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<u>To</u>: Councillor Allan, <u>Convener</u>; Councillors Bell and John, <u>Vice Conveners</u>; and Councillors Copland, Cormie, Councillor Donnelly, the Depute Provost, Delaney, Jackie Dunbar, Flynn, Graham, Grant, Hutchison, Macdonald, Avril MacKenzie, McRae, Nicoll and Jennifer Stewart.

Town House, ABERDEEN, 8 January 2018

COMMUNITIES, HOUSING AND INFRASTRUCTURE COMMITTEE

The Members of the COMMUNITIES, HOUSING AND INFRASTRUCTURE COMMITTEE are requested to meet in Committee Room 2 - Town House on TUESDAY, 16 JANUARY 2018 at 2.00 pm.

FRASER BELL HEAD OF LEGAL AND DEMOCRATIC SERVICES

BUSINESS

DETERMINATION OF URGENT BUSINESS

1.1 <u>Members are requested to determine whether any urgent business be</u> considered

DETERMINATION OF EXEMPT BUSINESS

2.1 <u>Members are requested to determine that any exempt business be considered with the press and public excluded</u>

DECLARATIONS OF INTEREST

3.1 Declarations of Interest

REQUESTS FOR DEPUTATION

4.1 <u>Deputation Requests</u>

MINUTES OF PREVIOUS MEETINGS

5.1 <u>Minute of Previous Meeting of 8 November 2017 - for approval</u> (Pages 7 - 26)

<u>COMMITTEE BUSINESS STATEMENT, MOTIONS LIST AND COMMITTEE</u> TRACKER

- 6.1 Committee Business Statement (Pages 27 44)
- 6.2 <u>Motions List</u> (Pages 45 58)
- 6.3 <u>Committee Tracker</u> (Pages 59 68)

NOTICES OF MOTION

7.1 <u>Motion by Councillor McLellan</u>

That Committee:-

- Notes that the island garden and trees at the corner of Don Street and Cheyne Road, within the Old Aberdeen conservation area were removed in late July 2017; and
- 2. Instructs the Interim Director of Communities, Housing and Infrastructure to carry out an options appraisal for this site in consultation with Old Aberdeen Community Council, included in the options appraisal should be the costs and detail of restoring the island garden and trees to its original state and whether the options provided will have an impact on the Great Aberdeen Run, and thereafter report back their findings to the most appropriate committee.

7.2 Motion by Councillor Delaney

That Committee:-

- Notes the decision of Council of 29 June 2016 to permit buses, cyclists and pedestrians to use the "shared surface" proposed for Broad Street;
- 2. Notes the concerns raised by people with visual, hearing and mobility loss regarding the safe use of the planned "shared surface" on Broad Street:
- 3. Agrees that in the interests of public safety Broad Street should be fully pedestrianised between its junctions with Upperkirkgate and Queen Street and to instruct the Head of Public Infrastructure and Environment to commence the traffic regulation order for this measure with costs for this legal process to be met from contingencies and to report to the appropriate committee in this regard; and
- 4. Instructs the Interim Head of Planning and Sustainable Development to explore with Sustrans any funding implications which may arise from this change and to report this to the appropriate committee.

REFERRALS FROM COUNCIL, COMMITTEES AND SUB COMMITTEES

8.1 None received at this stage

FINANCE, PERFORMANCE, RISK AND SERVICE WIDE ISSUES

9.1 CHI Financial Performance - Q2 2017-18 - CHI/17/289 (Pages 69 - 86)

GENERAL BUSINESS

COMMUNITIES

- 10.1 <u>Police Scotland Performance Report April September 2017</u> (Pages 87 114)
- 10.2 Scottish Fire and Rescue Service Local Plan (Pages 115 136)
- 10.3 <u>Facilitating Mixed and Balanced Communities CHI/17/292</u> (Pages 137 142)
- 10.4 Shaping Middlefield Triangle CHI/17/293 (Pages 143 154)

- 10.5 <u>Aberdeen City Local Housing Strategy 2018 2023 Progress Update and Homelessness Strategy CHI/17/290</u> (Pages 155 192)
- 10.6 Participation Requests CHI/17/270 (Pages 193 208)

ECONOMIC DEVELOPMENT

- 11.1 Regional Skills Strategy CHI/17/306 (Pages 209 236)
- 11.2 <u>Aberdeen City Region Hydrogen Strategy 2015-25 Update CHI/17/303</u> (Pages 237 254)

PLANNING AND SUSTAINABLE DEVELOPMENT

- 12.1 <u>Developing an Energy Plan for Aberdeen CHI/17/299</u> (Pages 255 260)
- 12.2 European Funding Bids CHI/17/304 (Pages 261 266)
- 12.3 <u>Aberdeen Local Development Plan CHI/17/283</u> (Pages 267 284)
- 12.4 <u>External Transportation Links to Bay of Nigg STAG Pre-Appraisal and STAG Part 1 Appraisal CHI/17/316</u> (Pages 285 290)

TRANSPORT

- 13.1 <u>Bridge of Dee Additional River Crossing Capacity CHI/17/297</u> (Pages 291 298)
- 13.2 Strategic Transport Study Update CHI/17/298 (Pages 299 312)
- 13.3 <u>AWPR Non-Motorised Users Off-Set Mitigation CHI/17/305</u> (Pages 313 320)
- 13.4 <u>Craigshaw Drive Cycle Lanes CHI/17/284</u> (Pages 321 334)
- 13.5 <u>Various Small Scale Traffic Management Proposals Stage 1 CHI/17/300</u> (Pages 335 370)

ENVIRONMENT

14.1 Balnagask Motte Regeneration - CHI/17/307 (Pages 371 - 376)

EXEMPT/CONFIDENTIAL BUSINESS

15.1 <u>Exempt Appendix - External Transportation Links to Bay of Nigg - STAG Pre-Appraisal and STAG Part 1 Appraisal - CHI/17/316</u> (Pages 377 - 378)

EHRIA's related to reports on this agenda can be viewed at Equality and Human Rights Impact Assessments

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ABERDEEN, 8 November 2017. Minute of Meeting of the COMMUNITIES, HOUSING AND INFRASTRUCTURE COMMITTEE. <u>Present</u>:- Councillor Allan, <u>Convener</u>; Councillors Bell and John, <u>Vice-Conveners</u>; and Councillors Copland, Cormie, Delaney (for items 1-25) Donnelly, Jackie Dunbar, Flynn, Graham, Grant, Hutchison, Laing (as substitute for Councillor Jennifer Stewart, for items 26-34), Lumsden (as substitute for Councillor MacKenzie, for items 26-34), MacKenzie (for items 1-25), McRae, Nicoll, Jennifer Stewart (for items 1-25) and Yuill (as substitute for Councillor Delaney, for items 26-34).

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

https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?Cld=503&Mld=4320&Ver=4

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

OPENING REMARKS

1. The Convener opened the meeting and asked John Quinn (Head of Land and Property Assets), Steven Shaw (Environment Manager) and Neil Carnegie (Communities and Housing Area Manager) to advise the Committee on awards that had recently been presented to Council services, tenants and staff. Mr Quinn informed the Committee that Graeme Baird had won the Association of Public Service Excellence (APSE) UK Mechanical and Electrical Apprentice of the Year 2017 with Craig Paterson Runner Up in the same category. Thereafter the Convener presented Mr Baird and Mr Paterson with their awards.

Steven Shaw advised that Aberdeen City had been awarded a Gold Medal at the Britain in Bloom Champion of Champions 2017 and introduced Graham McKay and Alan Gray who accepted the award from the Convener. Mr Shaw explained that Seaton Park had won the Parks and Green Spaces Award and he thanked staff, the Friends Group and volunteers who contributed to this achievement. Thereafter Mr Shaw introduced Neil Carsey and Andrew Kinghorn who accepted the award from the Convener. Mr Shaw also highlighted that the Seaton Park Wetland Project had won the Environmental Initiative of the Year at the Herald Society Awards 2017 and introduced Ian Talboys and Anne-Marie Gauld who accepted the award from the Convener.

Neil Carnegie advised that the Communities and Housing Service had won the Tenant Participation Advisory Service (TPAS) National Award for Developing Communities for Participatory Budgeting. He added that the Tenants Housing Service Review Group also received the Runners Up award for Scrutiny at the TPAS awards.

The Committee resolved:-

- (i) to congratulate all those who had recently won awards; and
- (ii) otherwise note the information required.

DETERMINATION OF URGENT BUSINESS

- 2. The Committee was requested to determine that the following items of business be considered as matters of urgency in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973:-
- 14.8 Various Small Scale Traffic Management and Development Associated Proposals Stage 1: and
- 14.9 Various Small Scale Traffic Management and Development Associated Proposals Stage 3.

The Committee resolved:-

to accept items 14.8 and 14.9 as matters of urgency.

DETERMINATION OF EXEMPT BUSINESS

3. The Convener proposed that the Committee consider item 16.1(Exempt Appendix – Procurement of New Direction Signs for AWPR Traffic) with the press and public excluded.

The Committee resolved:-

In terms of Section 50 (A) (4) of the Local Government (Scotland) Act 1973 to exclude the press and public from the meeting for consideration of the aforementioned items so as to avoid disclosure of exempt information of the classes described in paragraph 8 of schedule 7(A) of the Act.

DECLARATIONS OF INTEREST

4. Members were requested to intimate any declarations of interest for items on today's agenda.

Councillor Bell declared an interest in items 14.6 and 14.9 by virtue of residency and intimated that he would withdraw from the meeting during consideration of these items.

Councillors Flynn and Macdonald declared an interest in item 10.3 by virtue of their position as Council appointed representatives on the Board of the Places for People Housing LLP and intimated that they would withdraw from the meeting during consideration of this item.

Councillor Delaney also declared an interest in item 10.3 by virtue of his position as a Director on the Scottish Federation of Housing Associations Board and intimated that he would withdraw from the meeting during consideration of this item.

The Committee resolved:-

To note the declarations of interest by Councillor Bell for items 14.6 and 14.9 and Councillors Delaney, Flynn and Macdonald for item 10.3.

REQUESTS FOR DEPUTATION

5. The Convener advised that deputation requests had been received from Scott Leitch, Halliday Fraser Munro to make representation on item 14.10 (Proposed Extension of the Zone X Controlled Parking Zone – Stage 3).

The Committee resolved:-

- (i) to agree to hear the deputation; and
- (ii) to reorder today's agenda to consider item 14.10 immediately following the deputation.

DEPUTATION FROM MR SCOTT LEITCH ON ITEM 14.10 (PROPOSED EXTENSION OF THE ZONE X CONTROLLED PARKING ZONE – STAGE 3).

6. Mr Leitch advised that he was making representation on behalf of Mr John Halliday who was a long term resident of Morningfield Road. Mr Leitch asked the Committee to consider amending the proposed layout of the controlled parking zone in order for parking permits to be restricted to residents only for numbers 11-51 Morningfield Road.

The Committee resolved:-

To thank Mr Leitch for the deputation.

PROPOSED EXTENSION OF THE ZONE X CONTROLLED PARKING ZONE - STAGE 3 - CHI/17/191

7. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which dealt with the proposed extension of the Rubislaw Area (Zone X) Controlled Parking Zone Traffic Regulation Order at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect to this order and this report presents the objections received. The public notice and the letters of objection are provided in the appendices of this report.

The report recommended:-

That the Committee over-rule the objections received and instruct the Head of Public Infrastructure and Environment to make 'The Aberdeen City Council (Rubislaw Area, Aberdeen) (Zone X) (Controlled Parking) (Amendment) Order 201(X)' as originally envisaged.

The Convener moved, seconded by Councillor Jennifer Stewart:-

That the Committee approve the recommendation within the report.

Councillor Hutchison moved as an amendment, seconded by Councillor Jackie Dunbar:-

That the Committee instruct the Head of Public Infrastructure and Environment to conduct an informal consultation on the extension of the Zone X Controlled Parking Zone and report back to the earliest possible meeting of the Committee.

On a division, there voted:-

<u>For the motion (10)</u> – The Convener, Vice Conveners Bell and John and Councillors Delaney, Donnelly, Graham, Grant, Macdonald, MacKenzie and Jennifer Stewart.

For the amendment (7) – Councillors Copland, Cormie, Jackie Dunbar, Flynn, Hutchison, McRae and Nicol.

The Committee resolved:-

To approve the motion.

MINUTE OF PREVIOUS MEETING OF 29 AUGUST 2017

8. The Committee had before it the minute of its previous meeting of 29 August 2017 for approval.

The Committee resolved:-

To approve the minute as a correct record.

COMMITTEE BUSINESS STATEMENT AND ANNUAL REPORTS

9. The Committee had before it a statement of committee business and a list of annual reports prepared by the Senior Democratic Services Manager.

The Committee resolved:-

(i) in reference to item 4 (Heat Network Torry), to request that a reason for project delay and an update on progress be circulated to members;

- (ii) in reference to item 11 (Blue Badge Enforcement), to request a further service update;
- (iii) in reference to Annual Reports item 11 (Local Transport Strategy Annual Monitoring and Progress Report), to request an update on delivery of the annual report;
- (iv) to agree to remove item 9 (City Centre Masterplan Project EN10 Union Terrace Gardens) from the Statement as this order was now in effect; and
- (v) otherwise note the updates provided.

MOTIONS LIST

10. The Committee had before it a list of motions prepared by the Senior Democratic Services Manager.

With reference to item 3 (Motion by Councillor Boulton – AWPR/B-T Junctions), the Clerk advised that the report would be delayed as the NESTRANS baseline model had not yet been produced and the model was required in order to allow traffic modelling tests for the junctions to be carried out.

The Committee resolved:-

- (i) to note the motions list; and
- (ii) otherwise note the information provided.

COMMITTEE TRACKER

11. The Committee had before it a tracker for forthcoming Committee meetings, which detailed upcoming reports.

The Committee resolved:-

To note the Tracker

NOTICE OF MOTION BY COUNCILLOR JACKIE DUNBAR – UPDATE ON THE ROLL OUT OF THE NEW KERBSIDE MIXED RECYCLING SERVICE – CHI/17/250

12. With reference to article 10 of the minute of 29 August 2017, the Committee had before it a report by the interim Director of Communities, Housing and Infrastructure which provided an update on the extensive changes made to recycling, refuse and food and garden waste services provided to approx. 70,000 households across the city. The report was in response to a motion by Councillor Jackie Dunbar at the meeting of the Committee on 29 August 2017. The motion was:

To instruct the Interim Director of Communities Housing and Infrastructure to report back, in the next cycle, providing the progress to date of the roll-out of the new recycling

and waste system. The report should also include the details of any problems which have been encountered together with the solutions that have been put in place to mitigate them occurring in the future. Officers are requested to provide clarity on the protocol when informing elected members and members of the public when changes are being made to those services.

The report recommended:-

That the Committee note the report.

The Committee resolved:-

To note the report.

REFERRALS FROM COUNCIL, COMMITTEES AND SUB COMMITTEES

13. The Committee had before it items that had been referred from Council or other committees or sub committees.

The Committee resolved:-

To note there were no referrals.

CH&I PERFORMANCE REPORT- CHI/17/238

14. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which presented the key performance measures and progress of key improvement work within the Communities, Housing and Infrastructure Directorate in relation to Community Planning Aberdeen's Local Outcome Improvement Plan and Aberdeen City Council's Strategic Business Plan.

The report recommended:-

That the Committee provide comments and observations on both the performance information contained in the report and on indicators or areas of service they would like to see featured in future drill-down analysis sheets.

The Committee resolved:-

- to request Committee members to identify performance indicators they would like to see within committee reports and service updates and feed this back to the CHI Business Support Development Officer for review;
- (ii) to request further detail on the rise in the number of environmental vehicle, plants and equipment accidents on page 112;
- (iii) to request an update on the site layout of the Union Terrace Gardens project on page 100; and
- (iv) otherwise note the performance report.

SCOTTISH FIRE AND RESCUE SERVICE SIX MONTH PERFORMANCE REPORT

15. The Committee had before it a report by Bruce Farquharson (Area Manager, SFRS) which presented the Local Fire and Rescue Plan Performance Report for the period 1 April to 30 September 2017.

The report recommended:-

That the Committee -

- (a) Provide feedback to the Local Senior Officer on the performance report; and
- (b) Are invited to make recommendations to support continuous improvement.

The Committee resolved:-

- (i) to note the report; and
- (ii) to thank SFRS officers for their continued good work and professionalism.

POLICE SCOTLAND THEMATIC REPORT - CONTROLLED DRUGS

16. The Committee had before it a report by Detective Superintendent Alex Dowall that informed the Committee about serious organised crime – controlled drugs in Aberdeen City.

The report recommended:-

That the Committee note the report.

The Committee resolved:-

- (i) to note the report; and
- (ii) to thank Police Scotland officers for their continued good work and professionalism.

DECLARATION OF INTEREST

AS PER ITEM 4, COUNCILLORS DELANEY, FLYNN AND MACDONALD DECLARED AN INTEREST IN THE FOLLOWING ITEM OF BUSINESS AND WITHDREW FROM THE MEETING

STRATEGIC HOUSING INFRASTRUCTURE PLAN- CHI/17/205

17. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which sought agreement to submit the Strategic Housing Infrastructure Plan for the period 2018-19 – 2022-23.

The report recommended:-

That the Committee approve submission of the Strategic Housing Infrastructure Plan to the Scottish Government.

The Committee resolved:-

To approve the recommendation.

SMITHFIELD COURT- CHI/17/258

18. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which sought approval to expand the letting policy for Smithfield Court to permit allocations from the housing lists in addition to key worker allocations.

The report recommended:-

That the Committee approve allocation of vacant flats at Smithfield Court to the Council's existing transfer and waiting list applicants in addition to key workers.

The Committee resolved:-

To approve the recommendation.

WORLD ENERGY CITIES PARTNERSHIP- CHI/17/256

19. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which sought approval for the Lord Provost to take on the role of Vice President of the World Energy Cities Partnership for two years from January 2018.

The report recommended:-

That the Committee approve the Lord Provost's acceptance of the Vice Presidency of the World Energy Cities Partnership for a two year period starting January 2018.

The Committee resolved:-

To approve the recommendation.

DRIVEWAY APPEAL - 14 PRIMROSEHILL AVENUE CULTS - CHI/17/244

20. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which asked the Committee to consider an appeal by an owner to provide Roads Authority permission for the creation of a footway crossing to serve a new driveway.

The report recommended:-

That the Committee approve the installation of footway crossing to serve a new driveway at 14 Primrosehill Avenue, Cults.

The Committee resolved:-

To approve the recommendation.

DEVELOPER OBLIGATIONS REVIEW - CHI/17/248

21. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which sought approval for new working arrangements for developer obligations that will provide further enhancements to performance and transparency.

The report recommended:-

That the Committee -

- (a) Instruct the Interim Head of Planning and Sustainable Development in consultation with the Head of Commercial and Procurement to terminate the current agreement with Aberdeenshire Council to provide Developer Obligation services:
- (b) Instruct the Interim Head of Planning and Sustainable Development in consultation with the Head of HR and Organisational Development to arrange the delivery of a full Developer Obligation service within Aberdeen City Council;
- (c) Note the key findings of the Developer Obligation Review and the work currently underway in order to manage the delivery of planning obligations within Aberdeen City Council in the short-term; and
- (d) Instruct the Interim Head of Planning and Sustainable Development to prepare Community Asset Plans on a secondary school catchment basis and to return to committee at the next available opportunity to seek approval(s) of these plans.

