reduce the local and global environmental impact of our consumption and production.

Community Plan

- an attractive, clean, healthy and safe place to live and work
- a City that is welcoming to business and values its business community
- a City with a strong, vibrant local democracy and a sense of civic pride
- a forward looking City which values its heritage and its internationally recognised institutions and services

It is generally accepted that festive illuminations lift the spirit of the community in the winter.

All activities undertaken by Aberdeen City Councils Lighting Team are assessed in relation to Equalities and Human Rights.

5. OTHER IMPLICATIONS

All activities undertaken by Aberdeen City Councils Lighting Service are fully risk assessed to ensure both staff and contractor's safety at all times.

Council premises are used to support the festive illuminations contract.

All activities detailed in this report are currently undertaken by existing staff resources.

6. REPORT

City of Aberdeen's Festive Illuminations

The existing festive illuminations budget as funded through Common Good Fund monies in 2009-2010 covers the following:

£179,950	3 yr Lease of Festive Lighting (July 2008- Jan 2011)
£10,000	Utilities bill
£17,000	Rental of storage unit at Poynerook Seafood Park

Total: £206,950

In 2008, following the standard public procurement process, a 3 year lease contract was awarded for the design, construction, installation, removal and maintenance of the Aberdeen's festive illuminations on Union Street. Also included in the contract was the installation of a number of additional lighting features in various city centre locations including the lighting of Aberdeen's Christmas tree, the Music Hall, city centre pocket parks and Albyn / Union Terrace. These costs are fixed as outlined above.

The cost of storage may need to be reviewed following installation of the lights in 2009, as Aberdeen City Council has received a notice to vacate the current storage facility in 2010. The landlord has sold the site for redevelopment. To date, an alternative storage facility has yet to be identified. It is not anticipated this can be found within the authority's existing estates portfolio. It may therefore be necessary to rent a storage facility the costs for which have not yet been determined. This is therefore to bring the possibility of increased costs to the attention of the committee however every effort will be made to keep these costs within budget.

In an attempt to reduce the energy use of the Union Street festive illuminations, Lighting Services have received costs for appropriate timing devices that will allow the Union Street lights to be switched off during the day time thus reducing energy usage. Wall boxes which house the illumination switches, which have become severely corroded will ultimately require to be replaced.

In addition, a new electricity supply may need to be provided in Albyn Terrace as the existing supply is overloaded and cannot support the festive illuminations. The supply to support the Christmas Tree in The Green, financed by local businesses is not currently ideal. It is recommended that a suitable supply be put in place.

Works required in relation to the festive illuminations have been costed on the basis of the work will be carried out during the evening, to minimise disruption along Union Street and other city centre locations.

The costs of these works are:

£ 1,750.00	Timing Devices
£15,300.00	Replacement Wall boxes
£ 2,500.00	New electricity supply in Albyn Terrace
£ 2,750.00	Alternative supply in The Green

Total £ 22,300.00

In order to reduce the electrical loading, energy consumption and in the interest of safety it is recommended that all festive illuminations leased or purchased in the future will be LED, and all tree mounted lights should be of low voltage.

It is anticipated that these costs can be covered within the lighting budget if split over 2 years.

Community Festive Lighting

Community Festive lighting has significantly expanded over a number of years to the point where we now have nearly 200 fittings on display throughout the city. Initially there were only three areas in which community festive lighting was displayed and at the time the council accommodated the costs associated with this within the Lighting Services budget.

With the introduction of ward budgets a considerable number of elected members used the budgets to purchase lighting for their communities bringing the number of light features up to current levels.

In November 2008, the council could not, due to staff shortages put up the lights themselves and subcontracted the work to a local supplier. The cost of this work was not budgeted for and agreement was reached to fund this from the reduction in spend on other festive activities funded by the common good.

This costs was proposed for inclusion in the Common Good budget for 2009 during the budget setting process however it was rejected and officers were asked to advise elected members and community councils that the council would not be in a position to support this activity financially in future years.

Since community councils and members were advised by letter of this budget decision a number of issues have arisen including the change in ward boundaries, members past and present using ward budgets to purchase lighting but having no additional monies available for ongoing maintenance, installation, removal and storage, members inheriting lights they don't want, some community councils buying their own lights but ACC paying for installation, some community councils buying, installing and storing their own lights and community councils being left with lights they didn't buy and can't afford to install, maintain or store. It has therefore been difficult to identify ownership of the various lighting features and therefore where the responsibility for them should lie. These discussions with community councils/members have been met with much concern and it is clear that a blanket approach to payment for ward lighting cannot be applied as every ward approaches community festive ward lighting differently.

In addition no charge has been made to the communities in the past for the cost of the electricity used; this is as a result of the incremental growth of the number of lights. They are now of a scale where the electricity costs are significant and it is relevant that an appropriate budget should be allocated.

The electrical infrastructure (sockets, cabling) to support festive ward lighting has not been regularly tested to ensure the continued safety of installation and a budget needs to be identified to carry out this work.

The community festive lighting features currently occupy the same storage facility as the main festive lights and will require to be vacated by the end of 2009. If a storage facility can be identified for the main lights, the community features could also be accommodated however this will increase the size of the facility required thus increasing costs.

The projected costs associated with community festive ward lighting in the 2009 festive season are as follows:-

£22,000	Installation & maintenance of existing festive ward features.
£ 6,000	Electricity costs for 16 hour daily burning period of festive community ward features on lighting columns.
£ 5,000	Maintenance, testing and installation of lighting infrastructure (sockets etc).
£ 5,000	Storage (location to be determined).

£38,000

Should the council be willing to fund the cost of the above it is proposed that no further features should be purchased unless they are to replace existing ones that are no longer working. The cost of replacement should be borne by the community wishing to replace the lighting feature.

There is no existing budget which can be identified to cover the costs for community festive lighting.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Festive illuminations contract July 2008-January 2011 is available for consideration in relation to this report.

ABERDEEN CITY COUNCIL

COMMITTEE:	Enterprise, Planning and Infrastructure
DATE:	27 th October 2009
DIRECTOR:	Gordon McIntosh, Enterprise, Planning & Infrastructure
TITLE OF REPORT:	Aberdeen's Winter Festival, 5 th November 2009-25 th January 2010
REPORT NUMBER:	EPI/09/053

1. PURPOSE OF REPORT

To outline the programme of events and activities that will form Aberdeen's Winter Festival from 5th November 2009-25th January 2010.

2. RECOMMENDATION(S)

That members of the Enterprise, Planning & Infrastructure Committee agree:

1. The programme of activity outlined for the Winter Festival
2. To purchase the Nativity Set as described using Common Good funds as previously agreed which included the costs of storage.
3. The proposed outline of activity for Hogmanay 2009, which includes the use of funds for community events and St Andrew's Weekend

3. FINANCIAL IMPLICATIONS

A budget of £121,000 currently exists within the City Events budget to develop, deliver and promote the activities planned for Aberdeen's Winter Festival. In addition £18,000 is also allocated from the Common Good Fund.

A budget of £250,000 currently exists within the City Events budget to deliver the City of Aberdeen's Hogmanay event. The proposals detailed in this report for this year's Hogmanay activities total £150,000 a saving of £100,000 on budget and a reduction of £150,000 from previous year's.

It was previously agreed at Resources Management Committee on the 3rd June 2008 to set aside up to £10,000 to cover the cost of purchase and storage of a nativity set. At the Resources Management Committee on the 26th August 2009 it was agreed to postpone the purchase of the set until 2009. Budget is therefore set aside for the purchase and storage costs of the Nativity Set.

4. SERVICE & COMMUNITY IMPACT

The continued delivery of Aberdeen's Winter Festival will support the administrations aims through:

Vibrant Dynamic & Forward Looking

- Continue to support the best city festivals.
- Recognise the contribution of Sport, Culture and Arts to promoting the area as a tourist destination.
- Promote the City as a tourist destination.
- Economic promotion of Aberdeen locally, nationally and internationally, promoting all aspects of city life, wherever the City is represented.

Single Outcome Agreement

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

Community Plan

- 10 % increase in the numbers of recreational and business tourists by 2011.
- Work with other agencies, including Visit Scotland, to encourage tourism and the provision of facilities for tourists.

All activities undertaken by the City Events Team are assessed in relation to Equalities and Human Rights.

The staging of the festival has a significant economic impact by attracting visitors to the city for Christmas shopping and to attend the events on offer. There are a significant number of Norwegian visitors during the festive season who come here to shop and enjoy the cultural activities on offer. The festival also helps to generate civic pride by illuminating the city and having it appropriately dressed for the festive season. The promotion of the activities taking place in Aberdeen during this period assists in attracting visitors to the city and aims to reduce visits made to other shopping destinations by citizens and those living in Aberdeenshire, Angus and Moray.

5. OTHER IMPLICATIONS

All activities undertaken by the City Events Team are fully risk assessed to ensure both staff and participant safety at all times.

Council premises are used in the delivery of the activities detailed in Aberdeen's Winter Festival.

All activities detailed in this report are currently undertaken by existing staff resources.

6. REPORT

Aberdeen's Winter Festival

Aberdeen's Winter Festival has continued to grow in popularity since it was launched by Aberdeen City Council in 2005.

The festival which runs from the 5th November to 25th January each year aims to:

- stimulate visits to Aberdeen for events and enhance the Christmas shopping experience.
- increase short break visits based on leisure, entertainment and retail.
- raise awareness of Aberdeen City and Shire as a leisure destination.
- encourage initial visit to region, translate to repeat visits.

The calendar of events for 2009 consists of:

5 th November	City of Aberdeen Fireworks Display	Aberdeen Beach
15 th November	Santa and his Reindeer Parade	Union Street
15 th November	City of Aberdeen Christmas Lights Switch On	Union Street
18 th November	Aberdeen's Singing Chorus Concert	Music Hall
20-22 nd November	International Street Market	Union Terrace
29 th November	City of Aberdeen Christmas Tree Switch On	Castlegate
28 th -30 th November	St Andrews Day Celebrations	Beach Ballroom
5 th , 12 th , 19 th Dec	Aberdeen Country Fair	Belmont Street
5 th -6 th , 12-13 th , 18 th -19 th Dec	City Centre Winter Entertainment	City Centre
19 th December	City of Aberdeen Carol Concert	Winter Gardens
31 st December	City of Aberdeen Hogmanay Celebrations	Union Terrace
25 th January	Burns Night Celebrations	Beach Ballroom

Aberdeen's Winter Festival is positioned as a lively and exciting programme of festive events which generate economic benefits for both tourism and retail sectors in the city region with the strapline 'Join us in Aberdeen SHOP, STAY & PLAY.'

The target market of the festival is local residents, hoteliers, business and leisure tourists, influencers/opinion formers, transportation providers, visitors to the area -local, national and international.

The rational and emotional benefits include a vibrant and engaging programme of festive events that showcase Aberdeen and the city region to residents and visitors alike. A sense of pride and excitement for Aberdeen's Winter Festival and a desire to visit Aberdeen and the region during this season.

Aberdeen's Winter Festival has its own logo that is modern and contemporary to reflect the ambitions of the programme and city. It also has its own web pages on aberdeencityandshire.com and a specific Winter Festival URL to take people directly to the site. The festival also uses strong imagery reflecting events, lifestyle, retail and infrastructure in its marketing materials. A detailed marketing strategy has been compiled for the festival; this can be seen at Appendix 1.

City of Aberdeen Nativity Scene

Following the decision at Resources Management Committee on the 3rd June 2009, officers were instructed to revisit the feasibility of installing a nativity scene as part of Aberdeen City Councils Winter Festival programme in 2009.

Following the original nativity scene report submitted to committee in 2008, further research has been undertaken to identify the most appropriate and cost effective supplier of a full set of life size figures within the original proposed budget of £10,000.

To date only one company has been sourced that can be meet the original brief as supplied by members.

The Jolly Roger company www.lifesize-models.co.uk is the largest dedicated supplier of quality resin & fibre-glass 3d life-size models, advertising figures and statues.

This company can supply a 6ft life-size set containing Mary, Joseph, baby Jesus in a crib, 3 Kings and 2 Shepherds for £1800+vat. This cost does not include delivery which would be estimated at a further £300.

The Holy Family is one complete model and the baby Jesus can be lifted out of the crib. Everything else is moulded together.

The 3 kings and 2 shepherds are sold as individual figures.

Different animals can then be added at extra cost including a lamb, sheep, or donkey. Costs vary depending on the type, pose and size of animal.

The company also offers a figure of a 5.5ft angel with a gold finish for a cost of £269 each.

Unfortunately, the company currently does not have any figures in stock and would require 2 months notice to cast the models from new.

It has not been possible to find another suitable full nativity set within budget. In an attempt to find alternative suppliers of a nativity scene for Aberdeen, approaches were again made to local woodcarving workshops but they were unable to produce a version that was of a suitable design.

Discussions have been held with other Scottish Councils on this subject. In Glasgow, the nativity scene they have in George Square was commissioned from local craftspeople at a cost of approx £20,000. This cost did not take into account labour and display costs, storage or transportation of their nativity scene. In addition it is housed in a large clear structure and it is estimated the costs of set up, display, dismantling and storage would be significant,

For Aberdeen, further consideration also requires to be given to a suitable, secure location in a city centre with significant footfall for the public to appreciate the scene. Initial discussions have identified possible vacant shop units in the city centre as a potential location; the specific location has still to be confirmed as it will depend on availability.

If the nativity scene were to be displayed outdoors, for instance in the Castlegate, then a suitable unit to house the scene would require to be purchased to ensure it is safe but highly visible for people to enjoy. This would also require a security feature to protect the unit from vandalism or theft. It is estimated that the cost of this would be significant and we would therefore recommend that this option is not pursued.

Finally there will be ongoing revenue costs associated with the scene. Costs include storage when not in use, erection and dismantling of the scene and maintenance to ensure it remains in immaculate condition for years to come. It is understood that there is no suitable storage available within council property however the intention would be to store the set alongside the Festive Lighting once new facilities for the lights are found. The cost of storage therefore should be minimal. It is estimated that up to £5000 per annum be allowed to cover these costs, however this would be confirmed once location for display of the set, storage and the set design itself are confirmed. This cost of this could be covered by the reduction in the Hogmanay budget as follows.