The Committee resolved:-

To approve the recommendations.

REVISION TO PROPERTY LEVEL FLOOD PROTECTION GRANT SCHEME - CHI/17/251

22. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which sought approval to amend the current grant support for a Property Level Flood Protection Scheme in relation to domestic properties.

The report recommended:-

That the Committee -

(a) Agrees to the revision of grant support for the provision of Property Level Flood Protection for domestic dwellings;

- (b) Notes that the current budget of £500,000 allocated for this project will remain the same value, i.e. £100,000 a year from 2016/17 to 2020/21;
- (c) Agrees that, an increase in grant up to a maximum of £150 per property be made to affected property owners, on receipt of proof of expenditure for a Flood Survey for the property carried out by an accredited organisation;
- (d) Agrees that, a grant of 50% of the cost of installing Property Level Protection to be increase from £1575 up to a maximum of £2500 per property be made to affected property owners, on receipt of proof of expenditure;
- (e) Instructs officers to monitor take up of the grant and to report back to the Committee via the 6 monthly Flood Bulletin; and
- (f) Agrees the grant can be back dated to previous applications on application

The Committee resolved:-

- (i) to approve the recommendations; and
- (ii) to request that data be sourced on the number of possible retrospective claims and circulate this information to members.

NORTH EAST OF SCOTLAND ROAD CASUALTY REDUCTION- CHI/17/239

23. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which advised of the multi-agency approach to revisiting the North East of Scotland Road Casualty Reduction strategy as approved in 2009 and the changes in how safety issues had been tackled since that time.

The report recommended:-

That the Committee -

- (a) Note the current position with regard to Road Casualty figures as set out in Appendix 1 to 3. (Summary statistics for each of the Local Authority areas.);
- (b) Note the core outcome underpinning a strategic approach to Road Casualty Reduction "Our communities will be safer places in which to live, work and travel" and how it fits within current and emerging approaches to Community Planning;
- (c) Approve the formal strategy and associated action plan on a collaborative basis within the refreshed North East Scotland Road Casualty Reduction Strategy (Appendix 4.); and
- d) Instruct the Head of Service for Public Infrastructure & Environment to report back annually to the CHI Committee on the activities set out in the Strategy.

The Committee resolved:-

To approve the recommendations.

ROADS WINTER SERVICE PLAN 2017-18- CHI/17/253

24. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which presented the proposed Winter Service Plan and to explain significant changes from previous years.

The report recommended:-

That the Committee -

- (a) Note the contents of this report;
- (b) Approve the "Appendix A Roads Winter Service Plan" for 2017 2018;
- (c) Instruct the Head of Public Infrastructure and Environment in consultation with the Head of Finance to determine the cost and resource implications of the anticipated additional maintenance burden for the Roads winter maintenance provision from the de-trunking of sections of the A90/A96 upon completion of the Aberdeen Western Peripheral Road in order that this can be accounted for in future budgets; and
- (d) Authorise officers to incur expenditure for the purchase of de-icing salt, through an approved framework up to an estimated expenditure of £500,000 in terms of Aberdeen City Council Procurement Regulation 4.1.1.4.

The Committee resolved:-

To approve the recommendations.

THIRD DON CROSSING - CHI/17/247

25. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which presented the outcomes of the operational review of the completed Third Don Crossing project, including aspects which had been highlighted by the local community.

The report recommended:-

That the Committee -

- (a) Note the contents of the report on the outcome of the review;
- (b) Note the technical recommendations on further actions which include:
 - i) to undertake works to re-designate the nearside eastbound lane of St Machar Drive to left only on a temporary basis;
 - ii) to design and replace the existing bollards and dilapidated gate at Old Tillydrone Road, by Benholm's Lodge (known as Wallace Tower), with a new design to guide cyclists towards the nearby toucan crossing;
 - iii) to remove the redundant deterrent paving adjoining the Pennan Road flats and replace with topsoil and reseed;

- iv) to design and install a bus shelter at the Gordon Brae bus stop near to the exit of the Balgownie Drive Ramp;
- v) to implement a dropped kerb crossing on Tillydrone Terrace at its junction with Coningham Terrace and link it to Tillydrone Road;
- vi) to involve the local community in a review of the current Zebra crossings to improve access across Hayton Road taking into consideration forthcoming developments;
- vii) to design in conjunction with the local community, a gateway feature on the approach to Tillydrone from the north;
- viii) to deploy a movable vehicle actuated variable sign;
- ix) to install steel litter bins alongside the 4 bus shelters along the scheme;
- (c) Instruct the Head of Planning and Sustainable Development and Head of Public Infrastructure and Environment to reassess the 2017/18 capital and revenue works programmes for Roads, Transportation and Environmental services to identify where the above technical recommendations for the Third Don Crossing scheme can be addressed by prioritising any slippage in existing programmes, and report the outcomes to a future meeting of this committee; and
- (d) Instruct the Head of Planning and Sustainable Development to submit any remaining technical recommendations for the Third Don Crossing for consideration by the Council's budget process for 2018/19.

The Committee resolved:-

To approve the recommendations.

AT THIS JUNCTURE THE DURATION OF THE MEETING WAS APPROACHING FOUR HOURS AND THE COMMITTEE AGREED TO SUSPEND STANDING ORDER 37.2 IN ORDER TO CONTINUE THE MEETING.

The Committee resolved:-

To suspend standing order 37.2.

AS PER STANDING ORDER 14.1, COUNCILLORS MCLELLAN AND NOBLE REQUESTED TO MAKE REPRESENTATIONS ON THE FOLLOWING ITEM OF BUSINESS.

The Committee resolved:-

To allow Councillors McLellan and Noble to address the Committee on item 14.4 (Review of Bedford Bus Gate) as per standing order 14.1.

REVIEW OF BEDFORD BUS GATE - CHI/17/254

26. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which detailed options available for allowing taxis to have access through the bus gate on Bedford Road, including a review of potential alternatives to the bus gate.

The report recommended:-

That the Committee -

- (a) Instruct the Head of Public Infrastructure and Environment to commence the necessary statutory procedure required to permit taxis access through the Bedford Road bus gate. If no significant objections are received, then progress with the public advertisement and report any objections to a future meeting of this Committee;
- (b) Instruct the Head of Public Infrastructure and Environment to progress the design and consultation for a traffic calming scheme on Sunnyside Road and Bedford Place; and
- (c) Instruct the Head of Public Infrastructure and Environment to progress with the necessary procedures required to promote a 20mph speed limit on Bedford Road.

Councillor Grant moved, seconded by Councillor Bell:-

That the Committee –

- (a) Approve recommendations (a) (c);
- (b) Reaffirm the Council's existing commitment to the Berryden Corridor scheme and the need to deliver this scheme as soon as practicable;
- (c) Instruct the Head of Public Infrastructure and Environment to review the road safety provision outside Sunnybank Primary School and engage with the Head Teacher to offer access to additional Road Safety Education resources using the 2017-18 Cycling Walking Safer Streets budget;
- (d) Instruct the Head of Public Infrastructure and Environment to carry out necessary repairs and maintenance to the existing cycle lanes on Bedford Road using the 2017-18 Cycling Walking Safer Streets budget;
- (e) Note that the existing scheme of signage for the bus gate meets the legal requirements and instruct the Head of Public Infrastructure and Environment following consultation with road safety officers, to introduce advanced directional signage Northbound on Bedford Road, near Sunnyside Road using funds from the NHCP789 budget;
- (f) Instruct the Head of Public Infrastructure and Environment to investigate the feasibility of creating a left turn exit from Bedford Avenue onto St Machar Drive, with access permitted for cars registered at properties on Powis Crescent, Powis

- Circle and Bedford Avenue only, and report back to the CHI Committee in March 2018; and
- (g) Note the recommendations contained in section 4 of the Powis Community Living Streets Audit and instruct the Head of Public Infrastructure and Environment to write to owners of the Kittybrewster Retail Park requesting that they consider appraising options to improve the design and layout of vehicular access to and from the retail park.

Councillor Hutchison moved as an amendment, seconded by Councillor Jackie Dunbar:-

That the Committee -

- (a) Approve recommendations (a) (c);
- (b) Reaffirm the Council's existing commitment to the Berryden Corridor scheme and the need to deliver this scheme as soon as practicable;
- (c) Instruct the Head of Public Infrastructure and Environment to review the road safety provision outside Sunnybank Primary School and engage with the Head Teacher to offer access to additional Road Safety Education resources using the 2017-18 Cycling Walking Safer Streets budget;
- (d) Instruct the Head of Public Infrastructure and Environment to carry out necessary repairs and maintenance to the existing cycle lanes on Bedford Road using the 2017-18 Cycling Walking Safer Streets budget;
- (e) Note that the existing scheme of signage for the bus gate meets the legal requirements and instruct the Head of Public Infrastructure and Environment following consultation with road safety officers, to introduce advanced directional signage Northbound on Bedford Road, near Sunnyside Road using funds from the NHCP789 budget;
- (f) Instruct the Head of Public Infrastructure and Environment to investigate the feasibility of creating a left turn exit from Bedford Avenue onto St Machar Drive, with access permitted for cars registered at properties on Powis Crescent, Powis Circle and Bedford Avenue only, and report back to the CHI Committee in March 2018;
- (g) Note the recommendations contained in section 4 of the Powis Community Living Streets Audit and instruct the Head of Public Infrastructure and Environment to write to owners of the Kittybrewster Retail Park requesting that they consider appraising options to improve the design and layout of vehicular access to and from the retail park;
- (h) Instruct the Head of Public Infrastructure and Environment to bring forward a report to the earliest possible meeting of the Committee on a suitable window for implementing Option 3, Timed Restriction. That this report should be done in consultation with local residents, community councils, local businesses, Sunnybank Primary School, Sunnybank School PTA, the University of Aberdeen, local members and other relevant bodies; and
- (i) Instruct the Head of Public Infrastructure and Environment to bring forward a report to the earliest possible meeting of the Committee on how the Council could implement a local residents exemption scheme, looking at Hillsborough bus and tram gate as a model, and what streets would be eligible for a permit. That this

report should be done in consultation with local residents, community councils, local businesses, Sunnybank Primary School, Sunnybank School PTA, the University of Aberdeen, local members and other relevant bodies.

On a division, there voted:-

<u>For the motion (9)</u> – The Convener, Vice Conveners Bell and John and Councillors Donnelly, Graham, Grant, Laing, Lumsden and Macdonald.

For the amendment (8) – Councillors Copland, Cormie, Jackie Dunbar, Flynn, Hutchison, McRae, Nicol and Yuill.

The Committee resolved:-

To approve the motion.

SOUTH COLLEGE STREET - CORRIDOR IMPROVEMENT- CHI/17/020

27. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which sought approval from Members for a preferred road layout and junction arrangement for South College Street corridor. The appraisal methodology takes into account the approved sequence of major transport interventions to support the City Centre Masterplan and the ongoing work in establishing a revised road hierarchy for the city beyond the opening of the Aberdeen Western Peripheral Route.

The report recommended:-

That the Committee -

- (a) Note the contents of this report;
- (b) Confirm the approved scheme (Option 1) act as an interim solution for South College Street;
- (c) Approve the principle of a traffic signal junction at the Queen Elizabeth Bridge/North Esplanade West junction and instruct the Head of Planning and Sustainable Development to take forward a review of the junction arrangement on completion of the AWPR and subsequent to the development of a new roads hierarchy;
- (d) Subject to approval of c), and on completion of that review, instruct the Director of Communities, Housing and Infrastructure to report back to this Committee on a preferred option for South College Street/Queen Elizabeth Bridge junction; and
- (e) Instruct the Head of Planning and Sustainable Development to update the business case, detailed design and cost estimate of the currently approved scheme (Option 1) and report back these details within twelve months.

The Committee resolved:-

To approve the recommendations.

DECLARATION OF INTEREST

AS PER ITEM 4, COUNCILLOR BELL DECLARED AN INTEREST FOR THE FOLLOWING ITEM OF BUSINESS AND WITHDREW FROM THE MEETING.

REFUGE CROSSING AT NORTH DEESIDE ROAD- CHI/17/245

28. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which provided information relating to the petition for a crossing refuge on North Deeside Road, near its junctions with Abbotshall Road and Westerton Road, provide information on the feasibility and costs of installing a refuge crossing at this location, and provide members with the results of the pedestrian surveys previously carried out on North Deeside Road.

The report recommended:-

That the Committee request no further action at this location.

The Committee resolved:-

To approve the recommendation.

CYCLE PATH FOR FERRYHILL SCHOOL CHILDREN- CHI/17/252

29. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which outlined the proposed methodology to be followed and sought committee approval for it.

The report recommended:-

That the Committee -

- (a) Delegate authority to the Interim Head of Planning and Sustainable Development in conjunction with staff from Education and Children's Services to engage with pupils, parents and teachers from Ferryhill School on developing a school travel plan; and
- (b) When the travel plan is complete, instruct the Director of Communities, Housing and Infrastructure to report back to the appropriate committee with the anticipated levels of active travel associated with the school, how any future actions should be progressed, what resources will be needed and how these can be sourced.

The Committee resolved:-

To approve the recommendations.

VARIOUS SMALL SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS STAGE 1- CHI/17/242

30. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which advised of the need for various small scale traffic management measures identified as necessary on road safety and/or traffic management grounds, and asks permission to progress the statutory procedure to establish Traffic Regulation Orders to bring these proposals into effect.

The report recommended:-

That the Committee -

- (a) Approve the proposals in principle;
- (b) Instruct the Head of Public Infrastructure and Environment to commence the necessary legal procedure of initial consultation with Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service, Public Transport Operators, Freight Transport Association, Road Haulage Association and any other organisations representing persons likely to be affected by any provision in the order as the authority considers appropriate e.g. Community Councils, Aberdeen Cycle Forum, Disability Equity Partnership etc. If no objections are received, then progress to the public advertisement; and
- (c) Following the public advertisement, if there are no objections, the Traffic Regulations Orders may be made by way of delegated authority. In the event of objection(s) being lodged, instruct officers to report the results to a future meeting of this Committee.

The Committee resolved:-

To approve the recommendations.

DECLARATION OF INTEREST

AS PER ITEM 4, COUNCILLOR BELL DECLARED AN INTEREST FOR THE FOLLOWING ITEM OF BUSINESS AND WITHDREW FROM THE MEETING.

VARIOUS SMALL SCALE TRAFFIC MANAGEMENT AND DEVELOPMENT ASSOCIATED PROPOSALS STAGE 3- CHI/17/246

31. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which considered objections that had been lodged with respect to proposed Traffic Regulation Orders.

The report recommended:-

That the Committee –

(a) Acknowledge the three objections received as a result of the statutory consultation:

- (b) Approve the orders that did not attract objections, and that all the orders be made and implemented accordingly; and
- (c) In relation to "The Aberdeen City Council (Abbotshall Crescent and Friarsfield Road, Aberdeen) (20 mph Speed Limit) Order 201(X)" and "The Aberdeen City Council (Rosewell Gardens and Summerhill Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" overrule the objections received and approve this order be made and implemented as originally envisaged.

The Committee resolved:-.

To approve the recommendations.

PROCUREMENT OF NEW DIRECTION SIGNS FOR AWPR TRAFFIC - CHI/17/257

32. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which sought approval to procure the works necessary to make changes to the strategic directional signs within the city that will be affected by the opening of the AWPR, in line with the City Sign Alterations Framework previously reported to Council.

The report recommended:-

That the Committee -

- (a) Approve the procurement of the strategic directional signs and all works associated with their installation, in association with the ongoing Aberdeen Western Peripheral Route (AWPR) works;
- (b) Approve the estimated expenditure of the procurement detailed in Appendix A; and
- (c) Subject to approval of (a) and (b), instruct Head of Public Infrastructure and Environment to undertake the procurement of the works.

The Committee resolved:-

To approve the recommendations.

ABERDEEN IN BLOOM - CHI/17/240

33. The Committee had before it a report by the Interim Director of Communities, Housing and Infrastructure which advised of the success achieved by Aberdeen in this year's Beautiful Scotland and Britain in Bloom campaigns.

The report recommended:-

That the Committee -

(a) Acknowledges Aberdeen's awards in this year's campaigns and gives thanks and congratulations to all those that took part and helped make Aberdeen's campaign such a successful one;

- (b) Agrees that Aberdeen should take part in the 2018 Beautiful Scotland campaign; and
- (c) Agrees for Environmental Services to continue to support and develop community partnerships and projects.

The Committee resolved:-

To approve the recommendations.

IN ACCORDANCE WITH THE DECISION RECORDED UNDER ITEM 3 OF THIS MINUTE, THE FOLLOWING ITEM WAS CONSIDERED WITH THE PRESS AND PUBLIC EXCLUDED.

PROCUREMENT OF NEW DIRECTION SIGNS FOR AWPR TRAFFIC - EXEMPT APPENDIX - CHI/17/257

34. The Committee had before it the exempt appendix to item 14.11 on today's agenda.

The Committee resolved:-

To note the information contained within the exempt appendix.

- COUNCILLOR YVONNE ALLAN, Convener.

COMMUNITIES, HOUSING AND INFRASTRUCTURE COMMITTEE COMMITTEE BUSINESS AND ANNUAL REPORTS Updated 3 January 2018

Please note that this statement contains a note of every report which has been instructed for submission to this Committee. All other actions which have been instructed by the Committee are not included, as they are deemed to be operational matters after the point of committee decision. Reports which are overdue are shaded (in grey).