Hogmanay 2009

The available budget for the annual Hogmanay event was reduced during the 2009/10 budget process by £50,000 to £250,000. The previous budget of £300,000 was broken down as follows:

£100,000	for entertainment
£100,000	for stage, light and sound equipment
£100,000	for all other costs including roads, barriers, security, toilets, medical welfare, promotion and advertising, staffing etc

The significant reduction in budget has required close scrutiny of the above costs to identify possible savings. If a similar event is to be delivered, the only possible source of saving is in the entertainment section (a budget which in itself has been insufficient to attract high calibre acts in the past) as the other costs have been held for 3 years and cannot continue to be held within budget.

The event has attracted in the region on 20,000 people for each of the last 5 years. It has been noted that audience numbers were high throughout the duration of the event when Travis, Wet Wet Wet and The Proclaimers performed but where less high profile acts have been used, numbers are significantly reduced and only reach a peak just prior to midnight. Therefore, if our ability to attract high profile acts is constrained through funding pressures, the viability of the whole event is questionable as local acts will not draw people out or attract visitors to the city. At this stage, since no tender has been issued for delivery of the event, it will not be possible to organise an event of the same scale.

The city has however been approached this year to host a 40m observation wheel over the festive period with its location being at the Castlegate. The wheel has already been granted an entertainment license and planning permission. A street occupation permit is being progressed to allow the Wheel to be erected.

Given the footprint of the wheel, it would not be possible to put on a Hogmanay event of a similar nature to previous years as there is not sufficient space to accommodate both activities and in addition, sufficient budget is not available.

Consideration has therefore been given to alternative arrangements for this year.

The following is the proposal for Hogmanay 2009

- That the wheel be allowed to operate until 12.30am providing both citizens and visitors to the city with a unique experience on Hogmanay.
- That a spectacular fireworks display be launched at midnight from Union Terrace Gardens and the Castlegate.
- That Union Street be closed between Market Street and Union Terrace to facilitate viewing of the display between 11pm and 1am, approx.
- That appropriate catering and sales of merchandise be available during the evening in addition to the normal provision.
- That £50,000 be set aside for community groups and centre's to bid for grants to run their own events on Hogmanay night. A criteria for such a fund would need to be agreed and monies awarded could only be used for staffing, venue hire or entertainment purposes and not for the purchase of food or alcohol.

The proposal outlined above would cost significantly less than the current amount and it is proposed that up to £50,000 should be set aside to cover costs for the fireworks display, security, fencing and road closures that would be required for the event.

In order to meet the regular requests from the Aberdeen City Centre Association for further promotion of the city as a destination for breaks during the festive period, it is proposed that a further £50,000 should be used to enhance St Andrew's weekend. This would also be used to cover the revenue costs associated with the Nativity Set.

This would include street theatre, events and additional advertising and promotion of the city to the surrounding areas. It is anticipated this would reduce the leakage of potential shoppers to Dundee, Inverness, Glasgow and Edinburgh. This is particularly relevant following the opening of Union Square, the enhanced shopping facilities at the Bon Accord St Nicholas and the addition of several new hotels to the city.

In total this would provide a reduction of £100,000 on the overall spend for Hogmanay whilst still delivering a quality event and encouraging citizens and visitors to participate in other festive activities. It is thought that this approach will also encourage families to consider attending the Hogmanay event and encourage others to utilise the many pubs and clubs available in the city centre so the night time economy of the city benefits.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Resources Management Committee Minutes for 3rd June and 26th August 2008.

Appendix 1: Aberdeen's Winter Festival Marketing Strategy

Appendix 2: Image of the proposed nativity scene

APPENDIX 1

Marketing Strategy for Aberdeen's Winter Festival

Aberdeen City Council

Aberdeen City Council reserves the right to act alone in decisions relating to its events programme as currently determined by the ambitions detailed within the administrations manifesto and how to allocate the relevant monies provided to ensure that we deliver events that are right for Aberdeen city.

More usually, we will seek to work in close partnership with Aberdeenshire Council, Scottish Enterprise and other key organisations like VisitScotland Aberdeen City and Shire.

Additionally, we'll encourage everyone involved across the city to work together and to raise our existing high standards even higher.

The focus of Aberdeen's Winter Festival marketing strategy is primarily to create awareness of our programme of events but also allow for any other organisations/event coordinators that may wish to use Aberdeen's Winter Festival branding to enhance the programme.

Aberdeen City and Shire Regional Identity

A detailed marketing strategy for Aberdeen's Winter Festival is available for reference but for the purposes of this report, it provide a clear overview of Aberdeen's Winter Festival and the marketing activity which will take place to ensure that the range and variety of events reinforce the city vision and promote the core economic, social and environmental values of the Aberdeen City and Shire regional brand.

By doing so, all partners and organisations engaged with the Aberdeen City and Shire brand will benefit from the additional monies associated with this project and further support the events we do organise have a higher profile, are well attended and continue to respond to the aims and objectives of the tourism strategy for the area.

Aberdeen City Centre Association (ACCA)/Business Improvement District (BID)

Aberdeen City Councils regular engagement with ACCA has helped inform Aberdeen's Winter Festival programme over recent years and this group's contribution continues to be vital in engaging with the local business community, particularly in the relation to the city centre where a number of our key winter festival activities are held and have the greatest impact.

Recently the proposal to develop a BID in the city centre and the desire to seek a demonstration project has shaped discussions on how this could be applied to Aberdeen's Winter Festival.

As yet, formal priorities for the BID have yet to be agreed but those being considered include cleansing, safety and increased marketing and promotional activity to encourage greater commercial footfall.

Aberdeen City Council is a major supporter of the BID and in response to this will seek to identify opportunities to include information that supports its priorities and to actively use platforms that will reach a wider audience than ever before with a very modern, contemporary and relevant offering for the winter season and making the city lively all year round.

The BID and Aberdeen City Council will continue to benefit from this interaction through sharing creative thinking and transferring knowledge about the city, its economy and future trends to maximise opportunities for local suppliers.

Aberdeen's Winter Festival Strategy

Aberdeen's Winter Festival promotional budget is limited and therefore the activity undertaken by Aberdeen City Council, Aberdeenshire Council and the Aberdeen City and Shire regional identity will be carefully focussed to secure maximum exposure and best value. Every opportunity needs to be taken to maximise our investment by ensuring local (Aberdeen centric) campaigns dovetail with regional (Aberdeen City and Shire) and national (VisitScotland) promotional activity.

Every effort must be made to encourage local residents and visitors to visit Aberdeen over the festive period through a strong event and retail offering that is differentiated from those of other Scottish cities such as Dundee and Inverness.

The main focus of the Aberdeen City Council promotional campaign will be on securing extensive media coverage through the issue of press releases, news features and photo opportunities and widespread online activity. Monies will also be used to produce supporting literature, focussed advertising and an online promotional campaign adopting the Aberdeen's Winter Festival branding to differentiate from existing generic material.

The promotional message for the campaign will be Aberdeen's Winter Festival, explaining to people what it is about and raising awareness of the events taking place in Aberdeen City and Shire. Within this there will be individual promotion of key events including Christmas Lights Switch On, Christmas Tree Ceremony and Aberdeen's Hogmanay Celebrations.

Essential to the success of this campaign is the core content held on the aberdeencityandshire.com portal and also partner websites including VisitScotland and Aberdeenshire Council. All marketing activity will drive traffic to this website where visitors will be able to find out detailed information on the festive programme and the wider offering within Aberdeen City and Shire including retail, transportation and accommodation providers. This website will be updated regularly with news and features to ensure repeat visits and can also accommodate partner offerings and reciprocal links to those organisations within the region.

As with any activity undertaken by Aberdeen City Council, it is important that any programme that is put in place can be evaluated for its effectiveness. There are three main areas where evaluation activity would be undertaken:

- Media coverage: to produce Advertising Value Equivalents (AVEs) ie measuring the amount of 'free' space generated through media coverage. A target will need to be set eg £500,000 of media coverage.
- Website page hits: to measure the number of page hits to the Aberdeen's Winter Festival pages on the website. Information can include general page hits, as well as the number of hits coming from local, national and international locations. A target will need to be set eg 2,000 unique visits per month.

Awareness of Aberdeen's Winter Festival: measured through local surveys to discover why people are attending events, visiting the city centre, where they have come from and how they heard about what's on

APPENDIX 2

The proposed nativity scene:



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ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure Committee
DATE	27 October 2009
CORPORATE DIRECTOR	Gordon McIntosh Enterprise, Planning and Infrastructure
TITLE OF REPORT	Applications for Funding from the International Twinning Budget 2009/2010
REPORT NUMBER:	EPI/09/036

1. PURPOSE OF REPORT

The purpose of the report is to bring before the Committee 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 £2,250 towards the cost of 9 members of Friends of Gomel visiting Gomel during 20th anniversary of twinning.

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	£9,008
	List of applications	
6.1	Visit to Gomel by 9 members of Friends of Gomel during 20 th anniversary of twinning	£2,250
	TOTAL	£2,250

	Amount remaining in budget if awards approved	£6,758
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6.1 Visit to Gomel by 9 members of Friends of Gomel during 20th anniversary of twinning

Friends of Gomel is a registered charity with the following objectives:

- To increase interest in and awareness of Aberdeen’s twin city Gomel and its surrounding administrative region Gomel oblast in Aberdeen and the surrounding area
- To foster and encourage links between Aberdeen and Gomel at all levels – individual, group and organisational
- To raise funds and provide goods and services for the alleviation of distress in Gomel
- To work in close cooperation with statutory, voluntary and private organisations in Aberdeen, Gomel and elsewhere to ensure the best possible coordination of activities

Nine members of the management committee plan to visit Gomel from 31st March to 7th April 2010, during the 20th anniversary of the twinning link between Aberdeen and Gomel. The purpose of the visit is to promote existing projects the organisation is involved with and to develop new project proposals.

The group’s programme will be coordinated by Gomel City Executive Committee and will include visits to the Council, schools, hospitals, universities, voluntary organisations and businesses.

The total cost of the visit is approximately £680 per person. The applicants have requested a contribution from the international twinning budget of £250 per person, which equate to about a third of the total cost. Each member of the group will meet over half the cost of the visit from personal contributions. A request to the Aberdeen Gomel Trust to cover the balance – the cost of visas at £630 in total - was successful.

Six of the nine participants visited Gomel in March 2008, for which a grant of £1,800 was awarded in December 2007.

Recommendation: It is recommended that the Committee approve a contribution of £2,250 from the 2009/2010 international twinning budget towards the cost of a visit to Gomel by 9 members of Friends of Gomel during 20th anniversary of twinning.

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

No

ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **27th October 2009**

DIRECTOR **Gordon McIntosh**

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

REPORT NUMBER **EPI/09/061**

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 any proposal associated with new development as part of the development management 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 five locations brought forward as traffic management measures identified during the course of routine examination of road safety and traffic flows and one proposal resulting from a planning application:

KEY:

- Funded from the Non-housing Road Safety and Traffic Calming 2009/2010 capital budget
- ❖ Funded by developer

- **Schoolhill area** – loading restrictions

There has been an on-going issue with vehicles parking around the Robert Gordons School to drop off and pick up school pupils at school start/finish times. There has been a reluctance to implement blanket restrictions around the school and there have been various attempts to work with the school to mitigate the congestion and dangerous manoeuvres witnessed over the years. However, these attempts have failed year on year and it is now proposed to implement loading restrictions on Blackfriars Street, the Schoolhill triangle, Schoolhill and St Andrews Street.

The extent of these restrictions is indicated on the attached plan.

- **Wellington Road** – speed limit reduction to 40mph

There is currently a proposal being progressed for a reduction of speed to 50mph over the section of Wellington Road from the Charleston flyover to the roundabout at Langdykes Road.

We now intend to abandon this proposal in favour of a new proposal to further reduce the speed restriction to 40mph.

The additional reduction is in response to a recent agreement to install traffic signals at the junction with the A 956 and a further junction proposed opposite the link road to the C8K (Old Wellington Road).

The reduced speed limit will also mitigate the need for crash barrier protection to existing direction signage and street lighting on this A-class route.

If approved it is intended that it will be implemented on a phased basis but within the two year window allowed for implementing approved restrictions.

The extent of the proposed 40mph speed reduction is indicated on the plan below.

- **Holburn Street** – 15 min waiting restrictions

The Holburn Street Post Office is to move location from No 625 Holburn Street to the Holburn Pharmacy at No 560 Holburn Street. There has been a request from the Community Council to provide short-term parking adjacent to the new Post Office.

There are at present 2 unregulated spaces outside the premises.

It is proposed to replace these spaces on Holburn Street with parking bays, with an additional 2 bays on Ruthrieston Place. These parking bays will allow 15 min of parking with no return within 1 hour and the operation hours of these bays are to be Monday to Saturday, 9:00am to 5:00pm. These bays will return to public parking outwith these times.

These locations of the bays are indicated on the attached plan.

- ❖ **Arran Avenue** – waiting restrictions

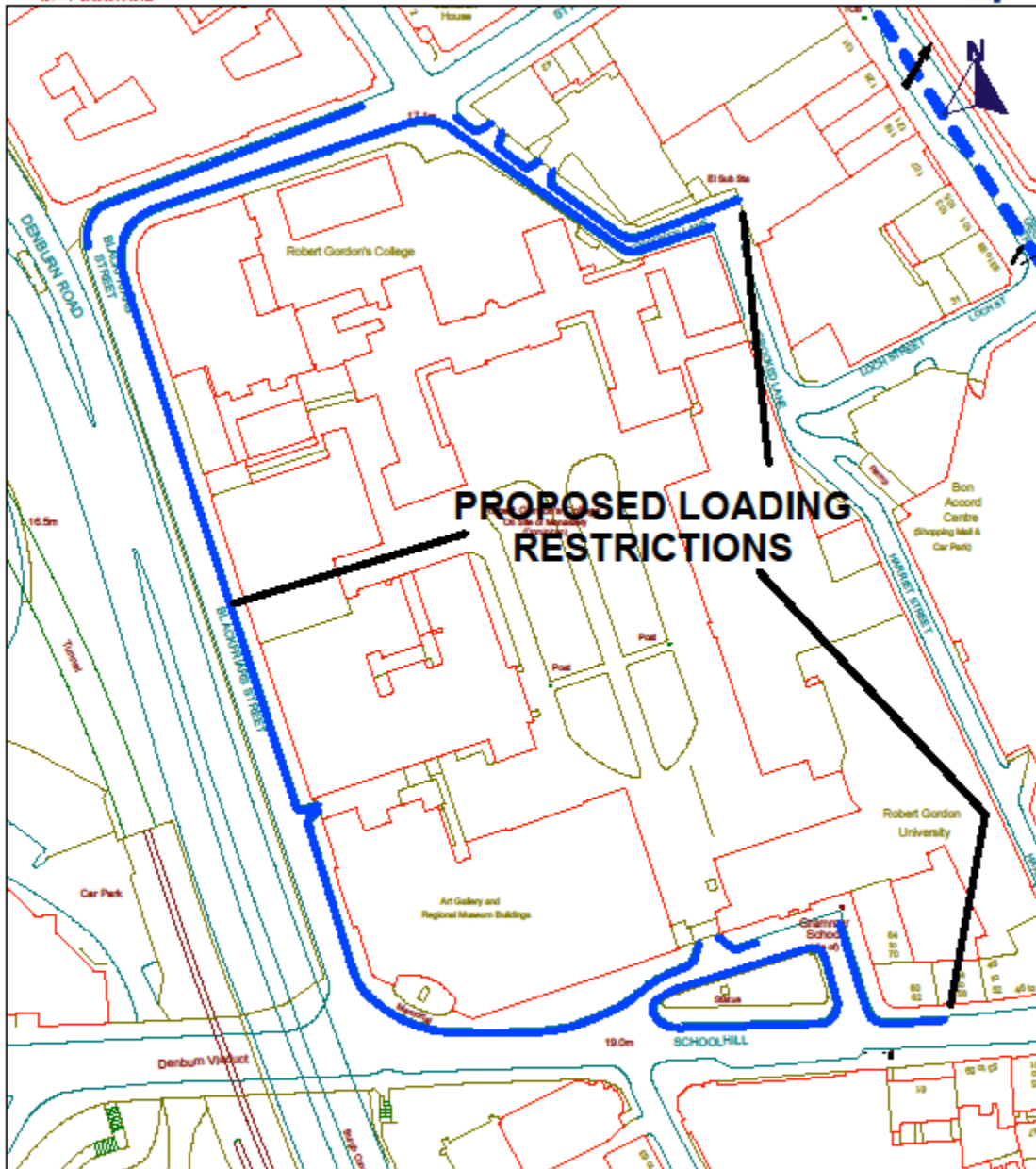
As part of a planning application for the development of the former Cockers Roses site, there are proposals for waiting restrictions on Arran Avenue and at the entry to the internal road for the development.

It is therefore proposed to promote the “At any time” waiting restrictions at the locations indicated in the plan below.

- **Schoolhill Area**



**GEOGRAPHICAL
INFORMATION
SYSTEM**



Title: PROPOSED LOADING RESTRICTIONS

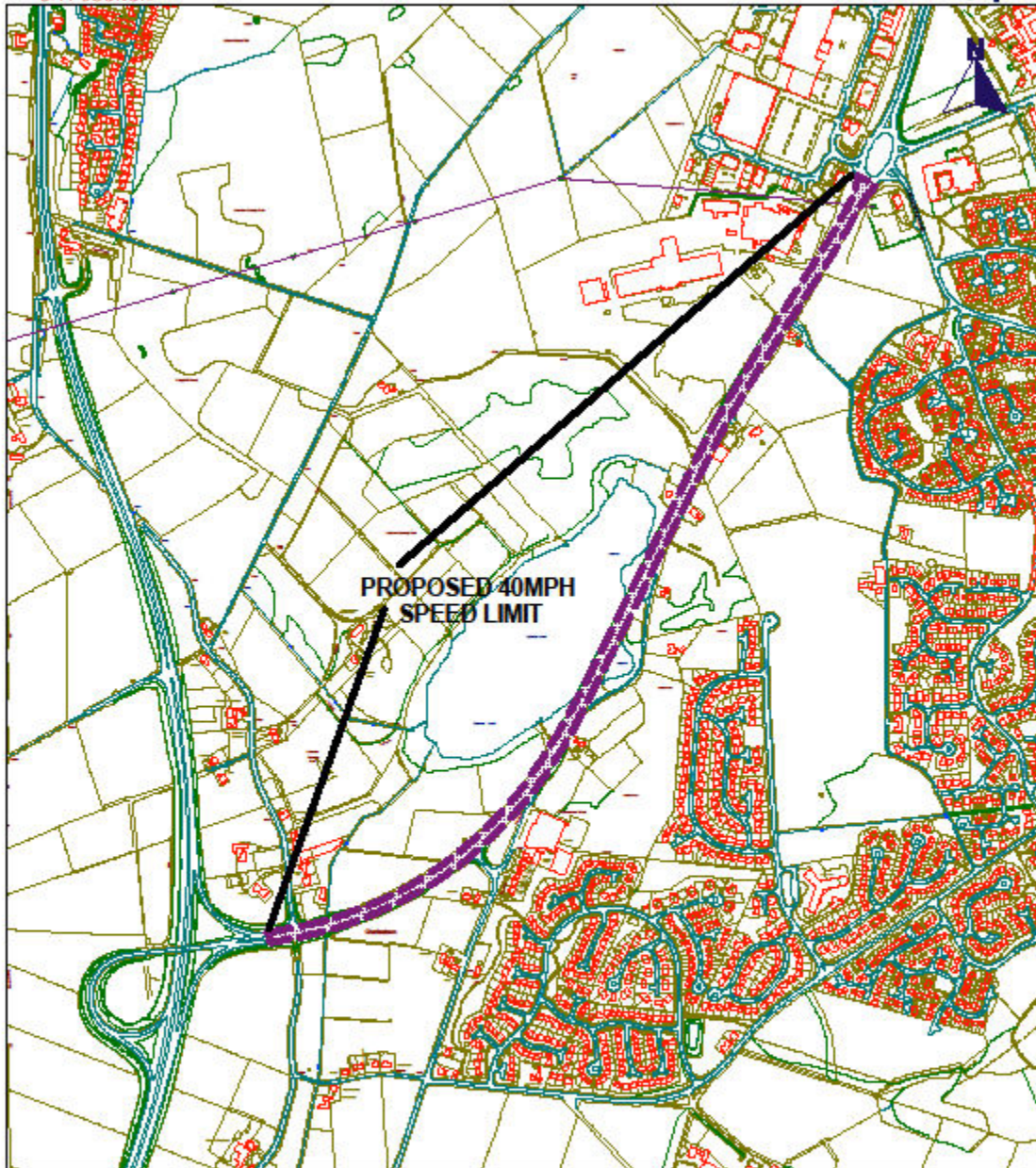
Scale: 1:1250 **Date: 17 September 2009** **Map Ref: NJ9306SE**

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- Wellington Road



GEOGRAPHICAL INFORMATION SYSTEM



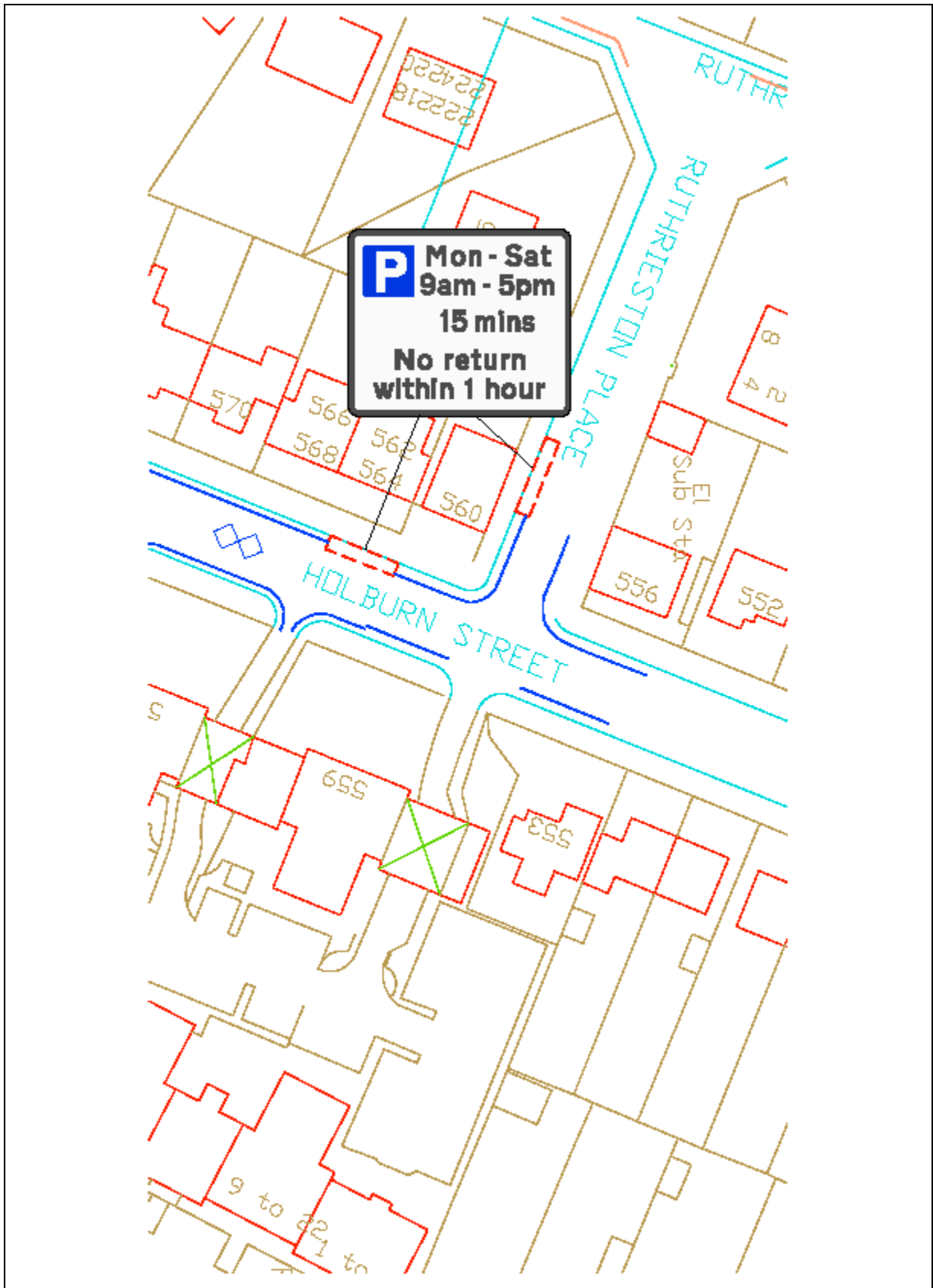
Title: PROPOSED 40MPH SPEED RESTRICTION

Scale: 1:10000 **Date:** 17 September 2009 **Map Ref:** NJ9301

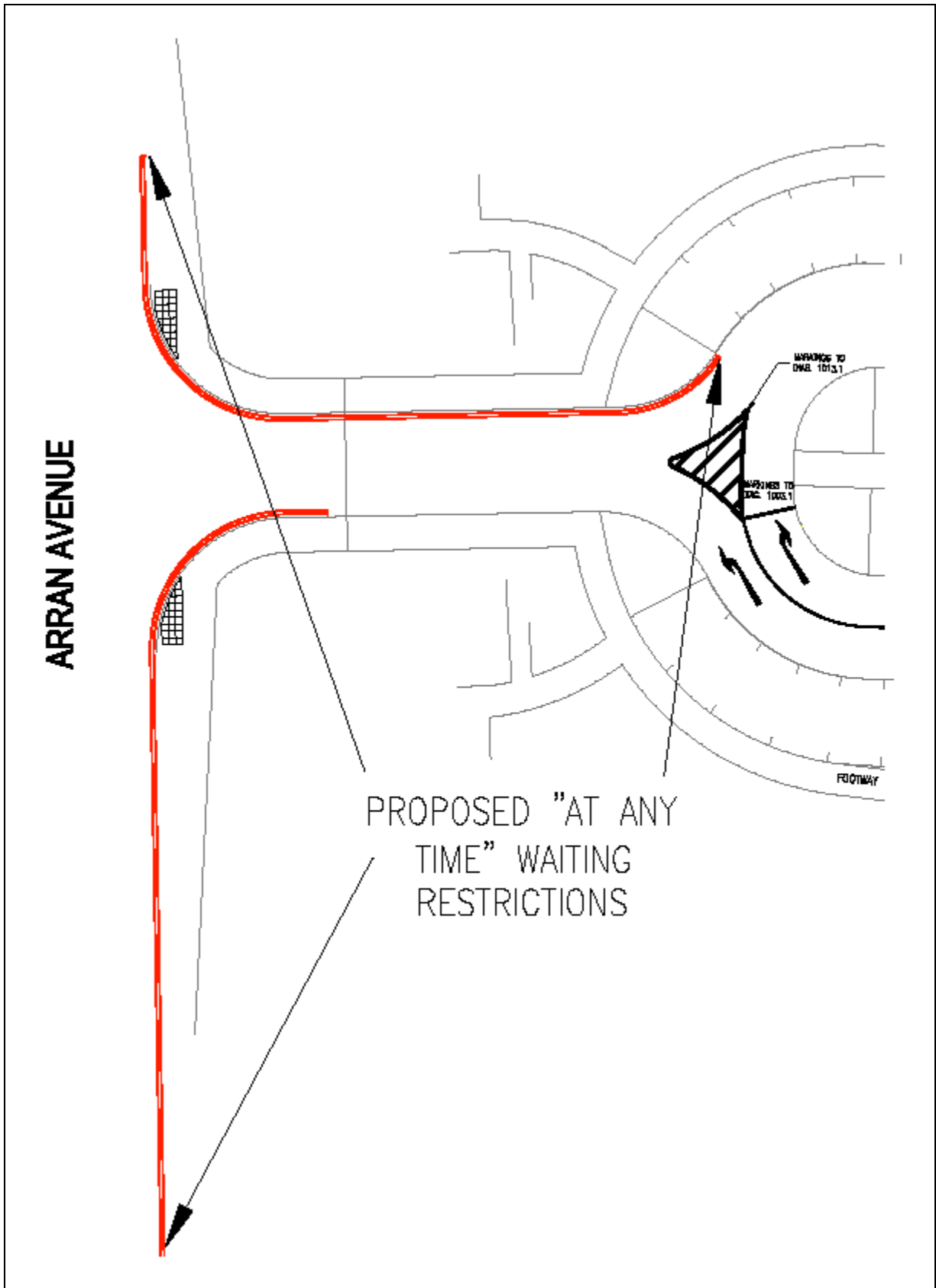
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Thumbnail prepared by: GIS Research & Information Ltd, Glasgow, Lanarkshire, G4 0DZ