	Minute Reference	Committee Decision	<u>Update</u>	Lead Officer(s)	Report Due
1	Housing and Environment Committee 26/08/14 Article 13	Haudagain Improvement Scheme To request officers to provide regular updates to the Communities, Housing and Infrastructure Committee advising on how the relocation of tenants was progressing.	Service Update provided in November 2017.	Head of Communities and Housing	Ongoing
Page 27	Communities, Housing and Infrastructure Committee 27/08/15 Article 30	North East of Scotland Road Casualty Reduction At its meeting of 27 August 2015 the Committee resolved, amongst other things, to note the current position with regard to Road Casualty figures as detailed in the instruct officers to develop by October 2015 a formal strategy and associated action plan on a collaborative basis across the key agencies, including engagement and approval through the relevant Community Safety Partnership networks, and report back to a future committee.	A report was presented to Committee on 8 November 2017, thereafter the Head of Public Infrastructure and Environment was instructed to report back annually to the CHI Committee on the activities set out in the Strategy.	Head of Public Infrastructure and Environment	November 2018
3	Communities, Housing and Infrastructure 29/08/17	Roads Hierarchy At its meeting on 29 August 2017, the committee requested that officers report back with the next level of detail as described in para 3.6 the first half of 2018, and consider the responses to the recent Strategic Car Parking Review as		Head of Planning and Sustainable Development	April 2018

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
		well as the objectives of the new Quality Partnership.			
P ₂	Communities, Housing and Infrastructure 24/05/17	Heat Network Torry - Phase 1 At its meeting of 24 May 2017, the Committee resolved amongst other things to instruct the Head of Land and Property Assets to present a full business case to a future meeting of Communities, Housing and Infrastructure.	A Service Update was provided in November 2017 on steps taken, and steps which are planned so as to meet the KPIs of this project. An additional Service Update will be provided in January 2018	Head of Land and Property Assets	08/11/2017
Page /					
28 28	Communities, Housing and Infrastructure 29/08/17	Shaping Middlefield Triangle Site At its meeting on 29 August 2017, the committee instructed the Head of Communities and Housing to report back on the outcome of the market testing exercise and potential demand for land in the Middlefield area for Early Learning and Childcare provision and staff training facility.	Report expected January 2018	Head of Communities and Housing	16/01/2018
6	Communities, Housing and Infrastructure 01/11/16 Article 16	Bus Gate Bedford Road Committee resolved to instruct the Roads Infrastructure Manager to submit a report detailing the options for allowing taxis to have access to the bus gate on Bedford Road including details on the statutory	A report was presented to Committee on 8 November 2017, following which the Head of Public Infrastructure and Environment was instructed to investigate the feasibility of creating a left turn exit from Bedford Avenue onto St Machar Drive, with access permitted for cars registered at properties on Powis	Head of Public Infrastructure and Environment	April 2018

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
		process which would be required to a future meeting of the Committee.	Crescent, Powis Circle and Bedford Avenue only and report back to Communities, Housing and Infrastructure Committee in March 2018.		
7	Communities, Housing and Infrastructure 24/05/17	Bus Lane Enforcement At its meeting of 24 May 2017, the Committee resolved amongst other things to instruct the Interim Head of Planning and Sustainable Development to report back after the close of 2017/18 with a progress report against the 2017/18 programme including the actual expenditure.	Report expected April 2018	Head Planning and Sustainable Development	April 2018
Page 29	Council 22/02/17	Housing Revenue Account At its meeting of 22 February 2017, Council resolved amongst other things to instruct the Interim Director of Communities, Housing and Infrastructure to undertake a full strategic review of service delivery in relation to the Housing Revenue Account and report back to the Communities, Housing and Infrastructure Committee on 8 November 2017.	The final report will be produced following the budget process in February 2018 and the publication of the Asset Management Plan which is due in March 2018. Report expected April 2018	Director / Finance Officers	08/11/2017
9	Council 15 March 2017	City Centre Masterplan Project EN10: Union Terrace Gardens - Outline Design, Business Case, Development Costs and Procurement Strategy At its meeting of 15 March 2017, Council resolved amongst other things to note that the Head of Public Infrastructure and	Officers continue to work on the potential transport options for Union Terrace and will report back to the first available Communities, Housing and Infrastructure Committee. The vehicular access requirements for Union Terrace Gardens are complex and require fairly intricate and detailed designs for a number of the side roads and junctions, this is requiring	Head of Economic Development	August 2017

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
		Environment following consultation with the Head of City Planning would progress transport options for Union Terrace and report back to the first available Communities, Housing and Infrastructure Committee on a preferred option and associated Traffic Regulation Order recommendations.	some lengthy desktop testing to be carried out at these junctions to be certain that the options that are being proposed are achievable and provide the correct levels of access for different modes of transport and importantly that the options fit with the overarching objectives of the project Report expected April 2018		
10 Page 30	Communities, Housing and Infrastructure 24 May 2017	Blue Badge Enforcement Officer/Misuse of Residents and Business Parking Permits At its meeting of 24 May 2017, the Committee resolved amongst other things to instruct officers to report back to committee on 29 August 2017 for approval to tender according to service specification.	A service update was provided in August 2017 which outlined that officers had completed research into parking system and that the Blue Badge Enforcement Officer had been instructed to carry out investigation into permit fraud and misuse. Since the original report in May Blue Badge and Permit fraud has become the responsibility of the Corporate Fraud Team The project looking at Virtual Parking permits has now been rolled into a larger project which is looking at modernising the existing parking technology. This project is being taken through the new programme and delivery boards and permission to tender as set out in the original report is no longer required for a virtual permits system."	Head of Communities and Housing	April 2018
11	Communities, Housing and Infrastructure 24 May 2017	Community Learning and Development - Strategic Plan At its meeting of 24 May 2017, the Committee resolved amongst other things to instruct the Head of Communities and	Report expected September 2018	Head of Communities and Housing	September 2018

		Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
			Housing to submit a report to the Communities, Housing and Infrastructure Committee by September 2018 to ensure that the new Partnership Forums have delivered on the plan and to approve the priorities of CLD Plan 2018-2021.			
Page 3	12	Communities, Housing and Infrastructure 24 May 2017	Play Area Refurbishment 2017-18 At its meeting of 24 May 2017, the Committee resolved amongst other things to instruct officers to report back to Communities, Housing and Infrastructure Committee at or around year end to advise of expenditure made within 2017/18 and cumulative expenditure against initial estimate.	Report expected April 2018	Head of Public Infrastructure and Environment	April 2018
	13	Communities, Housing and Infrastructure 24 May 2017	Homeless/ Temporary Accommodation Strategy At its meeting of 24 May 2017, the Committee resolved amongst other things to instruct officers to report to Communities, Housing and Infrastructure Committee in January 2018 with a four year homelessness strategy.	A progress update on homelessness and temporary accommodation has been included within the Aberdeen City Local Housing Strategy which is on today's agenda.	Head of Communities and Housing	16/01/2018
	14	Petitions Committee 14 June 2017	Refuge Crossing at North Deeside Road At its meeting of 14 June 2017, the Committee agreed that a report be submitted to the Communities, Housing & Infrastructure Committee providing	At its meeting on 8 November 2017, the Committee agreed that no further action be requested at this location. Recommended for removal	Head of Public Infrastructure and Environment	08/11/2017

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
		information on the feasibility and costs of providing a refuge crossing on North Deeside Road.			
15 Page 32	Petitions Committee 14 June 2017	Introducing a 20 MPH speed limit on Lower Gray Street At its meeting of 14 June 2017, the Committee agreed that officers continue the ongoing review of Gray Street and the surrounding area, and report any proposed changes to the speed limit to a future Communities, Housing and Infrastructure Committee within the Small Scale Traffic Management report and to investigate whether it would be possible to extend the mandatory 20 MPH to all other neighbouring streets.	The contents of this report were integrated into the Stage 1 Traffic Management report presented to the Committee on 8 November 2017 and approved in principle. Recommended for removal	Head of Public Infrastructure and Environment	08/11/2017
16	Petitions Committee 14 June 2017	Cycle Path for Ferryhil Children At its meeting on 14 June 2017, the committee referred the matter to the CH&I Committee which at its meeting on 29 August 2017 instructed officers to undertake a feasibility study to look at options on improving cycling within the area.	At its meeting on 8 November 2017, the Committee instructed the Director of Communities, Housing and Infrastructure to report back to the appropriate committee with the anticipated levels of active travel associated with the school, how any future actions should be progressed, what resources will be needed and how these can be sourced following the production of the school's travel plan.	Head of Planning and Sustainable Development	Following the production of the Ferryhill School Travel Plan
17	Council 23 August 2017	HMO Overprovision Policy - Report on Public Consultation At its meeting on 23 August 2017, Council	Report on today's agenda under Facilitating	Head Planning and Sustainable	16/01/2018

		Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
			instructed the Interim Director of Communities, Housing and Infrastructure in consultation with the Head of Legal and Democratic Services to work with the Convener of the Planning Development Management Committee and the Convener of the Licensing Committee to review the options available to facilitate mixed/balanced communities and report back to the Communities, Housing and Infrastructure Committee in January 2018.	Mixed and Balanced Communities	Development	
rage 33	J ¹⁸	Communities, Housing and Infrastructure 29 August 2017	Regional Quality Partnership for Public Transport At its meeting on 29 August 2017, the committee instructed the interim Head of Planning and Sustainable Development to report back to confirm the terms of the Quality Partnership Board and region-wide Voluntary Quality Partnership Agreement and associated technical, procedural and/or financial matters arising.	Partners continue to shape the Bus Alliance Board membership and are in the process of identifying a preferred candidate for the independent Chairperson. Partners are also scoping the financial/legal implications of the overarching voluntary agreement for the Council, however this work will not be complete in time to report to the January 2018 Committee meeting due to the expedited consultation and reporting arrangements in place during this cycle to take account of the Christmas and New Year holiday period. Report expected April 2018	Head of Planning and Sustainable Development	16/01/2018
	19	Communities, Housing and Infrastructure 29 August 2017	Europe Green Capital Awards At its meeting on 29 August 2017, the committee agreed to receive a report back from officers on the outcome of the Europe Green Capital Awards bid.		Head of Economic Development	The Green Capital Award bid was submitted in September 2017 and the

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
					shortlisted Cities will be announced in April 2018. The winner of the 2020 title will be announced at the Award Ceremony in May/June 2018.
Page 34	Communities, Housing and Infrastructure 29 August 2017	Community Food Growing Spaces At its meeting on 29 August 2017, the committee instructed the interim Head of Planning and Sustainable Development to report back in one year's time with a review of the recommended programme.		Head of Planning and Sustainable Development	August 2018
21	Communities, Housing and Infrastructure 29 August 2017	Formal Joint Working Partnership of North Scotland Trading Standards Services At its meeting on 29 August 2017, the committee authorised officers to continue discussions on collaborative working and to request a report back when joint working arrangements had been drafted for committee approval.		Head of Communities and Housing	Following the conclusion of detailed discussions on collaborative working
22	Finance, Policy and Resources	Management of Gaps in the Public <u>Transport Network</u>	The UK Government has heard evidence at the Transport Select Committee. The Minister of Transport has stated that the consultation on	Head of Planning and Sustainable	August 2018

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
	20 September 2017	At its meeting on 20 September 2017, the FP&R Committee requested that the Interim Head of Planning and Sustainable Development report to the Communities Housing and Infrastructure Committee in May 2018 with regards to the position of operating services under s22 Community Bus Permit and to update on the performance of all supported bus services.	legislation will be out before Christmas and run for 12 weeks. At the moment with regards to section 22 permits, a decision is not expected until April 2018.	Development	
Page 35	Communities, Housing and Infrastructure 8 November 2017	Developer Obligation Review At its meeting on 8 November 2017, the Committee instructed the interim Head of Planning and Sustainable Development to prepare Community Asset Plans on a secondary school catchment basis and to return to committee at the next available opportunity to seek approval(s) of these plans.	Service updates will be provided on a bi-annual basis during the development of community asset plans.	Head of Planning and Sustainable Development	January 2019
2	Communities, Housing and Infrastructure 8 November 2017	Property Level Flood Protection Grant Scheme At its meeting on 8 November 2017, the Committee instructed the Head of Public Infrastructure and Environment to monitor take up of the grant and to report back to the committee via the six monthly flood bulletin;		Head of Public Infrastructure and Environment	April 2018
2	Communities, Housing and	Third Don Crossing At its meeting on 8 November 2017, the		Head of Public Infrastructure and	April 2018

	Minute Reference	Committee Decision	<u>Update</u>	Lead Officer(s)	Report Due
Page 36	Infrastructure 8 November 2017	Committee instructed the Head of Planning and Sustainable Development and Head of Public Infrastructure and Environment to reassess the 2017/18 capital and revenue works programmes for Roads, Transportation and Environmental services to identify where the above technical recommendations for the Third Don Crossing scheme can be addressed by prioritising any slippage in existing programmes, and report the outcomes to a future meeting of this committee; and Instructed the Head of Planning and Sustainable Development to submit any remaining technical recommendations for the Third Don Crossing for consideration by the Council's budget process for 2018/19.		Environment/ Head of Planning and Sustainable Development	
26	Communities, Housing and Infrastructure 8 November 2017	South College Street/Queen Elizabeth Bridge junction At its meeting on 8 November 2017, the Committee instructed the interim Director of Communities, Housing and Infrastructure to report back to this Committee on a preferred option for South College Street/Queen Elizabeth Bridge junction.	A report will be submitted to Committee following the production of the Roads Hierarchy report and once the impact of the AWPR has been assessed.	City Centre Director	August 2019
27	Communities, Housing and	South College Street - Corridor Improvement - Business Case		Head of Planning and	March 2019

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
	Infrastructure 8 November 2017	At its meeting on 8 November 2017, the Committee instructed the interim Head of Planning and Sustainable Development to update the business case, detailed design and cost estimate of the currently approved scheme (Option 1) and report back these details within twelve months.		Sustainable Development	
Page 37	Education and Children's Services 16 November 2017	Legal Process for Implementing a Loading Ban in Wellington Circle At its meeting on 16 November 2017, the E&CS Committee requested the Head of Public Infrastructure and Environment to report to the Communities, Housing and Infrastructure Committee for approval to undertake the necessary legal process to implement a loading ban in Wellington Circle to ensure traffic restrictions were in place between Lochside Academy and Wellington Road.	This item is included within the small scale traffic management proposals (stage 1) report going forward to the January 2018 Committee. This is to seek approval to commence the legal process for the required TRO.	Head of Public Infrastructure and Environment	16/01/2018
29	Education and Children's Services 16 November 2017	Review of Free Bus Travel and Safe Routes to Lochside Academy A its meeting on 16 November 2017, the E&CS Committee instructed the Interim Head of Planning and Sustainable Development and the Head of Public Infrastructure and Environment to undertake annual updates reviewing the success of the provision of the free bus travel and the safe routes to school, with		Head of Planning and Sustainable Development	August 2019

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
		the first review to be end undertaken in March 2019 and thereafter annually at the end of the third school term with the outcome of each review to be reported to the relevant Committee at the earliest possible opportunity prior to the end of the fourth school term each year.			
Page 38	Education and Children's Services 16 November 2017	Safe Walking Routes to Lochside Academy for Cove Pupils At its meeting on 16 November 2017, the E&CS Committee instructed the Head of Public Infrastructure and Environment to carry out a study and option appraisal and budget analysis for the following measures in respect of safe walking routes to school for pupils residing in Cove and to report the outcome to the appropriate Committee to ensure that these works, if approved, were implemented prior to the opening of Lochside Academy: (a) Puffin crossing at an estimated cost of £30-35k¹ on Cove Road to ensure the safety of pupils crossing this road with the location of the crossing determined in consultation with local Elected Members, Parent Councils and the Community Council;	All the schemes will be integrated into one report during the next committee cycle.	Head of Public Infrastructure and Environment	April 2018

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
Page 39	<u>KOIOIOIO</u>	 (b) Puffin crossing in the vicinity of Langdykes Road at an estimated cost of £30-35k¹to ensure the safety of pupils crossing this road with the location of the crossing determined in consultation with local Elected Members, Parent Councils and the Community Council; (c) Investigate the adoption of the land between Charleston Drive and Charleston Crescent and the subsequent upgrading and lighting of the footpath at an estimated cost of £30-35k (works only not inclusive of the purchase of any land) as a route away from vehicular traffic for pupils to use travelling to and from the new Lochside Academy; (d) Resolve drainage issues, and delivery of upgraded lighting, on South Loirston Road as an identified safe route to the New Lochside Academy at an estimated cost of £25k¹ (street lighting only); (e) Consider the installation of barriers 			
		between the pavement and road on Wellington Road, between Souter-Head Roundabout and the junctions of both Charleston Road North and Wellington Circle.			

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
31	Education and Children's Services 16 November 2017	Re-Routing Bus Services in Torry At its meeting on 16 November 2017, the E&CS Committee instructed the Interim Head of Planning and Sustainable Development to concurrently enter into discussions with bus providers with a view to re-routing services in Torry to ensure that pupils were picked up from safe locations and to report back on the outcome of the discussions to the appropriate Committee.		Head of Planning and Sustainable Development	April 2018
Page 40	Education and Children's Services 16 November 2017	Speeding on the Safe Routes to Lochside Academy At its meeting on 16 November 2017, the E&CS Committee instructed the Head of Education and Inclusion to facilitate a meeting between representatives of the parent councils in Kincorth, Torry and Cove with appropriate representatives from Police Scotland to provide a greater understanding of the community concerns about speeding on the safe routes to Lochside Academy and discuss the measures that could be taken to address those concerns and to report back to the appropriate Committee on the outcomes from that meeting.		Head of Education and Inclusion	June 2018
33	Petitions Committee 16 November	Motorcycles in Bus Lanes At its meeting on 21 November 2017, the Petitions Committee referred the following		Head of Planning and Sustainable	January 2019

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
Page	2017	petition to the Communities, Housing and Infrastructure Committee for consideration. "We the undersigned petition the council to allow motorcycles to use the city bus lanes at all times." The Committee requested that works would consist of an assessment of other cities schemes and the findings would be reported back to a relevant committee and requested that the report include appropriate consultation with other road user groups.		Development	
_		A	nnual Reports	_	
1	Housing and Environment 29/10/03 Article 10			Head of Communities and Housing	August 2018
2	Housing and Environment	Aberdeen in Bloom To report each year on the Aberdeen in Bloom campaign.		Head of Public Infrastructure and Environment	November 2018
3	Housing and Environment	Countryside Ranger Service Five Year Plan To receive an annual report on the Countryside Ranger Service Annual	Service Update expected January 2018.	Head of Public Infrastructure and Environment	16/01/2018

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
		Report.			
4	Housing and Environment 19/11/09 Article 27	Responsible Dog Ownership To instruct the Director of Communities, Housing and Infrastructure to provide an annual update report on responsible dog ownership to the Communities, Housing and Infrastructure Committee.	Service Update expected January 2018.	Head of Communities and Housing	16/01/2018
Page 42	Housing and Environment 01/03/11 Article 34	Air Quality Action Plan To instruct the Director of Housing and Environment to commence the implementation of the measures in the Air Quality Action Plan 2011, subject to the availability of funding and report annually on progress.	Service Update provided November 2017.	Head of Communities and Housing	November 2018
6	Communities, Housing and Infrastructure 13/01/15 Article 18	Sponsorship of Business Awards To request an annual report on the impact of the business award sponsorship activity.		Head of Economic Development	August 2018
7	Communities, Housing and Infrastructure 15/03/16 Article 19	Environmental Noise Action Plan Update To instruct relevant officers within the Communities, Housing and Infrastructure Service to continue with the implementation of the Noise Action Plan and report annually on progress.		Head of Communities and Housing	April 2018
8	Communities Housing and	<u>Emerging Markets – International</u> <u>Trade</u>		Head of Economic	August 2018