- Holburn Street



❖ Arran Avenue



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 requested assurances that, on Wellington Road, the 30mph sections from the previous proposal would remain within the current proposal and these assurances have been given. Councillor Dean also queried the means of communicating the event details to the general public at Allan Park football pitch. We have been unable to get conclusive legal advice to date and this proposal will now be deferred to a future Committee meeting.*

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

Local Members

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

Councillor Marie Boulton - *has been consulted and made no comment;*

Councillor Ronald Clark - *has been consulted and made no comment;*

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

Councillor Bill Cormie - *has been consulted and made no comment;*

Councillor Barney Crocket - *has been consulted and made no comment;*

Councillor Martin Greig - *has been consulted and made no comment;*

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

Councillor Alan Milne - *has been consulted and made no comment;*

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

Councillor Kevin Stewart - *has been consulted and made no comment;*

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

Councillor Scott Cassie - *has been consulted and made no comment;*

Councillor Jillian Wisely - *has been consulted and made no comment;*

Councillor Ian Yuill - *has been consulted and made no comment;*

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

Councillor James Kiddie - *has been consulted and made no comment;*

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

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

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

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

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

Councillor Norman Collie - *has been consulted and made no comment;*

Councillor James Noble - *has been consulted and made no comment;*

Councillor Richard Robertson - *has been consulted and made no comment;*

Councillor Len Ironside - *has been consulted and made no comment;*

Councillor Wendy Stuart - *has been consulted and made no comment;*

Lord Provost Peter Stephen - *has been consulted and made no comment;*

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

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

Corporate Director - Gordon McIntosh – Enterprise, Planning and Infrastructure - *has been consulted and has no comment to make on these proposals;*

Head of Service - Enterprise, Planning & Infrastructure - Margaret Bochel - *has been consulted and has no comment to make on these proposals*

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 requested that the proposal to ban the left-turn manoeuvre from Beach Esplanade into Accommodation Road be removed from this report for further consideration. This proposal has now been removed.*

Head of Service, Office of Chief Executive – Ciaran Monaghan - Continuous Improvement - *has been consulted and made no comment*

7. REPORT AUTHOR DETAILS

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(01224) 523483

8. BACKGROUND PAPERS

N/A

ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning and Infrastructure DATE: 27 October 2009

CORPORATE DIRECTOR : Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Cattofield Terrace/
Cattofield Gardens/Picktillum Avenue and
Picktillum Place) (20mph Speed Limits) Order
2009 (with associated speed cushions on
Cattofield Terrace and Cattofield Gardens)

REPORT NO : CG10077

1. PURPOSE OF REPORT

This report deals with objections received after the statutory advertisement of 20mph speed limits on Cattofield Terrace, Cattofield Gardens, Picktillum Avenue and Picktillum Place, with associated speed cushions on the first two of these streets. The cushions in Cattofield Gardens have been the problem here, attracting twenty-two representations (all in standard form). This narrative is reproduced in Section 6 below. The public notice is attached as an appendix, from which members will be able to see the exact content of the proposals.

2. RECOMMENDATION(S)

That the objections be overruled and the order and associated speed cushions introduced as originally envisaged.

3. FINANCIAL IMPLICATIONS

All these measures are being funded within existing budgets.

4. SERVICE & COMMUNITY IMPACT

These are standard traffic management arrangements to protect road safety in general and pedestrian safety in particular.

5. OTHER IMPLICATIONS

None.

6. REPORT

The main appendix hereto is a commentary in the authorship of the roads officials, in which the issues raised in the statutory objections are discussed.

Also, copies of the original communications are available for inspection on the day of the meeting, or by contacting Mr. David Wemyss, Senior Committee Services Officer (Roads Legislation) at (01224) 522523.

There are no legal or procedural issues of note. As indicated above, the twenty-two objections in this case came in by means of a standard form. Under those circumstances, that narrative is reproduced below:-

Dear Sir:

I am writing to you to lodge my objections to the proposed Speed Cushions on Cattofield Gardens as per your notice in The Press and Journal date 24th August 2009.

There are several reasons why I feel the need to object to this proposal which I will outline below.

- *There is no need to install the Speed Cushions, I have lived in Cattofield Gardens for quite some time and during that period I am not aware of there having been any incidents involving excessive speed or pedestrians being hit by vehicles. Also Cattofield Gardens is not a 'Rat Run' commuter traffic does not use the street as a cut through, however the council may feel this will become the case if Speed Cushions are installed in the neighbouring street (Cattofield Terrace) I would suggest if the council feel this will be the case then make Cattofield Gardens a dead end by blocking one end of the street, thus preventing through traffic.*
- *The installation of Speed Cushions will increase traffic noise as traffic will be required to slow down and engines will be revved to traverse the speed humps, the street is currently very quiet despite its close proximity to a main thoroughfare.*
- *If the Speed Cushions are installed there will be an increased likelihood of vehicles being damaged, damage to sumps, exhausts and premature wear on suspension parts, please advise where in the council the bill should be sent for the replacement of these parts when the time comes.*
- *Currently there has been 20 MPH speed limits imposed for some time which have been very effective without the need for any additional disruption.*

Please also find a summary of facts relating to Speed Cushions, it seems that they create more problems than they prevent.

- *Speed cushions make roads MORE dangerous. Most accidents happen at junctions, NOT in the middle of a residential street.*
- *Police presence is THE best way to slow traffic on residential streets.*
- *Speed cushions damage your vehicle.*
- *Speed cushions SLOW DOWN emergency response time for police cars, fire appliances and ambulances (where every minute counts).*
- *Speed cushions don't save lives – they contribute to accidents and deaths.*

There is NO WAY to prevent all accidents. Making it HARDER to drive and control a vehicle is NOT the solution. Lowering property values by damaging the roads with speed cushions is NOT the solution.

I trust you will take these objections on board and seriously reconsider the proposal to install speed cushions; I am sure the funds for this project could be re-allocated to other projects, for example carrying out repairs to damaged roads and pavements throughout the city.

Yours Sincerely,

There is no apparent scepticism about the virtue of traffic calming on Cattofield Terrace. Also, the objection identifies (correctly) that the reason for having traffic calming on Cattofield Gardens is to anticipate displacement from Cattofield Terrace. The suggestion of closing Cattofield Gardens at one end is problematic (see appendix), so then there arises the question of whether people in Cattofield Gardens might prefer to take their chances on displacement. All in all, however, one might be wary of this approach, since the Council has learnt in the past (admittedly, from the context of controlled parking zones) that things excised in the face of public scepticism quickly become the subject of requests for reinstatement.

7. AUTHORISED SIGNATURE

Stewart Carruth
Director of Corporate Governance
scarruth@aberdeencity.gov.uk
(01224) 522550

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).

COMMITTEES/enterprise planning & infrastructure/2009/271009/Cattofield Terrace-Cattofield Gardens-Picktillum Avenue and Picktillum Place (20mph Speed Limits) Order 2009 (with associated speed cushions)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984 and ROADS (SCOTLAND) ACT 1984

20 MPH SPEED LIMITS ON CATTOFIELD TERRACE/CATTOFIELD GARDENS/ PICKTILLUM AVENUE AND PICKTILLUM PLACE (WITH ASSOCIATED SPEED CUSHIONS ON THE FIRST TWO OF THESE STREETS)

Aberdeen City Council proposes to make The Aberdeen City Council (Cattofield Terrace/Cattofield Gardens/Picktillum Avenue and Picktillum Place) (20mph Speed Limits) Order 2009, which would provide for regulatory 20mph speed limits on the four roads named in the title.

The Council is also proposing to introduce associated speed cushions on Cattofield Terrace and Cattofield Gardens. Each cushion would be established under the Roads (Scotland) Act 1984 and would 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 10 millimetres transversely and plus or minus 15 millimetres longitudinally. The exact positioning of each cushion can be clarified by telephoning Mr. Graham McKenzie at Aberdeen (01224) 523471, or by calling at St. Nicholas House (details of this see below). All parties in the affected streets will receive the exact specifications by letterbox drop.

Full details of all the proposals are to be found in the draft order and in the schedules of speed cushion positionings 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 Monday, 24 August, 2009 and Monday, 21 September, 2009, inclusively, in the offices of the Traffic Operations Team on the 2nd floor of St. Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St. Nicholas House to view the documents should use the above number to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St. Nicholas House can telephone the above number to speak to one of the roads officials.

Anyone wishing to object to the proposed order, or to the intended establishment of speed cushions, or both, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 24 August until 21 September, 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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Proposed 20 mph speed limits on Cattofield Terrace / Cattofield Gardens / Picktillum Avenue and Picktillum Place (with associated speed cushions on the first two of these streets)

Summary of objections received during the public consultation and thereafter a response from roads officials

Of note, are that all the objections received relate to Cattofield Gardens.

- 1. There is no need to install the Speed Cushions; I have lived in Cattofield Gardens for quite some time and during that period I am not aware of there having been any incidents involving excessive speed or pedestrians being hit by vehicles. Also Cattofield Gardens is not a 'Rat Run', commuter traffic does not use the street as a cut through, however the Council may feel this will become the case if Speed Cushions are installed in the neighbouring street (Cattofield Terrace). I would suggest if the Council feel this will be the case then make Cattofield Gardens a dead end by blocking one end of the street, thus preventing through traffic.**

It is indeed the case, that the Road Safety & Traffic Management Team are concerned with the potential for commuter traffic to displace to Cattofield Gardens. Should Cattofield Gardens not have traffic calming features installed, the near proximity of the road to Cattofield Terrace would certainly make the route attractive to commuters.

The possibility of closing Cattofield Gardens is noted, however it is unusual to close existing through routes. In this regard, there would have to be an extensive informal consultation with local residents, and thereafter a statutory consultation to take into account local residents who wished to object. The statutory consultation would also take into account the wider view, thus allowing any concerned party the opportunity to object.

Furthermore, it is also usual to create a turning area when creating a non-through road, preferably a turning circle that can be negotiated by all vehicles in a forward gear. In this respect, Cattofield Gardens, by modern design standards, does not have the width to accommodate either a turning circle or a turning head. Consequently the attendant dangers of reversing service vehicles cannot be overlooked.

It is also of note, when implementing a mandatory 20 mph speed limit, that it would be usual to implement traffic calming measures on a non-through route of significant length. Essentially, it is a sure method of ensuring the majority of drivers utilising a road travel at an appropriate speed.

- 2. The installation of Speed Cushions will increase traffic noise as traffic will be required to slow down and engines will be revved to traverse the speed humps, the street is currently very quiet despite its close proximity to a main thoroughfare.**

Research indicates that there is very little change in the traffic noise level when narrow speed cushions are installed on a road. In fact, when considering roads that generally accommodate light vehicles, the traffic noise level actually reduces. The aforementioned is based on studies made alongside road humps in Slough and speed control cushions in York (Abbott et al., 1995a and 1997). Certainly, on a road with a significant proportion of buses and commercial vehicles noise levels can rise, but the vast majority of vehicles utilising Cattofield Gardens are light vehicles.

- 3. If the Speed Cushions are installed there will be an increased likelihood of vehicles being damaged, damage to sumps, exhausts and premature wear on suspension parts; please advise where in the Council the bill should be sent for the replacement of these parts when the time comes.**

Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. In a study (Kennedy et al., 2004e) various types of vehicle were driven over road humps, and despite repeated passes at speeds up to 40mph no damage to the vehicles was observed. It was also seen that the forces generated when traversing road humps were comparable to those likely to be sometimes experienced during normal driving activities, such as driving over a very irregular surface or pothole, or mounting a kerb.

- 4. Currently there has been 20mph speed limits imposed for some time which have been very effective without the need for any additional disruption.**

Whilst the Road Safety & Traffic Management Team has no historical speed data for Cattofield Gardens, there is data for Cattofield Terrace, and the advisory 20mph speed limit has proven to be disappointing, with the average 7am to 7pm 85%tile speed dropping by only 1 to 2 mph to 29mph since its introduction.

- 5. Speed cushions make roads more dangerous. Most accidents happen at junctions, not in the middle of a residential street.**

Speed cushions don't save lives - they contribute to accidents and deaths.

Reducing speeds in residential areas can reduce accidents significantly and make injuries much less severe, particularly so when considering vulnerable road users such as pedestrians, cyclists and motorcyclists.

In 1996, the Transport Research Laboratory reviewed 20 mph zones in Great Britain (Webster and Mackie 1996). The uncontrolled study included seventy-two 20 mph schemes and used 5 years of before data and at least 1 year of after data (the average was 30 months). The researchers found that overall collision rates decreased 61%, pedestrian collision rates decreased 63%, child pedestrian collision rates decreased 70% and overall child casualty rates decreased 67%.

The London Road Safety Unit commissioned the Transport Research Laboratory to undertake a research project investigating 20 mph zones in London (Webster and Layfield 2007). The study evaluated 78 zones in an uncontrolled before and after study design with 5 years of before data and at least 1 year of after data (average was 3 years). Though the study did not have a formal comparison group, the authors were able to adjust estimates of casualty reductions to account for background trends on unclassified roads and found substantial casualty reductions in London's 20 mph zones.