	Minute Reference	Committee Decision	<u>Update</u>	<u>Lead</u> <u>Officer(s)</u>	Report Due
	Infrastructure 20/01/16 Article 21	To receive service updates on international trade activities as they fall due with Council meetings.		Development	
9	Communities Housing and Infrastructure 24/05/17	Buildings Performance Policy At its meeting of 24 May 2017, the Committee resolved amongst other things to instruct officers to undertake scrutiny of policy compliance and report back with an annual review.		Head of Planning and Sustainable Development	April 2018
Page 43	Communities, Housing and Infrastructure 25/08/16 Article 34	World Energy Cities Partnership Annual Report At its meeting of 25 August 2016, the Committee resolved amongst other things to instruct officers to report annually on the activities of the WECP.	A report was presented to Committee on 8 November 2017.	Head of Economic Development	August 2018
11	Communities, Housing and Infrastructure 25/08/16 Article 39	Local Transport Strategy Annual Monitoring and Progress Report 2016- 17 At its meeting of 25 August 2016, the Committee resolved amongst other things to instruct officers to report back with an update of the delivery of the plan on an annual basis.	Expected April 2018.	Head of Planning and Sustainable Development	08/11/2017
12	Council 06/10/16 Article 6	Powering Aberdeen At its meeting of 6 October 2016, Council resolved to instruct the Director of Communities, Housing and Infrastructure to submit an annual report on progress in	Service Update provided November 2017.	Head of Planning and Sustainable Development	November 2018

	Minute Reference	Committee Decision	<u>Update</u>	Lead Officer(s)	Report Due
		implementing Powering Aberdeen to the Communities, Housing and Infrastructure Committee.			
13	Communities, Housing and Infrastructure 29/08/17 Article 19	One Stop Employability Shop At its meeting of 29 August 2017, the committee agreed to receive annual reports on the outcomes achieved within the One Stop Employability Shop.		Head of Economic Development	August 2018
Page 44	Communities, Housing and Infrastructure 29/08/17 Article 20	Community Benefit Management Process At its meeting of 29 August 2017, the committee requested annual Community Benefit outcome reports linking into the Benefits Realisation Programme.		Head of Economic Development	August 2018
15	Communities, Housing and Infrastructure 29/08/17 Article 29	CIVITAS PORTIS At its meeting of 29 August 2017, the committee instructed officers to provide an annual report with updated cumulative spend against estimated expenditure and updated programme (including proposed procurements).		Head of Planning and Sustainable Development	August 2018

COMMUNITIES, HOUSING AND INFRASTRUCTURE MOTIONS LIST – Updated 3 January 2018

No. Motion Motion Council/ Committe Motion Action taken / Proposed Head(s) of	<u>Due</u> <u>Date</u>	sought to remove motion from list?
At its meeting of 27 August Cotober 2014, the CH&I Committee resolved: that officers to provide a report to the next Enterprise, Strategic Planning and Infrastructure meeting including the financial implications on the most efficient way to progress pedestrian crossings and suitable bus laybys on the Hazlehead to Westhill Road, the A944 in the vicinity of the residential area by Kingswells Church and the Five Mile Garage". At its meeting on 28 Cotober 2014, the CH&I Committee resolved: that officers — (i) be instructed to carry out further investigations on implementing a layout for bus stops / laybys in both directions and a pedestrian crossing in the immediate vicinity of Kingswells Church and the Five Mile Garage". (ii) to agree that any future development within this area should be conditioned to incorporate public transport facilities where feasible; (ii) to agree that due to the ongoing works at the Five Mile Garage in connection with the AWPR, along with the Proposed expansion to the Prime Four development is agreed and after the AWPR becomes operational; (iii) be instructed to enter negotiations with the intention of securing developers in order to ensure that contributions are secured from future plants.	ic May 2018	Agenda Item 6.2

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<u>No.</u>	<u>Motion</u>	Date of Council/Committee	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed Future Action	Responsible Head(s) of Service	Due Date	Is authority sought to remove motion from list?
			contributions from future phases of Prime Four in order to deliver these necessary infrastructure improvements at no cost to Aberdeen City Council.	Aberdeen City Council; and			
Page 46				Due to continued lack of new development in the area of the Prime 4 site there have been no developer's contributions to take this proposal forward at this time.			
				A report is expected to come back in spring 2018 after the completion of the AWPR.			
2.	Motion by Former Councillor Ironside "That the Council instruct the Interim Director of Communities, Housing and Infrastructure, in consultation with the Chief Officer - Aberdeen City Health and Social Care Partnership, to	15.03.17	Council 15.03.17 At its meeting of 15 March 2017, Council resolved to accept the terms of the motion.	At its meeting on 29 August 2017, the committee resolved:- (i) to instruct officers to develop a strategy with local partners and businesses to increase awareness of accessible toilet provision in the City centre and potential for a Community Toilet Scheme focussed on	Head of Communities and Housing	May 2018	

No.	<u>Motion</u>	Date of Council/Committee	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed	Responsible Head(s) of Service	Due Date	Is authority sought to remove motion from list?
Page 47	investigate the possibility of co-ordinating a scheme where businesses in the city centre would make available their toilet facilities to disabled and older people with medical conditions, and to report to the Communities, Housing and Infrastructure Committee on 29 August 2017."			accessible facilities; (ii) to instruct officers to carry out a further in depth review of Radar key user facilities in the city and increase awareness of facilities available; (iii) to instruct officers to carry out an audit on the availability of Changing Places toilets as well as accessible toilets in the City centre; (iv) to instruct officers to work with current partners to develop a database of available accessible toilets within the City centre and their provisions; and (v) to instruct officers to explore the potential of holding a workshop in partnership with Aberdeen Inspire for local businesses, along with local support groups, access panels and the Disability Equity Partnership (DEP) to look at the positive impacts on business by improving accessible toilet provision for the public within			

No.	<u>Motion</u>	Date of Council/Committee	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed Future Action	Responsible Head(s) of Service	Due Date	Is authority sought to remove motion from list?
				the city and how to address any concerns.			
Page 48	Motion by Councillor Boulton "To instruct the Chief Executive to liaise formally with the AWPR/B-T funding partners to provide a report to the Communities, Housing and Infrastructure Committee before the end of 2017 in respect of the capacities of the junctions associated with the AWPR/B-T within the Aberdeen City boundary. This information is essential in determining if there are sufficient capacities for existing traffic and for future development within the Aberdeen City	15.03.17	Council 15.03.17 At its meeting of 15 March 2017, Council resolved to accept the terms of the motion.	The outcome of the scoping would suggest that the test results from the ASAM14 (Aberdeen Sub Area Traffic Model) test runs along with the subsequent testing in the Paramics traffic models for the AWPR/B-T Junctions. The results are expected in February 2018 and a report will be presented to Committee in April 2018.	Head of Planning and Sustainable Development	08.11.17	

No.	<u>Motion</u>	Date of Council/ Committ ee Meeting	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed	Responsible Head(s) of Service	<u>Due</u> <u>Date</u>	Is authority sought to remove motion from list?
	boundary".						
4. Page 49	Joint Motion by Councillors Yuill and Townson 1. Notes that the community of Garthdee has seen a very considerable amount of development and loss of open space in recent years;	15.03.17	Council 15.03.17 To refer the motion to the Communities, Housing and Infrastructure Committee		Head of Land and Property Assets	May 2018	
	2. Recognises that the sale of Kaimhill Outdoor Sports Centre would result in a further loss of open space, the loss of a community facility and further development in Garthdee; 3. Instruct the Interim Director of Communities,						

No.	<u>Motion</u>	Date of Council/Committee	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed Future Action	Responsible Head(s) of Service	<u>Due</u> <u>Date</u>	Is authority sought to remove motion from list?
	Infrastructure to bring forward to the earliest committee a review of community facilities in Garthdee including the feasibility of an addition of a new multi-use hall and associated facilities to Inchgarth Community Centre; and						
Page 50	4. In light of the Administration's commitment to build 2,000 houses by 2022, to instruct the Interim Director of Communities, Housing and Infrastructure to bring forward to the earliest committee a further report on the feasibility of the Council investing in Council housing on the site of the Kaimhill Outdoor Sports Centre.						

No.	<u>Motion</u>	Date of Council/Committee	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed	Responsible Head(s) of Service	Due Date	Is authority sought to remove motion from list?
5. Page 51	Motion by Former Councillor Corall That Council (1) acknowledges that much of Aberdeen's remaining cassied (setted) streets have suffered from the ravages of time and that it is imperative to treasure and safeguard Aberdeen's historic cassied or lock blocked streets; (2) further acknowledges Aberdeen's need to diversify more into leisure tourism and capitalise on our rich history and heritage that includes our streetscape; (3) agrees to instruct the Interim Director of Communities, Housing and Infrastructure to develop a policy that specifies: a. the location of	15.03.17	Council 15.03.17 To refer the motion to the Communities, Housing and Infrastructure Committee		Head of Public Infrastructure and Environment	May 2018	

No.	<u>Motion</u>	Date of Council/Committee	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed	Responsible Head(s) of Service	Due Date	Is authority sought to remove motion from list?
Page	existing granite sett and lock block streets; b. which ones should be maintained; and c. what maintenance procedure should be used; and gives a commitment that any future repair work will be carried out sympathetically and appropriately.						
6. ge 52	Motion by Councillor Hutchinson "Council notes that a barrier to the lane between 42 and 44/48 King's Crescent has been erected since late 2015 and that this was done without permission of the Council who are the land owners. Council instructs the Interim Director of Communities, Housing and Infrastructure:- (i) that no attempt should be made to sell the lane	23.08.17	Council 23.08.17 To refer the motion to the Communities, Housing and Infrastructure Committee		Head of Land and Property Assets/Head of Public Infrastructure and Environment	May 2018	

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No.	<u>Motion</u>	Date of Council/Committ ee Meeting	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed Future Action	Responsible Head(s) of Service	Due Date	Is authority sought to remove motion from list?
Page 53	between 42 and 44/48 King's Crescent; (ii) that proceedings to have the barrier removed from the lane should be commenced; and (iii) that a report should be brought forward to the relevant committee on the possibility of this lane being adopted into the public road network or other options to improve the lane to an 'adoptable' standard."						
7.	Motion by Councillor Jackie Dunbar To instruct the Interim Director of Communities Housing and Infrastructure to report back, in the next cycle, providing the progress to date of the roll-out of the new recycling and waste system. The report should also include the details of any problems which have been	29.08.17	A report on the terms of the motion was presented to Committee and noted on 8 November 2017. Recommended for removal		Head of Public Infrastructure and Environment	08.11.17	Yes

		Date of	O a manaitta a Matian				Is authority
		Council/	Committee Motion referred to /	Action taken / Proposed	Responsible	<u>Due</u>	sought to
<u>No.</u>	<u>Motion</u>	<u>Committ</u>	date/ decision of		Head(s) of	<u>Due</u> Date	<u>remove</u>
		<u>ee</u>	Committee	I dtare Action	<u>Service</u>	<u> Date</u>	motion
		Meeting	<u> </u>				from list?
	encountered together						
	with the solutions that						
	have been put in place						
	to mitigate them						
	occurring in the future.						
	Officers are requested to						
	provide clarity on the						
	protocol when informing elected members and						
	members of the public						
	when changes are being						
	made to those services.						
V 8.	Motion by Councillor	29.08.17	At its meeting on 29	The notice of motion requests	Head of	16.01.18	
<u>a</u>	Nicoll	20.00.17	August 2017, the	that existing measures are		10101110	
age			Committee accepted the	evaluated and alternative	and Housing		
54	(i) to note Aberdeen		terms of the motion.	measures are recommended	J		
4	City Council is			and that extensive			
	committed to improving			consultation is carried out with			
	the health and wellbeing			Parent Council and pupil			
	of children attending our			bodies. The volume of			
	schools. As part of that			research and consultation			
	programme Aberdeen			required has meant that a			
	City Council promotes			report could not be prepared			
	children walking and			for this coming committee. A			
	cycling to school;			Service Update will be			
	(ii) to note the			provided to outline how this			
	(ii) to note the			will be achieved with a report			
	concerns raised by			to Committee at a future date			
	parents and carers across the City			detailing the outcomes of the			
	across the City regarding poor driving			review, any proposed interventions and resource			
	practices by a small			implications.			
	number of motorists in			implications.			
	the vicinity of our						

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<u>No</u>	o. Motion	Date of Council/Committ ee Meeting	Committee M referred to / date/ decision Committee	otion of	Action taken / Proposed Future Action	Responsible Head(s) of Service	Due Date	Is authority sought to remove motion from list?
Page 55	schools particularly at the start and finish of the school day; (iii) to note the existing limitations placed on Police Officers and City Wardens to enforce traffic management measures such as single and double yellow lines in the vicinity of schools due the requirement for a period of grace on such restrictions and the resulting road safety implications for pupils, parents and carers of the indiscriminate parking and driving practices in these locations; (iv) to note the costs to Aberdeen City Council of implementing existing single and double yellow lines parking restrictions in the vicinity of schools; (v) to instruct the traffic management team							
	and city wardens to							

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No.	<u>Motion</u>	Date of Council/Committ ee Meeting	Committee referred to date/ Committee	<u>/</u> decision	otion of	Action taken Future Action	/ Proposed	Responsible Head(s) of Service	<u>Due</u> <u>Date</u>	Is authority sought to remove motion from list?
Page 56	report on the effectiveness of the existing measures of road safety in the vicinity of our schools together with the costs currently incurred and to report on possible alternative options or measures that could be implemented in the vicinity of our schools that would promote less indiscriminate parking and poor driving practices; and (vi) to instruct the traffic management team, city wardens and assets and finance team in Education and Children's Services, in consultation with Police Scotland to consult with individual Parent Councils and representative pupil bodies as to measures they may consider to be appropriate that would promote less indiscriminate parking and poor driving									

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No.	<u>Motion</u>	Date of Council/Committee	Committee Motion referred to / date/ decision of Committee	Action taken / Proposed Future Action	Responsible Head(s) of Service	<u>Due</u> <u>Date</u>	Is authority sought to remove motion from list?
	practices.	•					

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CYCLE 5 -16 JANUARY 2018 COMMITTEE STATISTICS The Tracker Shows the Reports Which are Expected to be Submitted to Future Committee Meetings

Report Title	Committee date	Report author	Head of Service	Purpose of Report	Explanation if delayed or withdrawn
Housing Revenue Account Business Plan 2017-2047	16/01/2018	Helen Sherrit	Bernadette Marjoram	At its meeting of 22 February 2017, Council resolved amongst other things to instruct the Interim Director of Communities, Housing and Infrastructure to undertake a full strategic review of service delivery in relation to the Housing Revenue Account and report back to the Communities, Housing and Infrastructure Committee on 8 November 2017.	12/12 email from D McG The final report depends up on the completion of the Asset Management Plan. I have received confirmation from Ian Perry this morning that this work will not be complete until March 2018. As this is after the budget process has concluded, it is sensible to wait until both are complete and then we will be clear from the budget process what the budget available is directed to be spent on; and this will bring the planning process up to date.
CHI Financial Performance Quarter 2 2017/18	16/01/2018	Helen Sherrit	Bernadette Marjoram	To provide the full year forecast position of Communities, Housing & Infrastructure for the financial year 2017/18, including • General Fund, Trading Services and Housing Revenue Account (HRA) revenue and capital accounts	
Air Quality Action Plan	16/01/2018	Aileen Brodie	Derek McGowan	CHI Business Statement Updated 30.06.17	Annual report - Service Update provided in November 2017
Aberdeen City Local Housing Strategy 2018-2023 Progress Update and Homelessness Strategy	16/01/2018	Alana Nabulsi/Mel Booth	Derek McGowan	The purpose of this report is to further outline the principles of a sustainable temporary accommodation strategy; present a Housing First action plan; and to seek approvals for immediate actions required in order to achieve strategic outcomes.	
Participation Requests	16/01/2018	Elsie Manners	Derek McGowan	To approve the delegation of powers to Heads of Service across the Council to make decisions regarding participation requests	
Operational and Governance Arrangements for a Regional collaborative approach to Trading Standards Service	16/01/2018	Graeme Paton	Derek McGowan	Development work in the background but no real progress on this since the August committee report - could be a Service Update	29/11/17 D McG confirms that this will be a Service Update
Responsible Dog Ownership	16/01/2018	Marion Elphinstone	Derek McGowan	CHI Business Statement Updated 30.06.17	

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Facilitating Mixed and Balanced Communities	16/01/2018	David Dunne	Eric Owens	This report is a result of a committee decision at the Council meeting on the 23rd of August 2017. At that meeting Council received a report on Houses in Multiple Occupation (HMO) Overprovision (HMO Overprovision Policy – Report on Public Consultation – CHI/17/113). At that meeting Council resolved to:- To approve the recommendations: and To instruct the Interim Director of Communities, Housing and Infrastructure in consultation with the Head of Legal and Democratic Services to work with the Convener of the Planning Development Management Committee and the Convener of the Licensing Committee to review the options available to facilitate mixed/balanced communities and report back to the Communities, Housing and Infrastructure Committee in January 2018.	
Motion Cllr Boulton - Capacities of Junctions Asociated with AWPR/B-T	16/01/2018	John Wilson	Eric Owens	Motions List 30.08.17	08/11 email from J Wilson The outcome of the scoping meeting would suggest that the test results from the ASAM14 test runs along with the subsequent testing in the Paramics traffic models for the AWPR/B-T Junctions, would suggest that the results will not be available until late February 2018
Developing an Energy Plan for Aberdeen	16/01/2018	Terri Vogt	Eric Owens	The purpose of this report is to set out proposals to develop an Energy Plan for the city of Aberdeen.	
European Funding Bids	16/01/2018	Terri Vogt	Eric Owens	This report seeks approval to progress with a funding application for a Horizon 2020 Smart Cities bid and to participate in another Horizon 2020 project led by the Hutton Institute as a consortium partner.	
Balnagask Motte- Regeneration Proposals	16/01/2018	Bill Watson	John Quinn	To seek approval from Committee for improvements to the access arrangements and environment around this Scheduled Monument	
Torry District Heating	16/01/2018	Bill Watson	John Quinn	Interim Report	21/11 Email from J Quinn this report has been deferred, Service Update received 22.12.17

Various Small Scale Traffic Management & Development Associated Proposals (Stage 3 - Public Advert)	16/01/2018	Graeme McKenzie	Mark Reilly	Following completion of the statutory consultation process, this report considers objections that have been lodged with respect to proposed Traffic Regulation Orders.	17/11 Email from V Ritson that this report will not be going in Jan due to other workload demands and a shortage of staff, we do not have the available resource to complete the consultation process at this time.
Various Small Scale Traffic Management & Development Associated Proposals (Stage 2 - Initial Statutory)	16/01/2018	Jack Penman	Mark Reilly	This report advises the Committee of significant objections received to the initial statutory consultation process undertaken following the report titled "Various small scale traffic management and development associated proposals (New works)" presented to a previous meeting of this Committee.	Withdrawn - The statutory consultation period for the above report has finished and there has been no objections received. Can this report please be removed from the upcoming cycle.
Various Small Scale Traffic Management & Development Associated Proposals (Stage 1 - New Works)	16/01/2018	James Watt	Mark Reilly	This report advises the Committee of the need for various small scale traffic management measures identified as necessary on road safety and/or traffic management grounds, and asks permission to progress the statutory procedure to establish Traffic Regulation Orders to bring these proposals into effect.	
Trade Waste Collection Charges Review 2018-21	16/01/2018	Kristine Hultman	Mark Reilly	To seek approval from committee for charges for the collection and disposal of trade waste for the period 2018-21.	10/11 email from M Reilly - Following discussions today with Richard Lundie-Sadd, please hold onto this report as the process for fees and charges is going to be through PwC.
Roads Asset Management Plan	16/01/2018	Mike Cheyne	Mark Reilly	Approval of proposed Asset spend patterns	23/11 M Cheyne confirms that this will be a Service Update
Roads performance Reports/Potholes	16/01/2018	Mike Cheyne	Mark Reilly	Service Update	15/08 Email from M Cheyne this will be a Service Update
Justicemill Lane, Langstane Place and Windmill Brae (EN03) Proposed night time pedestrianisation	16/01/2018	Ross Stevenson	Mark Reilly	To advise the Committee of the feedback received on the recent consultation for the proposed night time pedestrianisation of Justice Mill Lane, Langstane Place and Windmill Brae.	21/11 email from R Stevenson We have decided to extend the consultation period for this project to allow additional time for feedback from stakeholders, as a result we will not be able to make the report deadline and would now intend to report this issue to the March committee
H2 Strategy Update and HyTrEc2 Political Champion	08/11/2017	Wendy Devall	Richard Sweetnam	Aberdeen City Council is lead partner of the EU Interreg North Sea Region funded project HyTrEc 2 (Hydrogen Transport Economy). Each project partner is required to seek a political champion for the project.	29/09 Email from WD Delay this report until the January CHI Committee so that we can further analyse and update the strategy with external partners before going to committee.

Play Area Cap and Maintenance Programme	16/01/2018	Steven Shaw	Mark Reilly	To advise Committee of the progress of the 2017/18 Enviornmental Services programme of Play Area Refurbishment Works and provide an update on proposed works for 2018/19	21/11 email from S Shaw report will be April/May
Review and Proposed Amendments to the Driveway Regulations	16/01/2018	Vycki Ritson	Mark Reilly	To report on proposed revisions to the Driveway Regulations and Application form to reduce the stringency of driveway requirements where road safety will not be compromised and to make the application process easier for customers.	Consultation process delayed due other workload priorities within the Service. The report will be presented to the next Committee.
Motion Cllr Nicol - Report on Effectiveness of the Existing Measures of Road Safety in the Viciinty of Schools	16/01/2018	Vycki Ritson	Mark Reilly		09/11 email from V Ritson will be a Service Update 24/11 The NOM requests that existing measures are evaluated and alternative measures are recommended, and that extensive consultation is carried out with Parent Council and pupil bodies. The volume of research and consultation required has meant that a report could not be prepared for this coming committee. It is proposed to present a Service Update to the Committee on how this will be achieved with a report to Committee at a future date detailing the outcomes of the review, any proposed interventions and resource implications. Service update sent 21.12.17
Revision Property Level Flood Protection Grant Scheme	08/11/2017	Will Burnish	Mark Reilly	The purpose of this report is to seek Committee approval to amend the current grant support for a Property Level Flood Protection Scheme in relation to domestic properties. The scheme will reduce the number of properties vulnerable to internal flooding	Report went in November
Fleet Capital Spend	16/01/2018	Willie Whyte	Mark Reilly	The report asks members to approve the ongoing capital spend for the fleet replacement programme for the financial year 2018/19. It also seeks to inform and update the committee on the previous report on the status of the previous recommendations.	
Regional Skills Strategy and Action Plan	16/01/2018	Matt Lockley	Richard Sweetnam	This report introduces Skills Development Scotland (SDS) Regional Skills Strategy for the North East of Scotland to Committee and proposes specific areas that Aberdeen City Council will support	

Centre Masterplan Project EN10, Union Terrace Gardens - Transport Options	16/01/2018	Tara Gavan	Richard Sweetnam	The purpose is to report the preferred option for Union Terrace and associated Traffic Regulation Order recommendations.	03/11 email from C Baillie - We are still currently still progressing with the work to determine the recommended option, this report will be delayed until after Council mtg on 05/03/18. Update for Bus State sent.
Funded Community Projects	16/01/2018	Susan Thoms	Derek McGowan	This report seeks approval for expenditure in relation to the Funded Community Projects for 2018-19	01/12 email from S Thoms It doesn't need a decision until after the budget is set in February
Aberdeen City Region Hydrogen Strategy 2015-25 Update	16/01/2018	Andrew Win	Richard Sweetnam	The purpose of the report is to update members on the delivery of the Aberdeen City Region Hydrogen Strategy and recommend a series of actions to secure future economic benefits for the city	
CHI Performance Report	16/01/2018	Louise Fox	Bernadette Marjoram	To report on key performance measures across CH&I in relation to the LOIP and Strategic Business Plan	Service Update will be provided
Shaping Middlefield Triangle	16/01/2018	Kay Diak/Martin Smith	Derek McGowan	To make recommednations on the future development of the Middlefield Triangle site.	
Local Housing Strategy	16/01/2018	Mel Booth	Derek McGowan	To seek approval of the Local Housing Strategy	Information for this report will not be availbale until January and so the report will be presented to the March Committee. Information on homelessness and temporary accomodation is included within report CHI/17/290
Regional Quality Partnership for Public Transport	16/01/2018	Chris Cormack	Eric Owens	To approve the overarching voluntary Quality Partnership and commit the Council to the agreement	The report will be presented in March as officers could not meet accelerated deadlines for the January cycle. Partners continue to shape the Bus Alliance Board membership and identify preferred candidate for independent Chair; and scope the financial/legal implications of the agreement for the Council
AWPR Non-Motorsied Users Off-Set Mitigation	16/01/2018	Karen Van Eeden	Eric Owens	To inform members of the changes to the AWPR non- motorised users off-set mitigation relating to core paths and to seek approval of the revised projects	
Bridge of Dee Additional River Crossing Capacity	16/01/2018	Ken Neil	Eric Owens	To advise members of the outcomes of the work carried out on the STAG Part 2 assessment to consider a new four lane bridge at the Bridge of Dee and recommendations on how the study should progress	

Fraserburgh, Peterhead and Ellon to Aberdeen Strategic Transport Study	16/01/2018	Ken Neil	Eric Owens	To advise members of the findings of work to develop the road and rail elements of the part 1 appraisal and considers appropriate option packages for taking forward a Part 2 appraisal	
External Transportation Links to Bay of Nigg - STAG Pre- Appraisal and STAG Part 1 Appraisal	16/01/2018	Ken Neil	Eric Owens	To seek approval of the submitted tender fee for the STAG Pre-Appraisal and Part 1 Appraisal for the Bay of Nigg Harbour Development	
Craigshaw Drive - Cycle Lanes	16/01/2018	Kevin Pert	Eric Owens	To advise members of an option appraisal being undertaken to inform cycle improvements on Craigshaw Drive and to seek approval to continue to develop a detailed design for further consideration	
Aberdeen Local Development Plan 2022 Development Plan Scheme 2018	16/01/2018	Sandra Omondi	Eric Owens	To present the first Development Plan Scheme for the third Aberdeen Local Development Plan.	
Roads and Transport Related Capital Budget Programme 2015-16	16/01/2018	Mike Cheyne	Mark Reilly	Approval of spend programme and locations	Allocation of capital budget for 2018-19 not yet confirmed, report will come to the next committee after the budget is approved in February
Environmental Procurement	16/01/2018	Steven Shaw	Mark Reilly	To seek approval to spend revenue and capital budget for the procurement of goods and services required for work programmes projects and operations	A previous report presented to Committee largely covers this area and the Service advise that there is nothing new which requires an additional report

COMMITTEE STATISTICS The Tracker Shows the Reports Which are Expected to be Submitted to Future Committee Meetings

Report Title	Committee	Report author	Head of Service	Purpose of Report	Explanation if delayed or withdrawn
Report Title	date	report dutilor	nead of Service	rui pose oi neport	Explanation in delayed of withdrawn
Housing Revenue Account	01.04.18	Helen Sherritt	Derek McGowan	At its meeting of 22 February 2017, Council resolved	
Funded Community Projects	01.04.18	Susan Thoms	Derek McGowan	This report seeks approval for expenditure in relation to	
Regional Quality Partnership for Public Transport	01.04.18	Chris Cormack	Eric Owens	Business Statement 30.08.17 To approve the overarching voluntary Quality Partnership and commit the Council to the agreement.	
Re-routing Bus Services in Torry	01.04.18	Chris Cormack	Eric Owens	Business Statement 13.12.17	
Motion Cllr Boulton - Capacities of the junctions associated with the AWPR/B-T	01.04.18	John Wilson	Eric Owens	Business Statement 13.12.17	
Roads Hierarchy	01.04.18		Eric Owens	Business Statement 13.12.17	
Bus Lane Enforcement	01.04.18		Eric Owens	Business Statement 13.12.17	
Regional Quality Partnership for Public Transport	01.04.18	Chris Cormack	Mark Reilly	Business Statement 13.12.17	
Roads and Transport Related Capital Budget programme 2015-2016	01.04.18	Mike Cheyne	Mark Reilly	Approval of Spend Programme and locations	
Justicemill Lane, Langstane Place and Windmill Brae (EN03) Proposed night time pedestrianisation	01.04.18	Ross Stevenson	Mark Reilly	To advise the Committee of the feedback received on the recent consultation for the proposed night time pedestrianisation of Justice Mill Lane, Langstane Place and Windmill Brae.	
Play Area Refurbishment 2017-	01.04.18	Steven Shaw	Mark Reilly	Business Statement 13.12.17	
Motion Cllr Nicoll - Traffic Management Teams and City	01.04.18	Vycki Ritson	Mark Reilly	Business Statement 13.12.17	
Bus Gate Bedford Road	01.04.18		Mark Reilly	Business Statement 13.12.17	
Property Level Flood Protection	01.04.18	Will Burnish	Mark Reilly	Business Statement 13.12.17	
Safe Walking Routes to	01.04.18		Mark Reilly	Business Statement 13.12.17	
Various Small Scale Traffic	01.04.18		Mark Reilly	Following completion of the statutory consultation	

Various Small Scale Traffic Management & Development Associated Proposals (Stage 2 - Initial Statutory)	01.04.18		Mark Reilly	This report advises the Committee of significant objections received to the initial statutory consultation process undertaken following the report titled "Various small scale traffic management and development associated proposals (New works)" presented to a previous meeting of this Committee.	
Various Small Scale Traffic	01.04.18		Mark Reilly	This report advises the Committee of the need for	
Third Don Crossing	01.04.18	N	Mark Reilly/Eric	Business Statement 13.12.17	
Motion by Former Cllr Ironside - Businessess to make available toilet facilities to disabled people and older people	01.05.18	D	Derek McGowan	Business Statement 13.12.17	
Motion Cllr Yuill and Townson - Review of Community Facilities in Garthdee and feasiblility of Council investing in Council Housing on Kaimhill Outdoor Sports Centre	01.05.18		John Quinn	Business Statement 13.12.17	
Motion Cllr Hutchinson - Lane between 42 and 44/48 King's Crescent - no attempt should be made to sell lane, barrier should be removed and possiblility of lane beind adopted	01.05.18	Jc	ohn Quinn/Mark Reilly	Business Statement 13.12.17	
Motion Cllr Boulton and Delaney - Suitable Bus Laybys on the Hazlehead to Westhill Road	01.05.18		Mark Reilly	Business Statement 13.12.17	

Motion by Former Cllr Corall - develop a policy specifying the location of existing granite sett and lock block streets, which are to be maintained and what maintenance procedure whould be used	01.05.18		Mark Reilly	Business Statement 13.12.17	
City Centre Masterplan Project EN10: Union Terrace Gardens - Outline Design, Business Case, Development Costs and Procurement Strategy	01.05.18		Richard Sweetnam	Business Statement 13.12.17	
Europe Green Capital Awards	01.05.18		Richard Sweetnam	Business Statement 13.12.17	
Review of Free Bus Travel and Safe Routes to Lochside Academy	01.08.18	Chris Cormack	Eric Owens	Business Statement 13.12.17	
Management of Gaps in the Public Transport Network	01.08.18		Eric Owens	Business Statement 13.12.17	
Community Food Growing Spaces	01.08.18		Eric Owens	Business Statement 13.12.17	
Community Learning and Development - Strategic Plan	01.09.18		Derek McGowan	Business Statement 13.12.17	
	South College Street - Corridor Improvement - Business Case		Eric Owens		
North East of Scotland Road Casualty Reduction	01.11.18	Doug Richie	Mark Reilly	Business Statement 13.12.17	
South College Street/Queen Elizabeth Bridge Junction	01.04.18		Bernadette Marjoram	Business Statement 13.12.17	

Formal Joint Working Partnership of North Scotland Trading Standards Services	See notes	Derek McGowa	n Business Statement 13.12.17	
Cycle Path for Ferryhill Children	See notes	Eric Owens	Business Statement 13.12.17	
Speeding on the Safe Routes to Lochside Academy		Education	Business Statement 13.12.17	
Developer Obligation Review		Eric Owens	Business Statement 13.12.17	
Motorcycles in Bus Lanes		Eric Owens	Business Statement 13.12.17	

Agenda Item 9.1

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing & Infrastructure

DATE 16 January 2018

REPORT TITLE CH&I Financial Performance – Quarter2, 2017/18

REPORT NUMBER CHI/17/289

LEAD OFFICER Steven Whyte, Head of Finance

REPORT AUTHOR Helen Sherrit

1. PURPOSE OF REPORT:-

To provide the full year forecast position of Communities, Housing & Infrastructure for the financial year 2017/18, including:

General Fund, Trading Services and Housing Revenue Account (HRA) revenue and capital accounts

2. RECOMMENDATION(S)

2.1 It is recommended that Committee:-

- a) Note the General Fund forecast revenue position as detailed in Appendix 1;
- b) Note the HRA forecast revenue position as detailed in Appendix 2:
- c) Note the Trading forecast revenue position as detailed in Appendix 3;
- d) Note the General Fund and HRA capital position as detailed in Appendix 4; and
- e) Agree the list of Housing Capital Virements details which are provided in Appendix 4.

3. BACKGROUND/MAIN ISSUES

- 3.1 This is the second quarterly financial report for 2017/18, representing the next stage of a stepped change in the way the Council reports its financial position.
- 3.2 This report focuses the projected financial position for the full year for Communities, Housing & Infrastructure's General Fund, Trading Services and Housing Revenue Account.
- 3.3 Quarterly reporting will evolve throughout the year to incorporate further changes such that the ultimate aim of a faster year end closedown and the production of the unaudited annual accounts by the end of April 2018 can be

achieved. This means the Council would have produced its annual accounts two months earlier than the statutory deadline.

4. FINANCIAL IMPLICATIONS

- 4.1 The forecast full year financial position of the Communities, Housing & Infrastructure's accounts, General Fund, Trading and Housing Revenue Account of the financial year 2017/18 is reflected in Appendices 1 to 3 to this report. With Capital position both Housing and Non Housing at Appendix 4.
- 4.2 Following a positive financial performance in 2016/17, CH & I started the financial year 2017/18 with a strong financial platform from which to operate. It is recognised that this will be another financially challenging year and that strong fiscal management coupled with financial restraint will be required to ensure that a balanced position against budget is achieved which in turn will continue to provide a strong balance sheet for future financial years.
- 4.3 Services continue to manage increased demand within the current service delivery model and structure within which the Council operates and this requires continuous close fiscal management. Indeed services are examining all areas of spend with a view to avoiding expenditure except where absolutely necessary.
- 4.4 A small overspend of £0.4m against budget is currently forecast for CH&I (General Fund), 0.5% of the net service budget. This is in the context of a number of identified cost and/or demand pressures on services which require to be addressed during the remainder of the year and a number of mitigating underspends and efficiencies that have been built into the forecasts. A short life working group has reviewed spend across a range of council wide areas including procurement, workforce, technology and service specific areas where there has been historic or current budget pressures, taking into consideration trends and benchmarking data where possible to inform options going forward. The current position indicates that whilst there are challenges ahead, a number of further efficiencies are available to address these, which coupled with general restraint on spend means that a balanced position can be achieved.

5. LEGAL IMPLICATIONS

5.1 While there are no direct legal implications arising from the recommendations of this report, there are additional reporting requirements due to the London Stock Exchange listing and issue of bonds.

6. MANAGEMENT OF RISK

Financial

6.1 Every organisation has to manage the financial 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 Elected

Members. This report is part of that framework and has been produced to provide an overview of the current operating position and so financial risk related to this report is considered to be low.

- 6.2 The main financial risk that the Council is managing is the increased demand on services. This is being mitigated through reviewing all areas of expenditure with a view to only incurring expenditure that is absolutely necessary.
- 6.3 In relation to capital projects there is a risk that following the procurement process, tendered costs will vary from that assumed at the time of project approval. This risk is mitigated through quantification and review of indicative project costs by suitably qualified staff or external body where appropriate.

Employee

6.4 No significant risk expected.

Customer/citizen

6.5 No significant risk expected.

Environmental

6.6 No significant risk expected.

Technological

6.7 No significant risk expected.

Legal

6.8 No significant risk expected.

Reputational

6.9 The reputational risks to the Council are minimised by the regular review of financial information by services, CMT and Elected members throughout the Financial Year.

7. IMPACT SECTION

Economy

7.1 Investment in the city will have a positive impact on the economy.

People

7.4 Robust management of the council's finances will ensure that council services can continue to be provided.

Place

7.5 Investment will enhance the place by creating a better and more vibrant city in which to live.

Technology

7.6 There are no direct implications on technology arising from the recommendations of this report

8. BACKGROUND PAPERS

None

9. APPENDICES

Appendix 1 – Projected Financial Position – General Fund

Appendix 2 – Projected Financial Position – Housing Revenue Account

Appendix 3 – Projected Financial Position – Trading Services

Appendix 4 – Capital Position

10. REPORT AUTHOR DETAILS

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HEAD OF SERVICE DETAILS

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FINANCIAL STATEMENT FOR THE QUARTER 1 APRIL 2017 TO 30 SEPTEMBER 2017

PROJECTED FINANCIAL POSITION

COMMUNITIES, HOUSING & INFRASTRUCTURE -GENERAL FUND REVENUE

As at 30 September 2017	Full Year Budget 2017/2018	Forecast Outturn 2017/2018 Quarter 2	Variance fron	n Budget
	£'000	£'000	£'000	%
Communities & Housing	16,375	16,171	(204)	(1.2)
Land & Property Assets	19,771	20,965	1,194	6.0
Public Infrastructure & Environment	38,984	37,721	(1,263)	(3.2)
Planning & Sustainable Development	7,481	7,527	46	0.6
Economic Development	3,237	3,384	147	4.5
Directorate Support	1,318	1,814	496	37.6
Total CH&I Budgets	87,166	87,582	416	0.5

Quarter 1 Variance from Budget	Variance Quarter 1 to Quarter 2	Notes
£'000	£'000	
0	(204)	1
0	1,194	2
0	(1,263)	3
0	46	4
0	147	5
0	496	6
0	416	

Notes

It should be noted that the full year budgets reflected above differ from those set by Council in February 2017 for a number of reasons. This is normal practice during the year as virements are identified. The main change in services relates to the allocation of procurement savings which was held within Contingencies at the time the budget was set.

There are a number of identified cost and/or demand pressures on services which require to be addressed during the remainder of the year. A short life working group has been set up to carry out a strategic review of spend across a range of areas including those detailed below. Initial work carried out by the group indicates that whilst there are challenges ahead, a number of options are available to address these such that a balanced position can be achieved.