Reduction in casualty frequency in 20 mph zones (adjusted) - London Study 2002

User group	All Casualties	KSI (Killed or Seriously Injured)
All road users	45%	54%
Children	42%	45%
Pedestrians	36%	39%
Pedal cyclists	21%	30%
Powered 2 wheelers	58%	79%

With regard to impact speed and the severity of injury to pedestrians a study (Ashton and Mackay, 1979) calculated impact speed distributions from at-the-scene pedestrian accidents for car and car derivatives. They found that 5 percent of fatalities occurred at impact speeds below 20mph, 45 percent occurred at less than 30mph and 85 percent occurred at speeds below 40mph. About 40 percent of pedestrians who are struck at speeds below 20mph sustain non-minor injuries however, this rises to 90 percent at speeds up to 30mph. Age effects also mean that elderly pedestrians are more likely to sustain non-minor injuries than younger people in the same impact conditions.

Furthermore the Royal Society for the Prevention of Accidents indicate that: -

- Hit at 40mph, 90 per cent of pedestrians will be killed;
- Hit at 35 mph, 50 per cent of pedestrians will be killed;
- Hit at 30mph, 20 per cent of pedestrians will be killed;
- Hit at 20mph, 3 per cent of pedestrians will be killed.

6. Police presence is the best way to slow traffic on residential streets.

Grampian Police will target their limited resources towards the distributor routes in Grampian Region with a significant history of both accidents and vehicular speeding; speeds at which, in the event of a collision, would cause major injuries/damage. Thus, on a residential section of road such as Cattofield Gardens, the ideal method of speed control is the installation of physical traffic calming measures to self-enforce the mandatory 20mph speed limit.

7. Speed cushions decrease property value

There is no evidence to suggest that either speed cushions or road humps have any effect on property prices. Indeed the counterpoint to the above statement would be that many families viewing a property on a residential street would regard traffic calming as a positive measure.

8. Speed cushions slow down emergency response time for police cars, fire appliances and ambulances (where every minute counts)

The Transport Research Laboratory found that delays to emergency vehicles per traffic calming measure are relatively small (Boulter, Hickman et al. 2001). Fire appliances and ambulances can also straddle the proposed narrow speed cushions. In this respect, the Scottish Ambulance Service is consulted with regard to proposed traffic calming schemes in the City and a preference for narrow speed cushions is often stated in response.

Of course, the journey of the emergency vehicle must be considered in detail, and in this regard the driver of such a vehicle will utilise distributor routes to arrive at the destination concerned, thus the number of traffic calming features to be negotiated will be very small. The overall effect on response times will therefore be negligible.

References

Abbott P G, Phillips S M and Layfield R E (1995a). Vehicle and traffic noise surveys alongside speed control cushions in York. TRL Project Report PR 103. Transport Research Laboratory, Crowthorne.

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Ashton S.J. and Mackay G.M. (1979) Some characteristics of the population who suffer trauma as pedestrians when hit by cars and some resulting implications. 4th IRCOB International Conference, Göthenborg.

Boulter P G., Hickman AJ, Latham S, Layfield R, Davison P, Whiteman P. (2001) The impacts of traffic calming measures on vehicle exhaust emissions. TRL Report 482.

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

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ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning and Infrastructure DATE: 27 October 2009

CORPORATE DIRECTOR : Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Laurelwood Avenue and Elm Place) (20mph Speed Limits) Order 2009 (with associated speed cushions)

REPORT NO : CG10075

1. PURPOSE OF REPORT

This report confirms that no objections were received as a result of the statutory advertisement of 20mph speed limits on Laurelwood Avenue and Elm Place, with associated speed cushions. The public notice is attached, from which members will be able to see the exact content of the proposals.

2. RECOMMENDATION(S)

Under these circumstances, the order and associated speed cushions can be introduced as originally envisaged, if the Committee so resolves.

3. FINANCIAL IMPLICATIONS

All these measures are being funded within existing budgets.

4. SERVICE & COMMUNITY IMPACT

These are standard traffic management arrangements to protect road safety in general and pedestrian safety in particular.

5. OTHER IMPLICATIONS

None.

6. REPORT

There being no objections, the proposals are unproblematic and can be affirmed if the Committee so wishes.

7. AUTHORISED SIGNATURE

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(01224) 522550

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.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984
and
ROADS (SCOTLAND) ACT 1984

20 MPH SPEED LIMITS AND ASSOCIATED SPEED CUSHIONS ON
LAURELWOOD AVENUE AND ELM PLACE, ABERDEEN

Aberdeen City Council proposes to make The Aberdeen City Council (Laurelwood Avenue and Elm Place) (20mph Speed Limits) Order 2009, which would provide for regulatory 20mph speed limits on the two roads named in the title.

The Council is also proposing to introduce speed cushions on each of those roads. Each cushion would be established under the Roads (Scotland) Act 1984 and would 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 10 millimetres transversely and plus or minus 15 millimetres longitudinally. The exact positioning of each cushion can be clarified by telephoning Mr. Graham McKenzie at Aberdeen (01224) 523471, or by calling at St. Nicholas House (details of this see below). All parties in the affected streets will receive the exact specifications by letterbox drop.

Full details of all the proposals are to be found in the draft order and in the schedules of speed cushion positionings 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 Monday, 24 August, 2009, and Monday, 21 September, 2009, inclusively, in the offices of the Traffic Operations Team on the 2nd floor of St. Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St. Nicholas House to view the documents should use the above number to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St. Nicholas House can telephone the above number to speak to one of the roads officials.

Anyone wishing to object to the proposed order, or to the intended establishment of speed cushions, or both, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 24 August until 21 September, 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: 27 October 2009

CORPORATE DIRECTOR : Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Spademill Road and
Spademill Lane) (20mph Speed Limits) Order 2009
(with associated speed cushions)

REPORT NO : CG10079

1. PURPOSE OF REPORT

This report deals with objections received after the statutory advertisement of 20mph speed limits on Spademill Road and Spademill Lane, with associated speed cushions. The public notice is attached, from which members will be able to see the exact content of the proposals.

2. RECOMMENDATION(S)

That the objections be overruled and the order and associated speed cushions introduced as originally envisaged.

3. FINANCIAL IMPLICATIONS

These measures are developer-funded.

4. SERVICE & COMMUNITY IMPACT

These are standard traffic management arrangements to protect road safety in general and pedestrian safety in particular.

5. OTHER IMPLICATIONS

None.

6. REPORT

The main appendix hereto is a commentary in the authorship of the roads officials, in which the issues raised in the statutory objections are discussed.

Also, copies of the original communications are available for inspection on the day of the meeting, or by contacting Mr. David Wemyss, Senior Committee Services Officer (Roads Legislation) at (01224) 522523.

There are no legal or procedural issues of note. The central thrust of the objections is to do with the traffic calming, not the regulatory speed limits. Sometimes such objections can be thematised in terms of a particular kind of scepticism about whether traffic calming is pursued nowadays out of piety rather than hard-edged traffic management rationale. This is an intellectually respectable debate which should be rehearsed where it is relevant, but it is not particularly apposite here, notwithstanding the remarks made by the objectors. In this case, it is not that recorded speeds are undesirably high – speed surveys are being carried out at the location and the results will be available on the day of the meeting – but rather that pedestrians are very vulnerable on narrow roads without footways. There is local support for the proposals, even though there is also clearly opposition to them.

I have been in touch with the local members. At the time of writing, Councillor Greig has emphasised his support for the plans while Councillor Jennifer Stewart has indicated that she is broadly sympathetic to the scheme going ahead but awaits sight of this final report before coming to a conclusion.

Public scepticism is a genuine concern. Clearly, there is merit in being able to defend public policies in terms of the concrete conviction of the public that they are sensible. In this case, although scepticism is being expressed by the objectors, reassurance is being expressed by supporters, and by the roads officials. Speeds on the two roads will not usually be excessive, but the exceptions are a concrete concern here.

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 was likely to be killed, a child hit at 30mph likely to be seriously injured, but a child hit at 20mph likely to avoid serious harm.

7. AUTHORISED SIGNATURE

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8. REPORT AUTHOR DETAILS

David Wemyss, Committee Services Officer (Roads Legislation),
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9. BACKGROUND PAPERS

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

COMMITTEES/enterprise planning & infrastructure/2009/271009/Spademill Road and Spademill Lane (20mph Speed Limits) Order 2009 (with associated speed cushions)

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984
and
ROADS (SCOTLAND) ACT 1984

20 MPH SPEED LIMITS AND ASSOCIATED SPEED CUSHIONS ON SPADEMILL
ROAD AND SPADEMILL LANE, ABERDEEN

Aberdeen City Council proposed to make The Aberdeen City Council (Spademill Road and Spademill Lane) (20mph Speed Limits) Order 2009, which would provide for regulatory 20mph speed limits on each of the roads named in the title.

The Council is also proposing to introduce speed cushions on each of those roads. Each cushion would be established under the Roads (Scotland) Act 1984 and would 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 10 millimetres transversely and plus or minus 15 millimetres longitudinally. The exact positioning of each cushion can be clarified by telephoning Mr. Graham McKenzie at Aberdeen (01224) 523471, or by calling at St. Nicholas House (details of this see below). All parties in the affected streets will receive the exact specifications by letterbox drop.

Full details of all the proposals are to be found in the draft order and in the schedules of speed cushion positionings 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 Monday, 24 August, 2009, and Monday, 21 September, 2009, inclusively, in the offices of the Traffic Operations Team on the 2nd floor of St. Nicholas House, Broad Street, Aberdeen.

It is recommended that anyone visiting St. Nicholas House to view the documents should use the above number to make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit St. Nicholas House can telephone the above number to speak to one of the roads officials.

Anyone wishing to object to the proposed order, or to the intended establishment of speed cushions, or both, should send details of the grounds for objection in writing to the undersigned during the statutory objection period which also runs from 24 August until 21 September, 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

Proposed 20 mph speed limits and associated speed cushions on Spademill Road and Spademill Lane

Summary of objections received during the public consultation and thereafter a response from roads officials

1. **"There is no need for humps, having operated the building for in excess of 20 years I have yet to see drivers speeding or an accident caused by speed."**

"Having traded in Queens Road since 2006, I have never seen traffic drive at excessive speed in either of these areas. Speeds travelled generally do not exceed more than 20mph."

"As Spademill Road is barely a hundred yards in length, it would be unlikely any vehicle could exceed 20 miles per hour!"

Certainly, the majority of drivers utilising these roads will be driving within the current 30mph speed limit. Furthermore, due to the narrowness and road layout most vehicles will be driven at a speed in the lower 20 mph region. However it is the minority of drivers who will be exceeding a speed suitable for the road layout that is a concern. Given these roads do not have footways, and there are many accesses with poor or non-existent visibility splays, any speed beyond the lower 20mph region would be inappropriate.

Whilst there is no historical speed/volume data available for Spademill Lane/Road, there are other lanes in the City where traffic calming has been installed that are similar in profile to Spademill Lane. Take for example Queen's Lane South, east of Forest Avenue, the speeds prior to the installation of traffic calming were generally in the lower 20mph region. However it was the minority that was a concern, with speeds up to 39 mph recorded. Thus, when considering Spademill Road / Lane the installation of traffic calming measures will ensure vehicular speeds are within an appropriate region for the road layout.

2. **"The humps will have a detrimental effect on my businesses as drivers tend to avoid them if possible. This is the only route to the car park."**

Drivers will utilise the main distributor routes to arrive in the proximity of their destination and thereafter have a few traffic calming features to traverse. Ultimately customers will frequent a business on the basis of the service it provides, and would be unlikely to be dissuaded by traffic calming.

3. "Delivery lorries & service vehicles find the humps detrimental to the vehicles and what is carried in them."

Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. In a study (Kennedy et al., 2004e) various types of vehicle were driven over road humps, and despite repeated passes at speeds up to 40mph no damage to the vehicles was observed. It was also seen that the forces generated when traversing road humps were comparable to those likely to be sometimes experienced during normal driving activities, such as driving over a very irregular surface or pothole, or mounting a kerb.

With regard to the load within the delivery vehicle, provided the load is secured, and the driver negotiates the feature at an appropriate speed, there should be no detrimental effect. As mentioned in the previous paragraph, the forces generated when traversing road humps, will be similar to those sometimes experienced during normal driving activities, and thus there will be no detrimental effect on a secure load.

4. "May I suggest that instead of using public funds on the above proposals, the Council should use public money on something useful like fixing potholes in the city's roads."

"The money would be better spent repairing the road and its edging rather than placing obstacles on the road."

"We have lived here for over 50 years and have never been aware of any accident in these two roads so feel the money would be better spent on more worthwhile causes."

It must be stressed the budget made available to install traffic calming measures on Spademill Lane/Road has come through property development in the area. The proposed traffic calming measures were conditions within the planning consent for developments adjacent to these roads, and are designed to mitigate the speed of vehicular traffic generated by the developments. The funds are therefore ring-fenced for the installation of traffic calming measures.

Reference

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

The position here is that traffic management in association with a major development would have been unnecessarily delayed if the making and implementation of this order had been held over until after today's meeting. Accordingly, under the circumstances, the Head of Democratic Services was satisfied that this was a straightforward situation where the delegated power should be employed.

3. FINANCIAL IMPLICATIONS

All these measures are being funded within existing budgets.

4. SERVICE & COMMUNITY IMPACT

These are standard small-scale traffic management measures to protect road safety and avert congestion.

5. OTHER IMPLICATIONS

None.

6. REPORT

The considerations here have been outlined in section 2.

7. AUTHORISED SIGNATURE

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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.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN ABERDEEN)
(AREA CENTRAL) (VARIOUS TRAFFIC MANAGEMENT MEASURES) ORDER 2009

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Roads in Aberdeen) (Area Central) (Various Traffic Management Measures) Order 2009" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to introduce a set of traffic management measures on *certain lengths* of a number of roads in different parts of Area Central. Prohibitions of waiting at any time are intended for Fraser Street, Gordons Mills Road, Gordons Mills Crescent, Auchinleck Road, Wavell Crescent, Charlotte Street, Esplanade, Bothwell Road, Frater Place and Maltman Grove. Prohibitions of waiting at any time specifically associated with pedestrian refuges/traffic islands are intended for Rosehill Drive, Cairnview Crescent, Rosehill Avenue, Back Hilton Road, Cattofield Gardens and Hilton Drive.