- 1. The main areas of pressure, emerging risks and assumptions within Communities & Housing are:
 - Assumed reduced service charges from 1 August 2016, administration charge removed for Private Sector Leasing, rental and council tax will be at similar levels to 2016/17 and Bed and Breakfast/Hotel income and charges reflect current trends. There is a risk that the Bed and Breakfast usage will not fall, arrears could increase and a reduction in income due to Welfare Reform (£0.4m).
- 2. The main areas of pressure, emerging risks and assumptions within Land & Property Assets are:
 - Construction Consultancy/Design Team income is subject to the risk of any delays in the capital programme or decisions not to under take work in house, additional costs for Henry Rae for which there is no income and reflects the assumption that schools will be taken to the design stage (£0.9m); and
 - Assumed 2016/17 level of income and expenditure for School Catering with an allowance for potential cost rises due to BREXIT; and
 - The Council will incur the rates for Balgownie 1, for which there is no budget if a tenant cannot be found and lower rental income than expected from IJB (£0.4m).
- 3. The main areas of pressure, emerging risks and assumptions within Public Infrastructure& Environment are:
 - For Waste assumed the rates of the new SUEZ contract for both income and expenditure. There are a number of areas within Waste which are anticipated to over spend however at this stage these will be off set by a potential rebate from the previous year's contract; and
 - Spend on supplies and services for Fleet is based on current data.
- 4. The main areas of pressure, emerging risks and assumptions within Planning & Sustainable Development are:
 - Reduced income is budgeted in Development Management from planning applications as a result of the continued downturn of the Oil and Gas industry however this still remains a risk; and
 - Assumed Transport project income will be achieved from the capital programme and external sources there is a risk resources will not be available to deliver (£0.1m).

- 5. The main areas of pressure, emerging risks and assumptions within Economic Development are:
 - Assumed increased costs and reduced income from ACHES & Hydrogen Bus projects (£0.2m); and
 - The EU referendum will impact on the Euro rate therefore the Euro account.
- 6. The main areas of pressure, emerging risks and assumptions within Directorate Support are:
 - Additional staffing costs (£0.5m).

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FINANCIAL STATEMENT FOR THE QUARTER 1 APRIL 2017 TO 30 SEPTEMBER 2017

PROJECTED FINANCIAL POSITION

COMMUNITIES, HOUSING & INFRASTRUCTURE -HOUSING REVENUE ACCOUNT

As at 30 September 2017	Full Year Budget 2017/2018	Forecast Outturn 2017/2018 Quarter 2	Variance fror	n Budget	Qı Varia
	£'000	£'000	£'000	%	
Housing Revenue Account	(500)	(572)	(72)	14.5	

Quarter 1 Variance from Budget	Variance Quarter 1 to Quarter 2	Notes
£'000	£'000	
(500)	(72)	1

The Housing Revenue Account (HRA) has a gross expenditure of £85.8m which is ring fenced and is funded mainly from housing rents.

The projected net saving for the year is forecast at £22.2m. It is anticipated this will be used to provide a CFCR contribution to fund the capital programme and increase the working balance by £500k.

The forecast position on the HRA indicates that there will be a working balance of £10.2m after taking account of the 2017/18 out-turn and other agreed commitments. This is in excess of the recommended minimum level of £8.6M.

A working group has been set up to create a Housing Revenue Account Business Plan and will be presented to a future Committee. This Plan will set out the current position, pressures and the future.

The main areas of pressure, emerging risks and assumptions within Housing Revenue Account are:

- Expenditure will continue at 16/17 levels in the following areas management & admin, utilities & Council Tax
- Expenditure on cleaning is based on spend to date;
- Voids expenditure will continue at Quarter 2, 2017/18 levels (£0.2m);
- Under recovery of income as a result of properties being taken off the charge (£0.9m);
- Repairs and maintenance forecast to over spend (£1.m);
- Captial financing costs forecast at an under spend of £1.9m off setting cost pressures;
- Included within the working balance is a reserve of £2.8m for Welfare Reform;
- · Additional costs could be incurred in relation to health & safety issues for multi storey flats; and
- A severe winter could result in higher repairs and maintenance costs.



FINANCIAL STATEMENT FOR THE QUARTER 1 APRIL 2017 TO 30 SEPTEMBER 2017

PROJECTED FINANCIAL POSITION

COMMUNITIES, HOUSING & INFRASTRUCTURE - TRADING SERVICES

As at 30 September 2017	Full Year Budget 2017/2018	Forecast Outturn 2017/2018 Quarter 2	Variance fron	n Budget
	£'000	£'000	£'000	%
Building Services	(2,030)	(2,030)	0	0.0
Property Letting	(4,377)	(4,477)	(100)	2.3
Car Parking	(3,973)	(3,827)	146	(3.7)
Total CH&I Budgets	(10,380)	(10,334)	46	(0.4)

Quarter 1 Variance from	Variance Quarter 1 to	
Budget	Quarter 2	Notes
£'000	£'000	
0	0	1
0	(100)	2
0	146	3
0	46	

- 1. The main areas of pressure, emerging risks and assumptions within Building Services are:
- Based on the 16/17 outturn and latest assumptions it is anticipated that the surplus is achievable since housing response work remains at the same level as 16/17, however any significant drop in housing capital work or reduction in work carried out for other council services may have an effect on the surplus; and
- A rebate will be made to the Housing Revenue Account by Building Services if they over achieve their target surplus as per the Housing Revenue Account Guidance.
- 2. The main areas of pressure, emerging risks and assumptions within Property Letting are:
- The continued downturn in the economic position of Aberdeen may impact on the income levels but this is not currently anticipated to have a significant impact; and
- Unexpected Repairs and Maintenance may be required to the Property Letting estate for Health and Safety.
- 3. The main areas of pressure, emerging risks and assumptions within Car Parking are:
- Areas of pressure within Car Parking relates to staff costs within Car Parking (£120k) and commission costs (£74k) for ticket sales.
- The continued downturn in the economic position of Aberdeen may impact on the income levels but this is not currently anticipated to have a significant impact; and
- Car Parks income can be weather dependant; and
- Car Parking out turn is based on income from 16/17.



FINANCIAL STATEMENT FOR THE QUARTER 1 APRIL 2017 TO 30 SEPTEMBER 2017

PROJECTED FINANCIAL POSITION

COMMUNITIES, HOUSING & INFRASTRUCTURE - GENERAL FUND CAPITALPROGRAMME

The presentation of the General Fund Capital Programme has been updated to reflect the Programme Board structure approved by Audit, Risk & Scrutiny committee in June 2017. The new dashboard style incorporates key project and financial indicators.

	As at 30 September 2017/18						Gross	Figures for 20	17/18
Programme	Communities Housing & Infrastructure						Approved		Forecast
Board	Projects						Budget	to Date	
.=		Status	Timeline	Budget	Risk	Resource	000'£	£'000	£'000
AECC	New AECC: ACC project share	→	G	G	G	A	130,110	53,655	142,008
AECC	New AECC: Anaerobic Digestion Plant TNRP - Investment in Advance Factory	→	G	G	Α	Α	4,000	0	0
Asset Mgmt	Units	→	Α	G	G	Α	1,289	0	30
Asset Mgmt	Street Lighting LED Lanterns (PACE programme)	→	G	G	G	G	1,659	111	1,500
	Flood Prevention Measures: Flood Guards Grant Scheme	→	G	G	G	G	191	2	10
Asset Mgmt	Flood Prevention Measures: Riverside	→	G	G	G	G			
Asset Mgmt	Drive at Bridge of Dee Court Flood Prevention Measures: Millside &						500	196	300
Asset Mgmt	Paddock Peterculter Flood Prevention Measures: Inchgarth	→	G	G	G	G	0	0	0
Asset Mgmt	Road	Я	R	G	G	G	0	0	0
CCMP	City Centre Masterplan	И	Α	G	G	G	5,819	182	95
CCMP	City Centre Masterplan - Phase 1	- K	A	G	G	G	2,450	912	1,943
CCMP	Provost Skene House Refurbishment	<u>-</u>	R	R	R	G	1,413	21	650
CCMP	Broad Street	, K	A	A	A	G	2,343	535	2,143
001111	Union Street - Conservation Area						2,010	000	2,110
CCMP	Regeneration Scheme	→	G	G	G	G	338	0	338
Energy	Hydrogen Buses	→	G	G	G	G	5	0	0
Energy	Waste: Energy from Waste (EfW) Procurement & Land Acquisition	И	Α	G	G	G	5,200	277	3,944
Energy	Waste: Investment in Waste Collection	→	G	G	G	R	1,603	781	1,603
Energy	Waste: Refused Derived Fuel Plant	, K	A	A	G	A	480	489	474
Energy	Waste: Co-Mingled MRF & Depot	ע	A	A	G	A	956	871	716
		K	G	Ā	G	A	930	0/1	710
Energy	Waste: Bridge of Don HWRC Energy from Waste (EfW) Construction &	ק ק	A	G	G	G	_		
Energy	Torry Heat Network Aberdeen City Hydrogen Energy Storage						436	0	456
Energy	(ACHES)	7	G	G	G	G	0	(52)	(52)
Energy	JIVE (Hydrogen Buses Phase 2)	→	G	G	G	G	0	0	0
Housing & Comm	Tillydrone Community Hub	→	G	G	G	G	4,773	29	812
Housing &		→	Α	G	G	Α	·		
Comm Housing &	SIP New Build Housing Programme Middlefield Project Relocation / Henry Rae	→	G	G	G	G	541	172	541
Comm Housing &	Community Centre Extension						28	(162)	(95)
Comm	Station House Media Unit Extension	7	G	G	G	G	1,064	1	750
Comm	New Cruyff Court	→	G	G	G	G	25	0	0
Housing & Comm	Community Growing Spaces	→	G	G	G	G	145	0	80
Transportation	Access From the North / 3rd Don Crossing	→	Α	R	Α	Α	2,478	841	1,146
Transportation	Western Peripheral Route	→	G	G	G	G	15,858	1,334	4,132
Transportation	Strategic Land Acquisition	→	G	G	G	G	848	459	1,922
Transportation	CATI: South College Street	<i>→</i>	G	G	G	Α	382	22	50
•	CATI - Berryden Corridor (Combined Stages 1, 2 & 3)	, K	R	A	A	R	4,101	241	
Transportation	A96 Park & Choose / Dyce Drive Link	И	Α	Α	G	Α			685
Transportation	Road		G	G	G		1,815	785	1,775
Transportation Strategic	Sustrans Active Travel Infrastructure Fund City Broadband (Accelerate Aberdeen)	→	G	G	G	A G	1,194 360	293 0	643 360
Strategic	City Deal	→	G	G	G	G	44	0	10
	· '	→ →	G	G	G	G		82	
Strategic	City Deal: Strategic Transport Appraisal City Deal: Aberdeen Harbour Expansion	→					585	82	82
Strategic	Project	→	G	G	G	G	1,500	0	1,500
Strategic	City Deal: Digital Infrastructure	→	G	G	G	G	1,750	0	,,,,,,
Strategic	City Deal: City Duct Network	У	A	A	G	G	2,000	0	350
Strategic	City Deal: Transportation Links to Bay of Nigg	→	G	G	G	G	100	1	100
-							198,383	62,077	171,001

	As at 30 September 2017/18						Gross Figures for 2017/18		
Programme	Communities Housing & Infrastructure						Approved	Expenditure	Forecas
Board	Rolling Programmes						Budget	to Date	Expenditure
		Status	Timeline	Budget	Risk	Resource	£'000	£'000	£'000
Asset Mgmt	Corp Property Condition & Suitability Programme	→	Α	G	Α	А	10,828	2,521	8,672
Asset Mgmt	Cycling Walking Safer Streets Grant	\rightarrow	G	G	G	G	316	484	339
Asset Mgmt	Fleet Replacement Programme (including Zero Waste Strategy Fleet)	→	G	G	G	G	3,534	86	2,979
Asset Mgmt	Planned Renewal & Replacement of Road Infrastructure	→	G	Α	Α	A	5,601	2,267	5,115
Asset Mgmt	Planned Renewal & Replacement of Road Infrastructure (Street Lighting)	→	G	Α	Α	Α	473	322	473
Housing & Comm	Private Sector Housing Grant	→	G	G	G	G	700	0	700
Transportation	Nestrans - Capital Works	→	Α	Α	G	G	0	588	(
Transportation	Nestrans - Capital Grant	→	G	G	G	G	2,111	283	1,000
							23,563	6,551	19,278

HOUSING CAPITAL PROGRAMME

Communities Housing & Infrastructure	Approved	Expenditure	Forecast		
Housing Programmes Quarter 2	Budget	to date	Expenditure	Bud	dget
	£'000	£'000	£'000	Pr	Cu
Compliant with the tolerable standard	95	221	217	G	G
Free from Serious Disrepair	20,612	5,991	13,953	G	G
Energy Efficient	7,687	3,832	7,102	G	G
Modern Facilities & Services	3,140	1,020	1,854	G	G
Healthy, Safe & Secure	3,648	1,592	3,882	G	G
Non Scottish Housing Quality Standards	26,738	6,739	21,431	G	G
	62,154	19,640	48,439		

The approved budget shown above reflects the gross capital programme. However, it is important to note that the budget set in February 2017 assumes that a level of slippage will occur across projects such that the net or funded programme is £55.318m. Currently forecast expenditure is £48.439m, a variance of £6.879m against the funded programme, with the main variance being Free from Serious Disrepair as a result of delays in the over cladding and fabric repairs due to owner consultation on various properties. The current forecast is based on spend to date on current contracts and previous years spend.

Virements required -

Additions

- £123,000 Major Repairs To fund the continued fabric repairs at Lewis Court Cottages
- £500,000 Upgrading of Flat Roofs General Carry forward of works commenced in 2016/17.
- £213,000 Energy Efficiency Sheltered Brought forward works to upgrade heating boilers at Bede House and Charlie Devine Court.

- £925,000 Modernisation Programme
 Larger than expected level of void kitchen and bathrooms required.
- £140,000 Lift replacement Multi Storey Blocks Granholm Court added to the programme.
- £191,000 Smoke Detectors- Common Areas in major Blocks
 Upgrades to 5 additional blocks following a survey of the existing fire alarm systems.
- £75,000 Services
 Replacement of water tanks within multi storey blocks required due to condition.
- £155,000 Upgrading of lighting Requirement to upgrade stair lighting.
- £100,000 Disabled adaptations Increased level of demand.
- £60,000 Special Initiatives/barrier free Housing Continuation of the work at Beattie Avenue.
- £463,000 Housing for varying needs
 Change in scope of works to include level access showers in all amenity upgrades.
- £13,000 Cruyff Court Development Carry forward of costs from 2016/17.

Subtractions

- £940,000 Structural MultiStorey
 Delay in the Seaton over cladding and in carrying out fabric repair works at blocks containing private owners.
- £1,000,000 Structural General Housing
 The anticipated fabric repair work to the low rise stock has not commenced.
- £500,000 Window replacement General Rosemount Square window replacement delayed, work ongoing establishing listed building requirements.
- £218,000 Solid Wall Insulation
 Middlefield external wall project delayed.
- £100,000 Community Initiatives
- £200,000 Regeneration/Acquisition of land or houses Projects not sufficiently developed

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Communities, Housing and Infrastructure Committee

North East Division Aberdeen City

April - September 2017



Contents

- Introduction
- Staffing
- Complaints About the Police
- Antisocial Behaviour, Violence and Disorder
- Acquisitive Crime
- Road Safety and Road Crime
- Protecting People at Risk of Harm Serious Organised Crime
- Counter Terrorism and Domestic Extremism
- Miscellaneous



Introduction

I present the latest Communities, Housing and Infrastructure Committee Report on behalf of Police Scotland, North East Division. This report provides a detailed account of Police Performance in Aberdeen City in support of agreed priorities, both local and national, for Quarters 1 & 2, 1 April - 30 September 2017.

I am particularly pleased to report a reduction in recorded crime with the number of Violent Crimes, Housebreaking and Thefts all falling. Our continued efforts to prevent crime through intelligence led enforcement and preventative activity is having a positive impact upon the City of Aberdeen and it is particularly noteworthy that our detection rates continue to improve with our overall performance being consistently strong. Additionally, continued proactivity has resulted in detections for Drug Supply significantly up on last year.

In addition, I would wish to sincerely thank Communities themselves for the support they provide to my staff.

We welcome the opportunity, with partners, to make a meaningful and sustained contribution towards the Local Outcome Improvement Plan and Locality Plans as part of Community Planning Aberdeen. In order for Police Scotland to deliver effective services and long term solutions within our Communities, effective local Community Planning arrangements are key and the progress made and results delivered over the last reporting period are testimony to our very positive working relationships.

Finally I wish to acknowledge the work of Police Officers, Police Staff and Special Constables as they continually deliver effective Policing across the Communities of Aberdeen.

Regards

Campbell Thomson Chief Superintendent North East Division

Police Scotland



Staffing

	Authorised Establishment	September 2017	Difference
Police Officers ¹	1115.0 FTE	1153.98 FTE (1183 Total)	+38.98 FTE
	September 2016	September 2017	Difference
Police Staff ¹	121.41 FTE	118.19 FTE	-3.22 FTE

¹ North East Division (Aberdeenshire, Moray and Aberdeen City) Full Time Equivalent (FTE)

Officer numbers in North East Division now exceed our authorised establishment. This is a strong position for North East Division given our low Officer numbers over many preceding years.

We have currently **100** probationers in Aberdeen in total, with a further **16** new Officers having become operationally deployable in December 2017. A further **18** probationers are destined for the North East and are due to complete their initial training and be working in our local Communities during March 2018, with recruitment and training continuing in quarterly cycles thereafter.

Additionally our Community Policing Teams are assisted regularly by **30** Special Constables making an invaluable contribution towards our Policing Plan. Their contributions are regularly recognised and we are exploring opportunities to increase these numbers.



Complaints About the Police

Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 2016
Overall Satisfaction of How Police Dealt With Your incident ²	N/A	81.2%	86.2%		-5.0%
Complaints Received About The Police	N/A	134	139	-5	-3.6%
Number of Complaints Per 10,000 Police Incidents	N/A	32.2	33.8	-1.6	-4.7%
On Duty Allegations Raised	N/A	152	173	-21	-12.1%
Off Duty Allegations Raised	N/A	1	2	-1	-50.0%
Quality of Service Allegations	N/A	33	37	-4	-10.8%
Total Allegations	N/A	186	212	-26	-12.3%

² North East Division (Aberdeen City, Aberdeenshire and Moray)

Public satisfaction is seen as an important part of our performance management. We survey customers on a monthly basis and monitor comments to ascertain areas for improvement and any learning is shared to prevent re-occurrence.

The level of overall satisfaction with the way an incident has been dealt with has slightly reduced compared to last year, but it should be noted that this is a figure which fluctuates throughout the year and **81.2**% is still above the national average recorded by Police Scotland (**80.7**%).

All complaints are investigated thoroughly but we find that on many occasions once an explanation of the circumstances is provided or there is an understanding of why a particular action is taken, individuals are satisfied with the actions of the Police. Of the **134** recorded complaints, only **21** have required full investigation with the majority being either withdrawn or resolved after explanation.

To put the figure of **134** complaints into context, between April and September 2017, over **41,000** incidents have been recorded in the Aberdeen City area. This means there is one complaint received for every **305** incidents dealt with; or **0.3%** of all incidents result in a complaint which requires investigation or explanation. Each complaint and allegation, whether explained or fully investigated, is treated as an opportunity for learning and improving future Service Delivery.



Antisocial Behaviour, Violence and Disorder

Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 5 Year Av
Group 1 Crimes - Recorded ³		199	203		
Group 1 Crimes - Detection Rate		87.4	78.3		
Serious Assault - Recorded4		100	123		
Serious Assault - Detection Rate		81.1%	94%		
Common Assault - Recorded	1762.0	1582	1659	-180	-10.2%
Common Assault - Detection Rate	71.3%	69.8%	70.2%		-1.5%
Robbery - Recorded	45.2	58	54	+12.8	+28.3%
Robbery - Detection Rate	75.2%	82.8%	74.1%		+7.6%
Vandalism - Recorded	1,264.8	1,089.0	1,097	-175.8	-13.9%
Vandalism - Detection Rate	28.3%	22.0%	28.1%		-6.3%
Fire Raising - Recorded	80.4	52	54	-28.4	-35.3%
Public Reports of Street Drinking	127.6	49	59	-78.6	-61.5%
Drunkenness and Disorderly Conduct	263.6	93	123	-170.6	-64.7%
Racially Aggravated Harassment / Conduct	66.8	49	45	-17.8	-26.6%
Racially Aggravated Harassment / Conduct - Detection Rate	89.5%	95.9%	82.2%		+6.4%
Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 2016
Hate Crime - Recorded	N/A	104	119	-15	-12.6%
Hate Crime - Detection Rate	N/A	69.2%	60.5%		+8.7%

³ Crimes of Violence include Murder, Attempted Murder, Culpable Homicide, Cruelty, Neglect and Un-natural Treatment of Children and Adults, Abduction, Robbery, Assault with intent to Rob, Serious Assault, and Threats and extortion.

The total number of recorded Group 1 Crimes has seen a small reduction when compared to the same review period last year. Overall detection rates have risen by **9%** to **87.4%**. We have also seen 23 less victims of Serious Assault and the current detection rate is **95.1%**.

The review period has seen a reduction in the number of Common Assaults reported with a drop of **180** reports compared to the equivalent review period in 2016. Detection rates for Common Assaults have dropped slightly however across all forms of Violence there are over **200** less victims. Victims require support and assistance and we continue to refer the victims of most crimes to support services such as Victim Support Scotland. The number of Robberies

⁴ April 2016 - implementation of broader definition of what constitutes a Serious Assault.



across Aberdeen City has risen by **4** crimes when compared to the same period last year. The numbers of Robberies are still relatively low with lifestyle and substance misuse playing a significant part in this crime type. On almost all occasions the offender is known to the victim and these are allocated to a Detective Officer for investigation. We adopt a robust investigative approach in order to prevent further offending and detect **82.8**% of such crimes, exceeding previous detection rates.

Our Divisional Alcohol and Violence Reduction Unit based in Aberdeen, focuses on the most serious of violent offenders and ensure they are brought to justice as quickly as possible. Intelligent use is made of Bail conditions to manage offenders who commit crimes of Violence including Domestic Abuse. However, where the risk cannot be managed through the use of Bail conditions, offenders are kept in custody until their Court appearance.

Reported crimes of Vandalism have seen a small decrease when compared to the same period last year but when assessed against the Five Year Average show a **13.9%** decrease.

Activity under 'Operation Pine' took place in the North East Division, including activity in Aberdeen, during August 2017. This Operation focused on persons for whom outstanding warrants were in place, prioritising those who were wanted for crimes of Violence. A total of **108** people were apprehended on warrant, resulting in **146** warrants being cleared for a variety of offences including Violence, Drugs and Road Crime.

In Aberdeen we operate a Weekend Policing Plan to focus on the safety of all persons using, visiting or working in the City Centre. Sharing this work with a range of partners, a key area for us involves visits to licensed premises to both support those working within them, provide reassurance to those within as well as checking compliance with legislation. We have a positive working relationship with our licensees and visits have increased significantly during the reporting period.

As we move towards the Festive Period our patrols on the streets increase under our 'Operation Oak' working alongside a multitude of retail, entertainment and voluntary sectors as well as Aberdeen City Council, Emergency Services and the Street Pastors. A series of focused patrols is timetabled over the Festive Period to ensure we maximise our collective resources to keep people safe.



Acquisitive Crime

Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 5 Year Av
Crimes of Dishonesty - Recorded	4,096.6	3,283	3,805	-813.6	-19.9%
Crimes of Dishonesty - Detection Rate	38.0%	43.0%	39.3%		+5.0%
Housebreakings - Recorded	542.6	350	576	-192.6	-35.5%
Motor Vehicle Crime - Recorded ⁵	675	379	482	-296	-43.9%
Motor Vehicle Crime - Detection Rate	22.4%	20.8%	24.3%		-1.6%
Theft of Motor Vehicle - Recorded	211.8	140	188	-71.8	-33.9%
Common Theft - Recorded	1096.0	833	916	-263	-24.0%
Common Theft - Detection Rate	25.5%	29.2%	24.9%		+3.7%
Theft by Shoplifting - Recorded	987.4	1070	1116	+82.6	+8.4%
Theft by Shoplifting - Detection Rate	73.8%	67.9%	69.9%	-5.9	-8.0%

⁵ Theft from secure motor vehicle; Theft from insecure motor vehicle; Theft of a motor vehicle; Attempted Theft of a Motor Vehicle.

Tackling Acquisitive Crime across Aberdeen remains a priority, we are acutely aware of the detrimental effect this has on individuals within our Communities and we continue to be one of the safest places to live in the UK. Our approach combines a number of aspects focused on our Community based structure, to support intelligence led activity, which is focused on preventive and partnership approaches within which public support and assistance is vital.

This activity has seen overall crimes of Dishonesty continue to fall over this period with a drop of **522** recorded crimes when compared to the same review period last year and an increase in detections of **4%**. Against the Five Year Average these figures are just as encouraging with a significant reduction in reported crimes (drop of **813** incidents) and increase in detection rates (**5%**).

With a thriving retail presence in the City Centre Theft by Shoplifting remains an issue. It is of note that the number of recorded crimes has reduced by **45** when compared to the previous yearly review period with detection rates remaining consistent. This reduction is not replicated across Scotland, reflecting on the positive relationships and partnerships addressing this issue in the City.

We are not complacent and continue to target those individuals who commit Acquisitive Crime, in particular those who travel into the area solely for this purpose.

Anti-crime patrols remain in place, encompassing the whole of Aberdeen, indeed these patrols have been increased when compared to the same review period last year. These are targeted patrols following an intelligence assessment of where and when we need to be more visible and active around vulnerable locations, targeted communities and recidivist offenders.



Theft by housebreaking (including attempts) - Detection Rates	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	% Change 2017 v 5 Year Av.
Overall	20.8%	27.4%	19.6%	+6.6%
Dwelling House	23.7%	40.6%	22.0%	+16.9%
Non-Dwelling (e.g. Sheds)	13.7%	14.2%	16.5%	+0.5%
Other Premises (e.g. Commercial)	32.0%	32.3%	23.6%	+0.3%

Housebreaking refers to a variety of buildings including sheds, garages, shops as well as dwelling houses.

Housebreakings have fallen by **226** crimes this year to their lowest level recorded and detection rates for Domestic Housebreaking have almost doubled to **40.6**%, again their highest recorded level.

The positive increase in detection rates over this period reflects the concentrated efforts and targeted intelligence led patrolling, specifically focusing on recidivist offenders.



Road Safety and Road Crime

Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 2016
People Killed/Seriously Injured	N/A	13	32	-19	-59.4%
Children Killed/Seriously Injured	N/A	2	4	-2	-50.0%
People Killed	N/A	1	2	-1	-50.0%
Children Killed ⁶	N/A	0	0	0	0.0%
Advice/Education Given to Motorists ⁷	N/A	10,148	13,721	-3,573	-26.0%
Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 5 Year Av
Mobile Phone Offences	408.0	128	234	-280	-68.6%
Speeding Offences	965.4	734	728	-231.4	-24.0
Drink/ Drug Driving Offences	162.6	143	151	-19.6	-12.1%
Dangerous Driving	44.4	48	45	+3.6	+8.1%
Disqualified Driving	48.6	66	53	+17.4	+35.8%
Detected Offences Relating to Motor Vehicles	4,661.2	3,272	3,752	-1,389.2	-29.8%
Parking Fixed Penalties Issued ⁸	1,330.8	615	349	-715.8	-53.78%

⁶ Child is under 16 years of age.

Road Safety and Road Crime remain a priority for North East Division and the people of Aberdeen and while discussion focusing on our proactivity and the prevalence of offending levels will continue, one key indicator of progress is that there have been **19** less people killed or seriously injured on Aberdeen roads when compared to last year.

While this is encouraging, we maintain the attitude that one injury or fatality is one too many and will continue to support victims, their families and friends through these traumatic experiences. Whilst our first thoughts are always with them, the impact on our Officers and our emergency service colleagues in attending such incidents is also a significant one. Therefore, there will be no reduction in our efforts or commitment to work with partners to prevent future collisions and make our roads safer.

We continue to promote Operation CEDAR (Challenge, Educate, Detect and Reduce) as day business within our Communities. This forms a key element of our Partnership across the North East within the Road Casualty reduction Strategy. Our further indicator of our efforts to keep all road users safe is seen in the interaction with **10,148** motorists over the period by the

⁷ North East Division (Aberdeen City, Aberdeenshire and Moray) figures by Road Policing Officers.

⁸ North East Division (Aberdeen City, Aberdeenshire and Moray).



Road Policing Unit Officers alone, where advice and education is imparted. While down on last year's returns, this does represent a significant number of motorists.

Through the period we have also addressed the Strategic aims, National Campaigns and Local issues with regular thematic or focused campaigns or operations, which last for various durations.

This reporting period has seen a decrease in the number of people reported for driving under the influence of alcohol or drugs. There are however too many people drink driving and we will continue to robustly target them with the help of the Community. There has been a slight increase in the number of alleged disqualified drivers, which is very disappointing, however we appreciate the Communities continued support in providing us with information on such individuals and we will continue to respond to their concerns. We will continue to proactively target those who choose to ignore the law and in doing so, cause danger to themselves and other road users.

Operation Trinity was one such response to local issues. In its tenth year, the antisocial use of motorcycles was addressed in our Communities across the City. The positive engagement and support from the Local Authority, Emergency Services, Community Partners and the Public saw us patrolling in specific communities, targeting identified offenders and increasing the safety of all road users. With **33** offenders charged, almost **50** vehicles seized and a **66%** drop in related calls, and a new diversionary scheme implemented, this innovative partner based operation again proved to be a success.



Protecting People at Risk of Harm

Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 5 Year Av
Group 2 Crimes - Recorded ⁹	272.2	331	376	+58.8	+21.6%
Group 2 Crimes - Detection Rate	69.7%	56.2%	65.4%		-13.5%
Rape - Recorded	39.4	41	49	+1.6	+4.1%
Rape - Detection Rate	74.1%	53.7%	59.2%		-20.4%
Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 2016
Domestic Abuse Incidents Reported	N/A	1,451	1,305	+146	+11.2%
Domestic Abuse Crimes - Detection Rate	N/A	70.9%	72.6%		-1.7%

⁹ Group 2 Crimes of Indecency include Rape, Assault with intent to Rape, Indecent Assault, Sexual Assault, Prostitution related crime and others with an indecent element.

Aberdeen City Group 2 offences in the review period are **45** below the same period in 2016, a fall of **12%**. This represents a significant reduction in victims of sexual offending. The Group 2 detection rate sits at **56.2%** which is down compared to the review period in 2016. At time of writing, this figure has now risen to **60.9** % showing positive movement in this regard.

A similar position is noted in relation to Rape offences which are 8 below the 2016 figures, a reduction of 16.3%. The Aberdeen City Rape detection of 56.2% is down on last year's figure, however at the time of writing the Divisional detection rate is 58.7% which sits above the current Force position.

The above position reflects the continued focus on engagement with vulnerable groups who are supported with advice and assistance through established local partnerships. Awareness raising, coupled with the robust targeting of offenders supports this work. Additionally an effective communication strategy provides public reassurance via a variety of media outlets and partners and sends strong messaging directly to offenders regarding Police resolve to protect the vulnerable and detect crime.

North East Division has embedded process to ensure investigations concerning this crime type are afforded the utmost scrutiny with a view to identifying all opportunities to identify, trace and charge those responsible. This ensures offenders become visible to appropriate agencies and that all measures to mitigate risk are considered and implemented whenever possible.

We continue to work with partners to ensure, in all cases, the wellbeing of victims is absolutely paramount.



Serious Organised Crime

Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 5 Year Av
Proceeds of Crime Act Seizures ¹⁰	£76,980.57	£150,560.16	£161,345.46	£73,579.59	+95.58%
Drug Possession Offences	733	824	847	91	+12.4%
Drug Supply Offences	117.0	120	90	3	+2.6%
Indicator	5 Year Average	Apr 2017 - Sept 2017	Apr 2016 - Sept 2016	Difference	% Change 2017 v 2016
Drug Deaths	N/A	27	32	-5	-15.6%

¹⁰ A Division (Aberdeenshire, Moray & City) reported seizures (reported figures only, this may mean that the money might finally be returned to the defender, forfeit at court or seized and remitted to Crown office Procurator Fiscal Service).

We will continue to proactively target those who cause harm to our Communities and exploit the most vulnerable.

There have been significant increases in Proceeds of Crime Act seizures (+95.6%) in comparison to the Five Year Average.

In the financial year to date, North East Division have carried out **47** cash seizures and submitted **16** Asset Restraint and Confiscation reports under the Proceeds of Crime Act 2002. These seizures reinforce previous intelligence-led enforcement work and cause significant disruption to individuals involved in Serious and Organised Crime (SOC). In addition the Division has utilised money laundering legislation to progress evidence gathering in Organised Crime Group investigations.

Drugs Possession Offences remain comparable with the same period last year, whilst Drug Supply charges have seen a significant increase of **30** offences compared to last year. It is assessed that the increase in Drug Supply charges is as a result of the strong proactive policing undertaken within North East Division to target and disrupt those involved in drug supply though intelligence lead policing and pro-active patrolling.

This is further enhanced by having strong partnership arrangements in place. Such partnerships include raising awareness across public and third sector agencies in relation to drug related crime, which has led to the capture of quality intelligence, allowing an increased focus on intelligence led enforcement activity against the individuals and groups who cause harm in our Communities.

The use of local and social media has proved to be a valuable tool that not only celebrates success but also builds the trust in our Communities and encourage the Public to report any drug related activity to the Police.

A pilot campaign was launched recently, with all major Media organisations in attendance with regards to 'Cuckooing' (the takeover of a vulnerable person's property by criminals involved in Controlled Drugs). In conjunction with partners, work has commenced in identifying addresses



targeted by such activity. Even at this early stage of this pilot, positive results have been achieved.



Counter Terrorism and Domestic Extremism

This reporting period saw a continuation of high-profile terrorist activity across Europe, as well as closer to home in England. Following an incident on the London Underground on 15 September 2017 the UK saw its threat level for international terrorism increase to Critical (an attack is expected imminently) for the second time this year. The threat level returned to Severe (an attack is highly likely) two days later on 17 September 2017, where it remains. Whilst events elsewhere in the UK undoubtedly affected Communities and individuals in the North East, throughout this period there was no specific threat to Scotland, however we continue to urge the public to remain vigilant and to report any concerns to us.

National Security remains an ever present consideration and is very much day business for Police Scotland, with preventative messaging, reassurance patrols and educational inputs routinely provided to Communities.

Exercise Border Reiver took place in Scotland during October 2017 which tested the Police response to a Counter Terrorist Incident. This was a three day event which challenged Police on dealing with a complex scenario and confirmed their ability to deal with such matters.

Aberdeen City continues to be an active partner within the North East Division Pan-Grampian Multi-Agency CONTEST Group, which benefits from the partnerships links with all three Local Authority Areas (Aberdeen City, Aberdeenshire and Moray). This work drives the local CONTEST Action Plans which are supported by the existing Pan-Grampian partnership structures including Education, Emergency Services, Resilience and Third Sector Partners. The structure is further mirrored in the Prevent Sub-Group which allows maximum benefit to be gained by all partners, ensuring an excellent integrated approach to the potential of a terrorist attack.



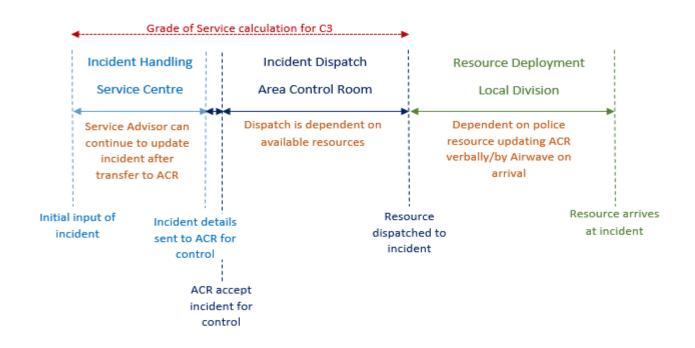
<u>Miscellaneous</u>

Stop and Search

Indicator	Apr 2017 - Sept 2017	Apr 2017 - Sept 2017 (positive)
Consensual	1	0
Legislative	933	303
Number of Consensual Stop and Searches Refused	0	N/A



Response Times



Police response times are based on incident handling and measure the time taken from the initial input to the incident (first keystroke in a new incident) to the time of arrival of the resource at scene (Officer updating the ACR via their airwave). The police response time is thereafter broken down into its component parts, giving an indication of efficiency at each stage.



Incident Handling – Service Centre

This is the measure of time from creation of a command and control incident by a service adviser until the time the incident is sent to the relevant ACR for control. For the Police Scotland Service Centre (PSSC) this calculation is the difference between two timestamps: time the incident is created (first keystroke on a new incident, known as initial input) and the time the incident is sent to the ACR for control.

This measure is specifically for police response to incidents reported by the public, but is not a measure of the amount of time a member of the public spends speaking to a service adviser. Instead this measures the length of time a service adviser retains an incident on STORM Unity until notifying the ACR. The incident may continue to be updated by the service adviser with real time information even after it has been accepted at the ACR for control and a resource has been dispatched.

Incident Dispatch - Area Control Room

This is the measure of time from the incident being accepted for control at the ACR until a resource has been dispatched to the incident location. For PSSC this calculation is the difference between the two relevant timestamps.

This measure is specifically for police response to incidents reported by the public, and measures the time taken by a controller to read the information contained on the incident, make a risk assessment using all information available, then find and dispatch a suitable resource. If there is only very limited information available due to the incident being transferred by a service adviser quickly with minimal information, this time may be delayed whilst the incident is updated with more information for a robust risk assessment, it may also be delayed due to there being no resources available to dispatch.