A prohibition of loading (except for goods vehicles) is proposed for Netherkirkgate and Carnegie's Brae, to reinforce the existing prohibition of driving except for goods vehicles.

On Beach Boulevard, the on-street parking arrangements would be adjusted to make parking bays available for residential permit holders *and* pay and display parking from 6.00am until 8.00pm, but *residential permit holders only* from 8.00pm until 6.00am. At Jack's Brae, an off-street car park would be built into the off-street pay and display regime (Mon – Sat, 8am to 6pm, £1.35 for up to 2 hours, £2.10 for 2-3 hours, £2.80 for 3-4 hours – 4 hours maximum stay).

Finally, the existing mandatory 20mph speed limits on Beach Esplanade and Mearns Street would be extended.

Exact descriptions 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 Mr. Graham McKenzie at the Council's Traffic Operations Team at Aberdeen on 523471.

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 Monday, 24 August, 2009, and Monday, 21 September, 2009, 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) 523471.

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 24 August until 21 September, 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 M. MacBeath
Head of Democratic Services
Aberdeen City Council
Town House
ABERDEEN

ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning and Infrastructure DATE: 27 October 2009

CORPORATE DIRECTOR : Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Various roads in North
Aberdeen) (Traffic Management) Order 2009

REPORT NO : CG10082

1. PURPOSE OF REPORT

This report confirms that no objections have been received as a result of the statutory advertisement of the above-named order, which provides for a range of unrelated and small-scale traffic management measures in the north sector of the city. The public notice is attached, from which members will be able to see the exact content of the proposals.

2. RECOMMENDATION(S)

That the objections be overruled and the order implemented.

3. FINANCIAL IMPLICATIONS

All these measures are being funded within existing budgets.

4. SERVICE & COMMUNITY IMPACT

These are standard small-scale traffic management arrangements to protect road safety and avert congestion.

5. OTHER IMPLICATIONS

None.

6. REPORT

There are no objections, and so neither procedural nor technical issues are in need of consideration.

7. AUTHORISED SIGNATURE

Stewart Carruth
Director of Corporate Governance
scarruth@aberdeencity.gov.uk
(01224) 522550

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.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN NORTH ABERDEEN)
(TRAFFIC MANAGEMENT) ORDER 2009

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Roads in North Aberdeen) (Traffic Management) Order 2009" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to introduce waiting restrictions on *certain lengths* of a number of roads in the north sector of the city. Prohibitions of waiting at any time are proposed for the access road off Wellheads Drive, the access road off Kirkton Avenue, Denmore Road, Jesmond Drive and North Donside Road.

Prohibitions of waiting at any time specifically associated with zebra crossings are proposed for Victoria Street and John Street in Dyce.

Finally, the existing 50mph mandatory speed limit on the A944 would be extended.

Exact descriptions 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 Mr. Graham McKenzie at the Council's Traffic Operations Team at Aberdeen on 523471.

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 Monday, 24 August, 2009, and Monday, 21 September, 2009, 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) 523471.

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 24 August until 21 September, 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 M. MacBeath
Head of Democratic Services
Aberdeen City Council
Town House
ABERDEEN

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ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning and Infrastructure DATE: 27 October 2009

CORPORATE DIRECTOR : Director of Corporate Governance

TITLE OF REPORT : The Aberdeen City Council (Various roads in South
Aberdeen) (Traffic Management) Order 2009

REPORT NO : CG10081

1. PURPOSE OF REPORT

This report intimates a particular course of action vis-à-vis certain objections received as a result of the statutory advertisement of the above-named order, which provides for a range of unrelated and small-scale traffic management measures in the south sector of the city. The public notice is attached, from which members will be able to see the exact content of the proposals.

2. RECOMMENDATION(S)

That the order be approved except for its provisions affecting Westerton Road and Marchburn Road. (see Section 6 below).

3. FINANCIAL IMPLICATIONS

All these measures are being funded within existing budgets.

4. SERVICE & COMMUNITY IMPACT

These are standard small-scale traffic management measures to protect road safety and avert congestion.

5. OTHER IMPLICATIONS

None.

6. REPORT

There are no statutory objections to this order except for a number of representations about yellow lines in Westerton Road and Marchburn Road. However, these are inextricably interwoven with current controversies about

traffic calming at that location, and cannot be resolved separately. Accordingly, the recommendation here is that the current order be approved in all other respects but not as regards Westerton Road and Marchburn Road. It will then await the outcome on these two streets, whereupon it will be clear for confirmation – in terms of that outcome – at a later date.

7. AUTHORISED SIGNATURE

Stewart Carruth
Director of Corporate Governance
scarruth@aberdeencity.gov.uk
(01224) 522550

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).

COMMITTEES/enterprise planning & infrastructure/2009/271009/Various roads in South Aberdeen (Traffic Management) Order 2009

ABERDEEN CITY COUNCIL
ROAD TRAFFIC REGULATION ACT, 1984
THE ABERDEEN CITY COUNCIL (VARIOUS ROADS IN SOUTH ABERDEEN)
(TRAFFIC MANAGEMENT) ORDER 2009

Aberdeen City Council proposes to make "The Aberdeen City Council (Various Roads in South Aberdeen) (Traffic Management) Order 2009" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to introduce a set of traffic management measures on *certain lengths* of a number of roads in different parts of the south sector of the city. Prohibitions of waiting at any time are intended for Craigden, Craighton Road, Earlswells Road, Earlswells Drive, Earlswells View, Cairnlea Road East, Cairnlea Avenue East, Hillview Crescent, Broomhill Road, Bloomfield Road, Sinclair Road, Baxter Street, Greyhope Road, Westerton Road, Marchbank Road, North Esplanade West, Stell Road and Minto Place.

There would also be a regulatory "school keep clear" marking on a section of Earlswells Road (Monday – Friday, 8.00am – 5.00pm). Also a mandatory 50mph speed limit would be introduced on Wellington Road and mandatory 30mph limits would be introduced on Old Wellington Road, the service road off Wellington Road, and the section of Cove Road west of Old Wellington Road.

A one-way regulation would permit movement in a southbound direction only on Greenbank Place, and, also, where the Gardner Drive/Nigg Way junction is separated by a traffic island, movement in and out of this junction will be regulated so that driving from Nigg Way into Gardner Drive will be possible only via the wider of the two lanes, and moving from Gardner Drive into Nigg Way will only be possible via the narrower of the two lanes.

Finally, there would be changes to on-street parking controls in Affleck Street and Hamilton Lane. A section of pay and display (Monday – Saturday, 8.00am – 6.00pm) would be introduced in Affleck Street, with the same charges and regulations as currently apply in that zone, and a new section of exclusively residential parking would be introduced in Hamilton Lane (again, Monday – Saturday, 8.00am – 6.00pm). Also, on North Esplanade West, a regulatory parking bay would be reserved for police vehicles.

Exact descriptions 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 Mr. Graham McKenzie at the Council's Traffic Operations Team at Aberdeen on 523471.

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 Monday, 24 August, 2009, and Monday, 21 September, 2009, 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) 523471.

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 24 August until 21 September, 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 M. MacBeath
Head of Democratic Services
Aberdeen City Council
Town House
ABERDEEN

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ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning and Infrastructure Committee

DATE: 27 October 2009

CORPORATE DIRECTOR: Gordon McIntosh

TITLE OF REPORT: Wellington Road / Souterhead Road Roundabout –
Introduction of Traffic Signals on Langdykes Road

REPORT NUMBER: EPI/09/063

1. PURPOSE OF REPORT

The purpose of this report is to provide elected Members with the outcomes of testing on a proposal to introduce traffic signals to the Langdykes Road approach arm to the Wellington Road/Souterhead Road roundabout and to seek approval for implementing the proposed scheme.

2. RECOMMENDATION(S)

It is recommended that the Committee:

- a) note the work carried out to date and outlined in the full report to identify an improvement at the Wellington Road / Souterhead Road roundabout, and
- b) approve the scheme to introduce part time AM traffic signals at the Langdykes Road leg of the Wellington Road / Souterhead Road roundabout, and
- c) instruct appropriate officers to implement the scheme subject to successful tender procedures.

3. FINANCIAL IMPLICATIONS

The project mentioned here would be fully funded through the NESTRANS Capital budget for 2009/10.

4. SERVICE & COMMUNITY IMPACT

The contents of this report link to the Community Plan vision of creating a 'sustainable City with an integrated transport system that is accessible to all'.

All of the projects and strategies referred to in this report will contribute to delivery of the transport aims of Vibrant, Dynamic and Forward Looking – **'Improve Aberdeen's transport infrastructure addressing other pinch points Work to improve public transport encourage cycling and walking'**.

The projects identified in this report will also assist in the delivery of actions identified in the Single Outcome Agreement, in particular the delivery of both Local and Regional Transport Strategies which will contribute directly and indirectly to 14 out of the 15 National Outcomes described in Aberdeen City Council's 2009/10 SOA.

5. OTHER IMPLICATIONS

No other implications.

6. REPORT

The expansion of Altens Industrial Estate and the increase in housing within Cove over a number of years has increased queuing at the Wellington Road/Souterhead Road roundabout. Future development will continue to impact on this junction with a predicted continuing increase in queuing and delays.

The Access from the South study completed in 2008 identified possible options in the medium term at this junction with the ultimate replacement of the roundabout with a full signal junction in the coming years

Subsequent to the Access from the South study some further work was recently carried out to identify whether signalling any of the remaining arms of the junction would lead to overall benefits at the junction in terms of reductions in queues and delays. A site visit was carried out along with an updated survey at the location to establish an accurate base model of the junction. The A956 Wellington Road is a major strategic route and the main access road for traffic from the south to Aberdeen City centre and the Harbour. Observations and examination of the base model indicated that in the AM peak significant queuing occurs on A956 Wellington Road for northbound traffic due to the cutting movement caused by traffic routing to the industrial estate and routing northbound from Langdykes Road and Souterhead Road. By 07:45 a significant queue of around 1km was observed on the A956 Wellington Road northbound with queuing also developing during this period on Langdykes Road. The queue reduces from about 08:30 and generally clears by around 09:00.

It was considered that the optimum proposal would be to introduce traffic signals on the Langdykes Road arm of the junction as a means of allowing a greater flow of traffic to access the roundabout from Wellington Road northbound. This would give a better balance to flows entering the roundabout and would allow the junction to perform at a more optimum level.

Appropriate models were developed to analyse the junction and test options to add traffic signal control at the Langdykes Road entry arm. Tests were carried out for a variety of signal timings and the conclusion is that some benefits can be achieved if this proposal was implemented. The model shows that the queue length on the A956 Wellington Road northbound would reduce in the AM peak period when the signals were introduced and that this would not have a significant impact to traffic on Langdykes Road. The junction although still operating above capacity during this period would allow for a better balance of flow movements on the roundabout.

An outline cost estimate is that the scheme would cost in the region of £50,000 to £70,000.

Another possible positive impact of this proposal concerns rat-running traffic that uses Cove to avoid the queue on Wellington Road. If this northbound queue on Wellington Road is significantly reduced then there is a potential for this traffic to remain on the A90 and Wellington Road rather than diverting through Cove. This

could reduce the amount of traffic accessing the roundabout via Langdykes Road. Another possible positive impact could be improvements to the flow of traffic on routes within the Air Quality Management Areas (AQMA).

The busy arms in the PM peak period are Wellington Road southbound and Souterhead Road. These arms are already signalised and no significant queuing is experienced on the other arms during this period. It is therefore not considered necessary to operate the proposed traffic signals on Langdykes Road during the PM peak.

In conclusion it is considered that the introduction of signals on Langdykes Road on the approach to the Wellington Road/Souterhead Road roundabout would be beneficial to the overall operation of the junction in the AM peak period as well as reducing rat-running traffic through Cove and having a positive impact on Air Quality. Approval is therefore being sought to implement this scheme.

Recommendations

It is recommended that the Committee:

- a) note the work carried out to date and outlined in the full report to identify an improvement at the Wellington Road / Souterhead Road roundabout, and
- b) approve the scheme to introduce part time AM traffic signals at the Langdykes Road leg of the Wellington Road/Souterhead Road roundabout, and
- c) instruct appropriate officers to implement the scheme subject to successful tender procedures,.

7. REPORT AUTHORS DETAILS

Ken Neil
Senior Engineer
kenn@aberdeencity.gov.uk
Tel. No. (52)3476

8. BACKGROUND PAPERS

'Access from the South' Study Report – June 2008

ABERDEEN CITY COUNCIL

COMMITTEE: Enterprise, Planning and Infrastructure

DATE: 27 October 2009

DIRECTOR: Gordon McIntosh

TITLE OF REPORT: Driveway Application at 3 Primrosehill Drive, Aberdeen

REPORT NUMBER: EPI/09/038

1. PURPOSE OF REPORT

This report will outline the case of a driveway application which has been refused on the basis of not meeting Roads Consent Policy.

The location of the application is 3 Primrosehill Drive, Aberdeen.

2. RECOMMENDATION

It is recommended that the application for a driveway at 3 Primrosehill Drive be refused as it is contrary to policy and would cause a road safety hazard to other road users but especially to pedestrians.

3. FINANCIAL IMPLICATIONS

There are no financial implications as the applicant would be responsible for all costs involved in the construction of the driveway and associated footway crossing should the Committee choose to allow the application.

4. SERVICE & COMMUNITY IMPACT

The contents of this report link to the key aims of Social Inclusion and Sustainable Development in that presenting cases for reconsideration against decisions made by the Council is “tackling discrimination and promoting social justice and fairness”.

The decision was taken in the interests of public safety but the applicant has raised an appeal through a local Member and the issue should now be considered by Committee in line with approved procedure.

4. OTHER IMPLICATIONS

Commserve/admin/committee formats/new report template

None

5. REPORT

At its meeting of 27 September 2005 the Policy & Strategy Committee resolved to approve a revised Roads Consent Policy for the assessment of driveway applications. Section 2 of the revised policy refers to the length of the driveway and states that 5.0 metres is considered the minimum length for a driveway so that an average car parked in the driveway will not overhang the footway. Vehicles overhanging the footway cause a road safety hazard to pedestrians especially those with a disability and children. The policy also refers to visibility and in order to achieve acceptable visibility in both directions a vehicle should be able to enter and exit a driveway at right angles to the main road. This is also in the interests of road safety. On occasions the Council do allow vehicles to park at an angle or even parallel to the road but this is only when there is enough space to allow a vehicle to manoeuvre within the property so that it can enter and exit at a right angle. Members will note that the policy does not take into account levels of pedestrian activity fronting the property as the road safety consideration, especially those for children or people with mobility difficulties or impaired sight, deemed that the policy should apply in all cases irrespective of local circumstances.

In this instance the front garden is only 4.45 metres deep and 6.5 metres long. Therefore an average sized car parked at right angles to the road would clearly overhang the footway. The overall available space would not allow a vehicle to enter and manoeuvre internally to allow the vehicle to exit at right angles to the road. There would be problems for visibility were such an arrangement be proposed.

Across the city it is possible to find examples of driveways which do not conform to the current policy and these are generally historic. More recently an approved driveway at 7 Primrosehill Drive has been created which allows the vehicle to park parallel to the main road. However in this case the garden is much longer, about 10 metres long, than the one under consideration and allows a degree of manoeuvrability to allow the vehicle to enter and exit through a 4 metre wide gate which forces it to enter and exit perpendicular to the road.

One of the local Members, Councillor Neil Fletcher, fully supports the public safety concerns which have given rise to the policy but feels that different locations with lesser pedestrian activity can at times justify a departure from policy. Councillor Fletcher believes that a strict adherence to policy in this case would amount to onerous restrictions being put in place where no public safety issue currently exists.

Officers already apply certain amount of flexibility when considering applications and work with applicants to develop acceptable solutions where possible. However in this case it is not considered that it is possible to create a driveway which does not compromise road safety.

6. REPORT AUTHOR DETAILS

Dennis Inkson
Engineer (Traffic and Developments)
e-mail address : dennisi@aberdeencity.gov.uk
Tel No : 523482

7. BACKGROUND PAPERS

Plan of site.



Title : 3 Primrosehill Drive, Aberdeen Driveway application	Scale: 1:500 Date: 02 October 2009 Map Ref: NJ9208SE
<small>Ordnance Survey © Crown copyright. All rights reserved. Aberdeen City Council - 100023401 - 2008</small>	<small>Template prepared by: GIS - Research & Information Unit. Site plan to be completed by: 02/02/09</small>

COMMITTEE Environment, Planning and Infrastructure

DATE 27/10/09

DIRECTOR Gordon McIntosh

TITLE OF REPORT Private Roads and Footways Grant - Colsea Terrace

REPORT NUMBER:EPI/09/073

1. PURPOSE OF REPORT

To inform Councilors of the background to the request for funding towards the upgrading of the private road and footway at Colsea Terrace, Cove Bay and to decide if there is an obligation to continue with the award of the grant to upgrade the carriageway and footway to an adoptable standard.

2. RECOMMENDATION(S)

It is recommended that the Committee agree that as there is no longer a Private Roads and Footways budget available to award a grant and as the timescales between the original award of the grant in August 2007 and the request to see if the grant was still available in February 2009 has been excessive, the grant application should be rejected.

3. FINANCIAL IMPLICATIONS

The level of grant requested is £10408.34 and there is no identified budget provision for this expenditure. Should the grant be awarded the monies would have to be found from within this years non-housing revenue budget. Were the city to experience winter conditions similar to last year there would be a need to identify every potential source of funding to support the treatment of carriageways and footways to ensure they were passable. The service has already had to seek alternative funding for a saving that could not be made this year due to the legislation not being in place and there will continue to be unforeseen burdens on the Council that could arise due to inclement weather e.g. heavy rain etc.

4. SERVICE & COMMUNITY IMPACT

Aberdeen City Council's ability to continue to invest in proper maintenance of roads, pavements and street lights would be compromised by awarding the grant for upgrading the private road and footway at Colsea Terrace.

5. OTHER IMPLICATIONS

Nil

6. REPORT

In early March 2007 the Road Services, Neighbourhood Services South, received a detailed submission requesting grant assistance to upgrade the footway and carriageway to adoptable standards in Colsea Terrace, Cove Bay. The existing footways and carriageway are privately maintained. The request indicated that they had a bill of quantities from a contractor and they wished the works to start as soon as possible as they were working on an adjacent site.

The budgets for 2007/2008 were approved by Committee on 22 March 2007 and including £20,000 for private road adoptions.

The applicant was advised on 31 August 2007 (Appendix 1) that the grant monies were available and that prior to any works commencing on site the applicant should contact Road Services advising of the start date for the works so that arrangements can be made for the works in progress to be inspected.

There was no further communication from the applicant until February 2009 when he telephoned to ask if the grant was still available. With no budget allocation for this type of work and the significant delay involved the applicant was advised that with there being no budget available we could no longer support the application for the grant. Over a period of months there continued to be exchanges of correspondence. The applicant stated that the original award letter did not stipulate any restriction or time limitation of the original award. Our legal team advise that as the applicant had not commenced work during 2007/2008 financial year that the grant monies were no longer available.

The applicant is dissatisfied with the response he has had on the matter and has asked for the matter to be referred to the appropriate committee in order that a final decision should be sought on the award of the grant.

7. REPORT AUTHOR DETAILS

Sharon Toseland

Technical Officer

 01224 241555

 sharont@aberdeencity.gov.uk

8. BACKGROUND PAPERS

1. Bill of Quantities
2. E-mail and letter from the applicant requesting grant assistance
3. Letter to Councillor Dean
4. E-mail advising the applicant that there is no grant available
5. E-mail from the applicant
6. Memo from Resources Management
7. Chief Executive letter to the applicant

Appendix 1

Our Ref. JS/DR/1/25
Your Ref.
Contact
Email
Direct Dial 01224 241
Direct Fax 01224 896536

31 August 2007

Shelter & Environment
**Neighbourhood Services
(South Area)**
Aberdeen City Council
West Tullos Roads Depot
Craigshaw Drive
West Tullos Industrial Estate
Aberdeen AB12 3AL

Tel 01224 241500
Minicom 01224 522381
DX 529451, Aberdeen 9
www.aberdeencity.gov.uk

Dear Sir

Adoption of Colsea Terrace, Cove Bay

I refer to your previous correspondence, estimate and plan and apologise for the delay in responding to you.

With regard to the estimate I would like to clarify that the wearing course for the carriageway should be Hot Rolled Asphalt and that the wearing course for the footway should be 6mm Dense Surface Course.

Under the current policy the maximum grant assistance for carriageway resurfacing is 50% and footway resurfacing 75% of the total costs.

I have attached a breakdown for the grant assistance available for the adoption of Colsea Terrace based on the estimate supplied by you. The grant totals £11,072.70 minus the authorities fee for inspection of the works amounting to £664.36 this figure is the maximum grant available from the council for the works, any unforeseen works or increase in costs will have to be borne by the residents.

Prior to works commencing on site you should contact myself advising of the start date for the works so I can arrange for the works in progress to be inspected.

Upon completion of the works I would require to see a copy of the invoice from ACG Contracts Ltd before releasing the grant monies to you.

Upon completion of a one-year maintenance period the authority will include this section of Colsea Terrace onto the list of adopted roads provided any latent defects within the works have been rectified.

I trust this is satisfactory, however, should you have any further queries then please don't hesitate to contact me at the above number.

Yours sincerely

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COMMITTEE Enterprise, Planning and Infrastructure DATE 27th October 2009

CORPORATE DIRECTOR Gordon McIntosh

TITLE OF REPORT Festive Park and Ride Services 2009

REPORT NUMBER: EP&I/09/108

1. PURPOSE OF REPORT

To advise members of potential festive Park and Ride services on the four Sundays in the run up to Christmas to mitigate additional traffic in the City Centre and to improve the festive shopping experience.

2. RECOMMENDATION(S)

It is proposed that the Committee Instructs the Corporate Director for Enterprise, Planning and Infrastructure

- a) To implement the additional Sunday Services for Kingswells – City Centre - Bridge of Don Park and Ride for the festive period as detailed in the main body of this report.

3. FINANCIAL IMPLICATIONS

The proposed service was subject to competitive tender. First Aberdeen are the preferred bidder.

The operating cost, to the Council, less anticipated revenue is expected to be £5,000. It is not possible to operate Dyce and Calder Park services this year due to a lack of available funding within the Park & Ride budget.

This service can be delivered within the existing approved budget allocation for 2009/10 for Park and Ride operations.

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

Until 2006, Union Street was closed to all traffic between Bridge Street and Market Street during the four weekends in the run up to Christmas.

Neither First Aberdeen or Stagecoach Bluebird have ever provided a commercial Sunday Service from the Park and Ride sites during the festive closures. In an effort to improve the accessibility of the city centre by public transport during these busy weekend periods, Aberdeen City Council has previously provided Sunday Park and Ride Services.

The Council funded services operated on three routes, between Kingswells and Bridge of Don Park & Ride sites, Dyce to the City Centre and from Calder Park along Wellington Road.

Sunday services were last operated in 2008, when the Kingswells to Bridge of Don service carried approximately 435 passengers per day. The Calder Park service did not operate. This had represented a decline in passenger numbers from previous years when around 650 passengers per day were being carried on the Kingswells to Bridge of Don route in 2007.

2.0 Main Considerations

2.1 Parking within the City Centre represents a significant challenge to visitors during the festive periods, with significant traffic volumes being present within the city centre and the main car parks generally becoming full early in the day with a lower turnover of parking spaces than throughout normal business hours.

2.2 From the 26th October 2009, service 215 operated by Stagecoach Bluebird, will have an hourly service on Sundays between Kingswells and Union Square. This will operate between the hours of 9:00 and 23:00.

2.3 Aberdeen City Centre Association have raised concerns that recent reductions made by First Aberdeen to the commercial bus network within Aberdeen City will have a significant impact on the accessibility of the city centre this winter, particularly with expected growth in footfall as a result of new developments within the City Centre.

2.4 To mitigate these negative effects on the local road network and the possible perception of Aberdeen City Centre as a highly congested and stressful environment to visit, tenders were invited for additional Park and Ride bus services.

2.5 Appendix I details the proposed route and timetable for the Festive Sunday Park and Ride Service. The route of the service has been varied from First Aberdeen's Monday to Saturday service 40 route, diverting via Guild Street to allow passengers to directly access Union Square. With the exception of the

diversion into Union Square, the route is identical to First Aberdeen's existing Park & Ride service.

First Aberdeen have indicated that until traffic impacts of developments in the City Centre are established that they are unlikely to change any of their current network.

2.6 The Service being proposed would offer a promotional return single fare of £1.50, which is fifty pence cheaper than the standard Park & Ride return. In addition to this, all existing First Aberdeen weekly or season tickets will be accepted on the service.

7. REPORT AUTHOR DETAILS

Iain Mason, Technical Officer, Public Transport Unit
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01224 523073 (direct dial 3073)

8. BACKGROUND PAPERS

Appendix I

Route, Timetable and Fares.

Service Summary Timetable.

Bridge of Don P&R	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45
Guild Street for Union Square	09:20	09:35	09:50	10:05	10:20	10:35	10:50	11:05
Kingswells P&R	09:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40

Kingswells P&R	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
Guild Street for Union Square	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20
Bridge of Don P&R	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40

Bridge of Don P&R	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45
Guild Street for Union Square	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05
Kingswells P&R	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40

Kingswells P&R	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45
Guild Street for Union Square	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20
Bridge of Don P&R	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40

Bridge of Don P&R	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45
Guild Street for Union Square	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05
Kingswells P&R	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40

Kingswells P&R	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
Guild Street for Union Square	14:35	14:50	15:05	15:20	15:35	15:50	16:05	16:20
Bridge of Don P&R	14:55	15:10	15:25	15:40	15:55	16:10	16:25	16:40

Bridge of Don P&R	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45
Guild Street for Union Square	15:20	15:35	15:50	16:05	16:20	16:35	16:50	17:05
Kingswells P&R	15:55	16:10	16:25	16:40	16:55	17:10	17:25	17:40

Kingswells P&R	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45
Guild Street for Union Square	16:35	16:50	17:05	17:20	17:35	17:50	18:05	18:20
Bridge of Don P&R	16:55	17:10	17:25	17:40	17:55	18:10	18:25	18:40

Bridge of Don P&R	17:00	17:15	17:30	17:45	18:00	18:15	18:30	
Guild Street for Union Square	17:20	17:35	17:50	18:05	18:20	18:35	18:50	
Kingswells P&R	17:55	18:10	18:25	18:40	18:55	19:10	19:25	

Fare Structure:

Kingswells or Bridge of Don Park & Ride site to City Centre: £1.50 Adult Return (including two children aged under 16 for free).

Kingswells or Bridge of Don Park & Ride site to City Centre: £1.00 Child Return.

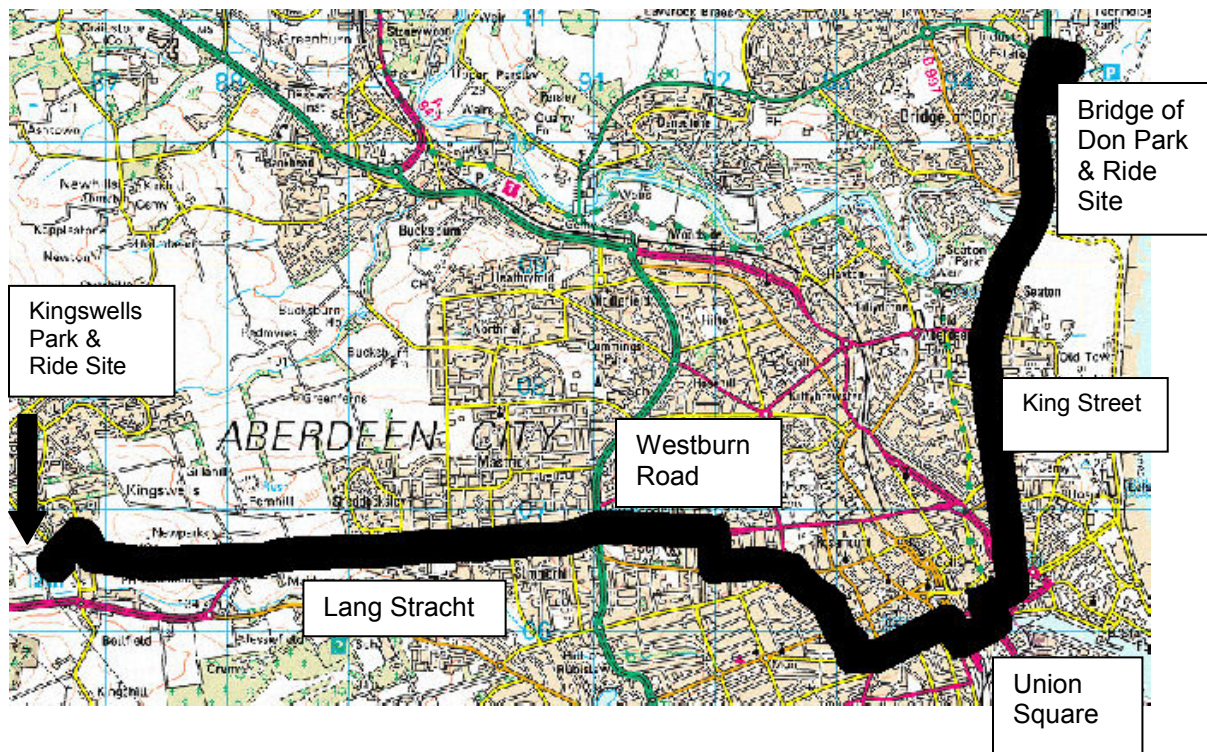
Existing valid First Aberdeen Day or Season tickets will be accepted for travel on this service.

National Entitlement Cards/Concession Cards will be valid for use on this service.

Service Route:

Outwith the City Centre this service will follow the route of the existing Park & Ride service between Kingswells and Bridge of Don. The only alteration is within the city centre where this service will travel down Bridge Street, along Guild Street before returning to Union Street via Market Street, to allow a direct service to Union Square.

Outward route is the reverse of the inward route.



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ABERDEEN CITY COUNCIL

COMMITTEE Enterprise, Planning and Infrastructure

DATE 27th October
2009

CORPORATE DIRECTOR Gordon McIntosh

TITLE OF REPORT Review of Aberdeen City Council Youth Travel Card for public transport

REPORT NUMBER EP&I/09/109

1. PURPOSE OF REPORT

The purpose of this report is to advise Members on the uptake of the Youth Travel Card scheme for bus travel and to review its provision.

2. RECOMMENDATION(S)

That the Committee, instructs the Corporate Director for Enterprise, Planning and Infrastructure to:

- a) To cease the provision of the Youth Travel Card bus scheme from the 1st January 2010.
- b) To write to current cardholders to advise on the alternative national scheme.

3. FINANCIAL IMPLICATIONS

There is a current budget provision of £8,000 for the 2009/2010 financial year. Ceasing operation of the scheme from 1st January 2010 is likely to deliver a saving of £7,000 in this financial year.

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

Although no longer providing this scheme could be considered as contrary to the these policies, there is a national scheme which is funded by the Scottish Government that provides a similar, albeit lower, discount.

5. OTHER IMPLICATIONS

The staffing implications are negligible as the work requirement to operate the scheme equates to around 1 or 2 hours per month.

The Equalities and Human Rights Impact Assessment has identified that 16-18 year olds in full time education (but not attending college or university) may be negatively affected.

6. REPORT

1.0 BACKGROUND

Aberdeen City Council introduced the Youth Travel Card scheme in 2004; this was the first of its kind in Scotland. The Scottish Government introduced a Young Persons Travel Scheme in 2007. The Council scheme was introduced as a result of the Partnership for Aberdeen commitments in 2003.

School children aged 16-18 were surveyed as to their aspirations for such a scheme and it was highlighted that there was a preference for cheaper day travel tickets. The objective of the scheme was to address the imbalance for 16-18 year old in full time school education who pay adult fares on public transport, when 16-18 year olds in College or University education are eligible for commercial discounts provided by the bus operators.

Since the introduction of the scheme, First Aberdeen, the bus operator Youth Travel Cards are mainly used on, have changed their fare structure considerably. School children have indicated that the discounted day tickets on offer do not necessarily provide a benefit anymore and that we should offer discounted season tickets as bus operators currently do for students at College or University.

2.0 YOUTH TRAVEL SCHEMES

The Aberdeen City Council Youth Travel Card scheme offers persons aged 16 to 18 (inclusive) and who are in attendance at a school within Aberdeen City, day tickets at the child fare whereas without the card they would be required to pay the full adult fare. This applies to travel on any public bus service operating in Aberdeen.

The Scottish Government Travel Scheme for Young People offers persons aged 16 to 18 (inclusive) and young full time volunteers aged 19 to 25 (inclusive) one third off an adult single fare on a public bus services within Scotland.

The uptake of the Aberdeen City Council Youth Travel Card scheme has continually been low at around 40 to 150 people. Publicity for the scheme is distributed widespread throughout all secondary schools in Aberdeen City, leisure centres, transport centres and a number of other community venues.

The budget for the scheme in the 2009/2010 financial year is £8,000. The average spend each year is in the region of £3,000.

The Scottish Government Scheme does arguably provide the same benefit of discounting travel for those aged 16 to 18 but with a lower discount.

A peak rate day ticket purchased with a Youth Travel Card on the First Aberdeen network Monday to Friday for a month equates to £54.00 and an Adult monthly ticket is £58.00 whilst there is a saving of £4 per month, it does not allow for travel at the weekends – where the applicant would be financially better off to purchase the full price adult season ticket.

Offering discounts for the season tickets (e.g. weekly, monthly and three monthly) would not be financially viable within existing budgets. It is estimated that the cost to the Council would be in excess of £200,000 for current eligible bus users.

The following tables demonstrate the fare structures which are in place for students; persons aged 16 to 18 with and without a Youth Travel Card and the comparative cost for two single journeys using a Scottish Government Travel Card.

Fig. 1 First Aberdeen

	Adult Day Ticket (16-18 year olds in education with no Travel Card))	Student Day Ticket (College/ University)	Youth Travel Card Day Ticket (Child Day Ticket)	Scottish Government Scheme – 2 single journeys (1-2 stages)	Scottish Government Scheme – 2 single journeys (3-5 stages)	Scottish Government Scheme – 2 single journeys (6+ stages)
Peak	£3.90	£2.60	£2.70	£0.94	£2.00	£2.68
Off Peak	£3.00	£2.60	£2.00	£0.94	£2.00	£2.68

Fig. 2 Stagecoach Bluebird

	Adult Dayrider (16-18 year olds in education with no Travel Card))	Youth Travel Card Dayrider (Child Day Ticket)	Scottish Government Scheme – 2 single journeys (stage 1)	Scottish Government Scheme – 2 single journeys (stage 2)	Scottish Government Scheme – 2 single journeys (stage 3)
All Day	£2.80	£1.40	£0.94	£1.68	£2.28

As the above tables demonstrate the Youth Travel Card Scheme does provide a discount on day travel for card holders.

The National Scheme for two peak time journeys is 2p cheaper than the Council's Youth Travel Card scheme, however the Council's ticket does allow for unlimited travel with the day ticket.

The National Scheme for two off peak journeys (which is not common for 16-18 year olds attending school other than at weekends or during holidays or study leave) is 68p more expensive than the current Council's scheme.

7. REPORT AUTHOR DETAILS

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01224 523920.

8. BACKGROUND PAPERS

Equality and Human Rights Impact Assessment - the Form

Eight steps to an equality and human rights impact
assessment



There are separate guidance notes to accompany this form – “Equality and Human Rights Impact Assessment – the Guide.” Please use these guidance notes as you complete this form.

STEP 1: Identify essential information (To complete this section please use the notes on page 8 of the guide to the Equality and Human Rights Impact Assessment.)

1. Name of function, policy or procedure

Youth Travel Card for public transport

2. Is this function, policy or procedure New Reviewed

3. Officers completing this form

Name	Designation	Service	Directorate
Chris Cormack	Technical Officer		EP&I

4. Date of Impact Assessment

5. Lead council service(s) involved in the delivery of this function, policy, procedure

EP&I

6. Who else is involved in the delivery of this function, policy or procedure? (for example other Council services or partner agencies)
(if none go to question 8)

None

7. How have they been involved in the equality and human rights impact assessment process?

STEP 2: Outline the aims of the function, policy or procedure (To complete this section please use the notes on pages 9 -10 of the guide to the Equality and Human Rights Impact Assessment.)

8. What are the main aims of the function, policy or procedure? Please list

To provide discounted travel for public transport for 16-18 year olds in full time education.

9. Who are the main beneficiaries of the function, policy or procedure? Please list

16-18 year olds in full time education.

10. Is the function, policy or procedure intended to increase equality of opportunity by permitting positive action or action to redress disadvantage?

Yes

No

Give details

It balances 16-18 year olds transport costs who are in school to those who are in college or university.

11. What impact will the function, policy or procedure have on promoting good relations and wider community cohesion?

Very minor negative impact as our local scheme will be replaced by the national scheme.

STEP 3: Gather and consider evidence (To complete this section please use the notes on pages 11 - 12 of the guide to the equality and human rights impact assessment)

12. What evidence is there to identify any potential positive or negative impacts?

Evidence	Details
Consultation	N/A
Research	N/A
Officer knowledge and experience (including feedback from frontline staff)	There is a clear relationship between cost and public transport utilisation and any increase in cost may affect access to services.
Equality monitoring data	None
User feedback (including complaints)	Many of the current cardholders feel that the ACC scheme should include Season Tickets. The National Scheme only works on single tickets.
Other	N/A

STEP 4: Assess likely impacts on equality strands (To complete this section please use the notes on pages 13 –14 of the guide to the Equality and Human Rights Impact Assessment)

13. Which, if any, equality target groups and others could be affected by this function policy or procedure? Place the symbol in the relevant box.

Equality Target Group	Positive Impact(+)	Neutral Impact (0)	Negative Impact(-)
Race*		0	
Disability		0	
Gender **		0	
LGB***		0	
Belief		0	
Younger			-
Older		0	
Others		0	

* Race include Gypsies/Travellers

** Gender includes Transgender

*** LGB: Lesbian, Gay and Bisexual

14. From the groups you have highlighted above, what positive and negative impacts do you think the function, policy or procedure might have? Detail the impacts and describe the groups affected.

<p>Positive impacts (describe groups affected)</p>	<p>Negative Impacts (describe groups affected)</p> <p>Eligible persons will find an increase in travel from 2p to 68p depending upon the frequency of bus use per day for a return journey.</p>
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STEP 5: Apply the three key assessment tests for compliance assurance (To complete this section please use the notes on pages 15 – 17 of the guide to the Equality and Human Rights Impact Assessment.)

15. Does this policy/procedure have the potential to interfere with an individual's rights as set out in the Human Rights Act 1998? State which rights might be affected by ticking the appropriate box(es) and how. **If you answer "no", go to question 19.**

- Article 3 – Right not to be subjected to torture, inhumane or degrading treatment or punishment
- Article 6 – Right to a fair and public hearing
- Article 8 – Right to respect for private and family life, home and correspondence
- Article 10 – freedom of expression
- Other article not listed above

No
How?

Legality

16. Where there is a potential negative impact is there a legal basis in the relevant domestic law?

Legitimate aim

17. Is the aim of the policy a legitimate aim being served in terms of the relevant equality legislation or the Human Rights Act?

Proportionality

18. Is the impact of the policy proportionate to the legitimate aim being pursued? Is it the minimum necessary interference to achieve the legitimate aim?

STEP 6: Monitor and review (To complete this section please use the notes on page 18 of the guide to the Equality and Human Rights Impact Assessment).

19. How will you monitor the implementation of the function, policy or procedure? (For example, customer satisfaction questionnaires)

Customer feedback, City Voice questionnaire on transport, feedback from bus operators and ongoing liaison with schools.

20. How will the results be used to develop the function policy or procedure?

Depending upon the level of feedback and any negative impact that has not yet been considered, further reports may be prepared.

21. When is the function, policy or procedure due for review?

See 20.

STEP 7: Report results and summary of EHRIA to the public (To complete this section please use the notes on page 19 of the guide to the Equality and Human Rights Impact Assessment).

22. Where will you publish the results of the Equality and Human Rights Impact Assessment?

Please indicate as follows by ticking the appropriate box(es).

X Summary of EHRIA will be published in committee report under section “Equality Impact Assessment”

Full EHRIA will be attached to the committee report as an appendix

Summary of EHRIA to be published on council website within relevant service pages

Other, please state where:

23. Please summarise the results of the Equality and Human Rights Impact Assessment and give an overview of whether the policy, procedure or function will meet the Council’s responsibilities in relation to equality and human rights. This summary needs to include any practical actions you intend to take / have taken to reduce, justify or remove any adverse negative impacts.

The Equalities and Human Rights Impact Assessment has identified that 16-18 year olds in full time education (but not attending college or university) may be negatively affected.

STEP 8 SIGN OFF (To complete this section please use the notes on page 20 of the guide to the Equality and Human Rights Impact Assessment)

The final stage of the EHRIA is to formally sign off the document as being a complete, rigorous and robust assessment.

Person completing the impact assessment

Name	Date	Signature
Chris Cormack	12/10/09	

Quality check: document has been checked by

Name	Date	Signature
Andrew Stokes	15/10/9	

Head of Service (Sign-off)

Name	Date	Signature

Now –

Please send a copy of your completed EHRIA form together with the Policy/Strategy/Procedure to:

Head of Service
Community Planning and Regeneration,
Strategic Leadership
Aberdeen City Council
St. Nicholas House
Broad Street
Aberdeen
AB10 1GZ

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Exempt information as described in paragraph(s) 1 of Schedule 7A of the Local Government (Scotland) Act 1973.

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