Resource Deployment – Local Division

This is the measure of time from the first resource being dispatched to the incident location until the time first resource arrives at scene (not necessarily the first resource that was dispatched, but the resource which arrived fastest). The arrival time relies on the resource which arrives at scene to update the ACR, either verbally via their airwave or preferably by automatic means via their airwave by pressing the appropriate soft key.

For the PSSC this measure is specifically for police response to incidents reported by the public and may be considered as the "travel time". For North region this measure is for all incidents where a resource attends and therefore may be artificially reduced due to the travel time for some incidents being zero – i.e. a unit on patrol discovers and incident and is already at scene so does not have to travel.

Overall Response Time

This is the overall measure from the first point of contact with the Police to the resource arriving at scene.

A calculation is made between the times of initial input of the incident on STORM until the time the first resource arrives at scene.

Incident Handling (Service Centre) Time: One of the time stamp fields which is used to calculate this time is overwritten each time the incident is transferred to the ACR. For instance if a call was disposed but subsequently reopened for updates and transferred to the ACR, this time would be corrupted. This can cause the AVERAGE incident handling time to be skewed in such a way that it appears to take longer to handle a call than it does to take the call and attend the incident. As a result any incidents which have a transfer to ACR time which is later than the first resource allocated to incident time is discounted. This only affects this one timestamp, all others are unaffected.



RESPONSE TIMES (A DIVISION)

Note 1 - Data extracted and provided by APU from STORM Unity on for A Division showing data from 00:00:00 on the first of each month until 23:59:59 on the last day of each month. Figures include all resourced incidents (except diary calls) including those which have been generated by police, e.g. pre planned events such as firearms operations or spontaneous deployment to deal with ongoing crime.

Note 2 - Data extracted and provided by APU from STORM Unity on for A Division showing data from 00:00:00 on the first of each month until 23:59:59 on the last day of each month. Figures are based on resourced incidents where a call is received from the public, incident raised and transferred to ACR, then a resource dispatched which subsequently arrives at scene. Linked incidents and diary calls are excluded. Any incidents not dispatched within the grade of service timescales that are left open/scheduled for a future date will be included in the average calculation.

Protect communities by monitoring the average length of time taken to attend at the scene of Emergency (Grade 1) classified incidents								
Grade 1 Incidents	A Division							
	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17		
Numbers based on all resourced incidents ¹ :								
Monthly Number of Grade 1 Incidents	388	406	359	464	421	369		
Monthly number of Calls achieving Grade of Service	339	363	324	426	389	352		
% of Calls achieving Grade of Service	87.4%	89.4%	90.3%	91.8%	92.4%	95.4%		



Grade 1 Incidents		A Division							
	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17			
	Numbers based on responding to public ² :								
Monthly Number of Grade 1 Incidents	382	399	344	455	410	355			
Monthly Number of Calls achieving Grade of Service	336	356	309	417	379	340			
% of Calls achieving Grade of Service	88.0%	89.2%	89.8%	91.6%	92.4%	95.8%			
	Public res	oonse stage breakd	down²:						
Incident Handling - Service Centre (monthly avg. time)	20.00.40	00:00:32	00:00:40	00:00:28	00:00:30	00:00:30			
Incident Dispatch - Area Control Room (monthly avg. time)	00:03:18	00:02:28	00:02:00	00:02:03	00:01:48	00:02:06			
Resource Deployment - Local Division (monthly avg. time)	00:13:48	00:13:48	00:13:52	00:12:44	00:12:24	00:16:38			
Overall Response Time (monthly avg. time)	00:17:07	00:17:13	00:17:02	00:15:43	00:15:11	00:19:34			

Incident handling and incident dispatch times must be below 5 minutes to achieve Grade of Service for Grade 1 incidents. Table shows the percentage of calls which achieve this grade of service. Please note for North Divisions the incident handling and dispatch times are combined due to system limitations.



Protect communities by monitoring the average length of time taken to attend at the scene of Grade 2 classified incidents								
			A D	ivision				
Grade 2 Incidents	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17		
Numbers based on all resourced incidents¹:								
Monthly Number of Grade 2 Incidents	3,660	3,623	3,378	3,680	3,165	3,279		
Monthly number of Calls achieving Grade of Service	2,901	2,119	2,925	3,214	3,211	2,926		
% of Calls achieving Grade of Service	79.3%	90.8%	86.6%	87.3%	88.8%	89.2%		
	Numbers bas	sed on responding t	o public²:					
Monthly Number of Grade 2 Incidents	3,360	3,471	3,225	3,536	3,502	3,141		
Monthly Number of Calls achieving Grade of Service	2,882	3,045	2,797	3,095	3,114	2,809		
% of Calls achieving Grade of Service	85.8%	87.7%	86.7%	87.5%	88.9%	89.4%		
	Public res	ponse stage breakd	lown²:					
Incident Handling - Service Centre (monthly avg. time)		00:00:49	00:00:50	00:00:44	00:00:46	00:00:44		
Incident Dispatch - Area Control Room (monthly avg. time)	00:12:43	00:09:22	00:11:00	00:11:03	00:09:47	00:10:00		
Resource Deployment - Local Division (monthly avg. time)	00:25:55	00:25:47	00:26:03	00:23:39	00:23:26	00:22:49		
Overall Response Time (monthly avg. time)	00:38:39	00:36:58	00:38:20	00:35:52	00:34:40	00:34:00		

Incident handling and incident dispatch times must be below 15 minutes to achieve Grade of Service for Grade 2 incidents. Table shows the percentage of calls which achieve this grade of service. Please note for North Divisions the incident handling and dispatch times are combined due to system limitations.



Protect communities by monitoring the average length of time taken to attend at the scene of Grade 3 classified incidents								
Grade 3 Incidents	A Division							
Grade 3 incidents	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17		
Numbers based on all resourced incidents ¹ :								
Monthly Number of Grade 3 Incidents	5,199	4,063	3,702	3,869	3,963	3,829		
Monthly number of Calls achieving Grade of Service	2,479	2,762	2,416	2,577	2,677	2,569		
% of Calls achieving Grade of Service	47.7%	68.0%	65.3%	66.6%	67.5%	67.1%		
Numbers based on responding to public ² :								
Monthly Number of Grade 3 Incidents	3,783	3,547	3,227	3,365	3,466	3,344		
Monthly Number of Calls achieving Grade of Service	2,453	2,368	2,038	2,192	2,291	2,188		
% of Calls achieving Grade of Service	64.8%	66.8%	63.2%	65.1%	66.1%	65.4%		
	Public res	ponse stage break	down²:					
Incident Handling - Service Centre (monthly avg. time)		00:01:28	00:02:41	00:00:59	00:00:57	00:00:59		
Incident Dispatch - Area Control Room (monthly avg. time)	03:06:26	02:23:36	02:41:33	02:26:35	02:29:42	02:35:10		
Resource Deployment - Local Division (monthly avg. time)	01:05:56	00:57:54	00:54:16	00:47:52	00:59:52	01:00:56		
Overall Response Time (monthly avg. time)	04:12:22	03:14:58	03:30:41	03:05:58	03:23:37	03:29:25		

Incident handling and incident dispatch times must be below 40 minutes to achieve Grade of Service for Grade 3 incidents. Table shows the percentage of calls which achieve this grade of service. Please note for North Divisions the incident handling and dispatch times are combined due to system limitations.



Breakdown of Grades 4-5							
Grade 4-5 Incidents	A Division						
	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	
Numbers based on all resourced incidents ¹ :							
Monthly Number of Grade 4 Calls	353	302	290	264	311	296	
Monthly Number of Grade 5 Calls	247	241	218	251	208	210	
Total Number of Calls Overall	9,847	8,635	7,947	8,528	8,518	7,983	

Response times for reporting periods extracted from the STORM Unity system use the following indicators:

- Overall Response Time = Incident created to At Scene;
- Incident Handling = Incident Created to Transfer Accepted;
- Incident Dispatch = Incident Created to Resource Dispatched;
- Resource Deployment = Resource Dispatched to Arrive at Scene;



Crime Recording

Scottish Crime Recording Standard Quarter 3 & 4 Audit 2016/17 (not available at Local Authority level but detailed at Divisional and Force level for information purposes)							
Audit 1 - Crime Related Incidents and Associated Recorded	Test 1 - Incidents			Test 2 - Recorded Crime			
Crime Audit 2016/17 - Quarters 3/4 (October to March)	Incidents Audited	No. of Errors	SCRS Compliance	Crimes Audited	No. of Recording Errors	SCRS Compliance	
A Division	193	9	95.34%	127	6	95.28%	
Force	2,193	162	92.61%	1,219	89	92.70%	
Details of the methodology for Audit 1 can be found in Appendix A							

Audit 2 - Divisional Crime Audit 2016/17 - Quarter 3/4s (October to March)	Crimes Audited	No. of Recording Errors	SCRS Compliance	
A Division	342	26	92.40%	
Force	3,435	280	91.85%	
Details of the methodology for Audit 2 can be found in Appendix A				

Audit 3 - "No Crime" Audit 2016/17 - Quarters 3/4 (October to March)	Number of "No Crimes" Audited	No. of Errors	SCRS Compliance	
A Division	100	3	97.00%	
Force	944	48	94.92%	
Details of the methodology for Audit 3 can be found in Appendix A				

APPENDIX "A" - AUDIT METHODOLOGY

Audit 1 - Crime Related Incidents and Associated Recorded Crime

The audit sample was selected from Command and Control incidents over a specific four day period with initial call types CR-60 to CR-79 within the Crime category, and incidents with initial call types AB-57 Communications, AB-58 Hate Crime, PW-40 Domestic Incident and PW-76 Child Protection. The incident sample selected for audit ensured, working to a 95% confidence level with a confidence interval of */-3%, that the sample audited was statistically representative of all incidents of this type recorded during the four day audit period. A formula was applied to the total number of incidents per Command Area and apportioned out between Divisions in that Command Area in order to obtain sample sizes. These were subject to a minimum of 150 and a maximum of 300 per Division.



Compliance in each of the two Tests is achieved with a result of 95% or above.

The audit tested:

Test 1 - Crime Related Incidents

- That incidents initially inferring a crime or apparent criminal activity and closed as a non-crime contained a satisfactory narrative to eliminate any inference of criminality and fully justify a noncrime disposal.
- That each incident clearly indicated a crime or non-crime as a disposal on the incident text.
- Where an incident was closed as a crime, the corresponding crime record was traced.

Test 2 - Recorded Crime

 The correct application of SCRS on recorded crimes in respect of the Scottish Government Counting Rules and the correct classification of crimes. In terms of compliance with SCRS each individual crime over or under-recorded, or incorrectly classified was counted as having failed the audit.

Audit 2 - Recording of Specific Crime Types (Divisional Crime Audit)

To ensure that a number of different areas of crime recording are represented by Audit 2, samples were obtained from the following categories:

- Assault (Common Assault only)
- Group 1 Crime (Crimes of Violence)
- Group 2 Crime (Sexual Offences)
- Group 3 Crime (Crimes of Dishonesty)
- Group 4 Crime (Damage to Property)
- Other Crimes from Groups 5, 6 and 7

While not as statistically representative of all records within the audit period as Audit 1, the sample sizes in Audit 2 were weighted to take into account higher volumes of crime being recorded in some Divisions subject to a minimum of 100 records and a maximum of 300 records.

The audit tested the correct application of SCRS on recorded crimes in respect of the Scottish Government Counting Rules and the correct classification of crimes. In terms of compliance with SCRS each individual crime over or under-recorded, or incorrectly classified was counted as having failed the audit.

Compliance in this audit is achieved with a result of **95%** or above.

Audit 3 - Crime Records Reclassified to "No Crime"

The third principle of SCRS states "once recorded, a crime will remain recorded unless there is credible evidence to disprove that a crime had occurred".

The audit tested the correct application of this principle in respect of recorded crime which was reclassified to "No Crime" following Police enquiry into the reported circumstances. In terms of compliance with SCRS



each individual crime reclassified incorrectly was counted as having failed the audit.

The sample sizes in Audit 3 were weighted to take into account the higher number of records reclassified to "No Crime" in some Divisions subject to a minimum of 50 and a maximum of 100.

Compliance in this audit is achieved with a result of 95% or above.

In order to allow Divisions a reasonable period of time to ensure that records are complete and compliant with SCRS, audits are generally undertaken once a period of three months from the date of the incident/crime has elapsed. Any record incomplete at the time of audit will be audited based on the information available at the time.



ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing & Infrastructure Committee

DATE 16 January 2018

REPORT TITLE Local Fire and Rescue Plan 2018 - 2021

REPORT NUMBER N/A

DIRECTOR Chief Executive

REPORT AUTHOR Area Manager Bruce Farquharson

1. PURPOSE OF REPORT:-

The report brings before the Committee the new Local Scottish Fire and Rescue (SFRS) Plan for Aberdeen City area 2018-2021.

2. RECOMMENDATION(S)

It is recommended that Committee:-

- (a) Provide feedback to the Local Senior Officer on the new plan; and
- (b) Are asked to approve the new local plan for introduction on the 01 April 2018

3. BACKGROUND/MAIN ISSUES / OTHER HEADINGS AS APPROPRIATE

- 3.1 The current SFRS Local plan 2014 to 2017 was approved by full Council in May 2014 and agreement to extend the plan until April 2018 was approved by the CHI Committee in January 2017.
- 3.2 Following the introduction of the SFRS latest Strategic Plan in 2016 and with three years having passed it was considered appropriate to review the local plan to ensure the service priorities remain relevant. The timeline for the review was calculated to enable the SFRS plan to support the objectives of the Local Outcome Improvement Plan for Aberdeen City.
- 3.3 SFRS completed a review of the current local plan and the local risk profile in order to inform the development of the new plan you have before you. The service carried out a comprehensive consultation exercise with partners and the public in order to form the final production presented at this meeting.
- 3.4 The new SFRS local plan 2018-2021 sets out the services priorities for reducing risk in Aberdeen.

4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from the recommendations of this report.

5. LEGAL IMPLICATIONS

The local plan is a statutory requirement under the auspices of the Police and Fire Reform (Scotland) Act 2012 and sets out the local fire and rescue priorities for reducing risk within Aberdeen City.

6. MANAGEMENT OF RISK

The local plan sets out the SFRS priorities for reducing risk for all those who live, work and travel in Aberdeen. Each of the priorities has been selected in order to ensure that the services commitments and resources are focused on reducing risk relevant to Aberdeen.

7. IMPACT SECTION

The discharging of the Council's responsibilities in relation to the Police and Fire Reform (Scotland) Act 2012 is of direct relevance to the delivery of the Council's responsibilities in relation to Community Planning, the Local Outcome Improvement Plan and the Business Plan.

Economy

The local plan sets out the SFRS priorities for protecting and supporting the economy within Aberdeen.

People

The local plan sets out the SFRS priorities for reducing risk for those who live, work and travel in Aberdeen and also include development and support for SFRS staff to ensure a competent and professional workforce.

Place

The plan sets out the SFRS priorities for protecting the environment within Aberdeen.

Technology

N/A

8. BACKGROUND PAPERS

Aberdeen City Local Fire and Rescue Plan 2014-17

9. APPENDICES (if applicable)

N/A

10. REPORT AUTHOR DETAILS

Area Manager Bruce Farquharson Local Senior Officer Aberdeen City Scottish Fire and Rescue Service Bruce.Farquharson@firescotland.gov.uk 01224 268216 This page is intentionally left blank

Working together for a safer Scotland



LOCAL FIRE AND RESCUE PLAN

FOR ABERDEEN CITY

2018





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Introduction

Welcome to the Scottish Fire & Rescue Service (SFRS) Local Fire and Rescue Plan for Aberdeen City. The plan takes forward the SFRS's strategic vision, as defined within the SFRS Strategic Plan 2016-19 and that of Aberdeen City's Local Outcome Improvement Plan (LOIP) "Aberdeen a place where all people can prosper"

The plan sets out the local priorities, actions and outcomes for the SFRS to deliver within Aberdeen from 2018 onward.

One of the key aims of The Police and Fire Reform (Scotland) Act 2012 is to strengthen the connection between the SFRS and local communities through formal relationships thus providing greater opportunities for locally elected members to become involved and allowing improved integration with community planning partnerships.

The Police and Fire Reform (Scotland) Act 2012 requires local plans to contain:

- Priorities and objectives for SFRS in connection with the carrying out duties in the local authority's area of SFRS's functions
- The reasons for selecting each of those priorities and objectives
- How SFRS proposes to deliver those priorities and objectives
- In so far as is reasonably practicable, outcomes by reference to which delivery of those priorities and objectives can be measured
- How those priorities and objectives are expected to contribute to the delivery of any other relevant local outcomes which are identified by community planning
- Such other matters relating to the carrying out of SFRS's functions in the local authority's area as SFRS thinks fit.

Partnership and engagement are central to this relationship, as is local democratic scrutiny and as such the Aberdeen City Local Fire and Rescue Plan is approved and scrutinised via the Council's committee and governance structure.

The main purpose of the Scottish Fire and Rescue Service is to work in partnership with communities and with others in the public, private and third sectors on **prevention**, **protection** and **response** in order to improve the safety and wellbeing of people throughout Scotland.

Local multi-agency partnerships in Aberdeen have made significant progress in achieving improved outcomes and the introduction of a single fire and rescue

service has enhanced opportunities to contribute further in expanding from reactive emergency response to the positive outcomes of prevention and protection.

A key aim is for us to work together with communities and target our resources to deliver where the need is greatest. We will invest in preventing the problems of the future through a strong commitment to early intervention with a clear focus on "People and Place".

Developed with consideration of the Community Planning Aberdeen LOIP, the Aberdeen City Local Fire and Rescue Plan sets out local solutions to local issues, linking to our national performance management framework and demonstrating how we contribute to national priorities and key performance targets.

The SFRS will continue to use data analysis techniques to identify the local risk profile and to ensure resources are allocated to the point of need. While considering the strategic priorities of the SFRS we will develop local action plans to mitigate risk and ensure equitable access to Fire and Rescue resources.

Through on-going involvement with the Local Community Planning groups in Aberdeen we will continue to develop our understanding of local needs and proactively seek out consultation opportunities with all sections of the community. Using this approach we will ensure that the service we deliver is driven by consultation, in line with public expectations and helps to build strong, safe and resilient communities.

Bruce Farquharson Local Senior Officer

National Context

Scottish Ministers set out their specific expectations for the Scottish Fire and Rescue Service in the Fire and Rescue Framework for Scotland 2016. This provides the outline we should follow to ensure our resources and activities are aligned with the Scottish Government's Purpose and national outcomes.

Our Strategic Plan 2016-19 has been designed to meet these national expectations. Set against a complex and evolving backdrop our Strategic Plan encapsulates our mission, values and strategic priorities.



These have been shaped with due regard to the challenges we face and to what we need to achieve to be a highly effective, sustainable public service. Operating within a climate of significant financial uncertainty and public service reform means we need to transform how we operate. This will particularly include how we prepare for and respond to changing societal needs, the impact of climate change and the threat of terrorism.

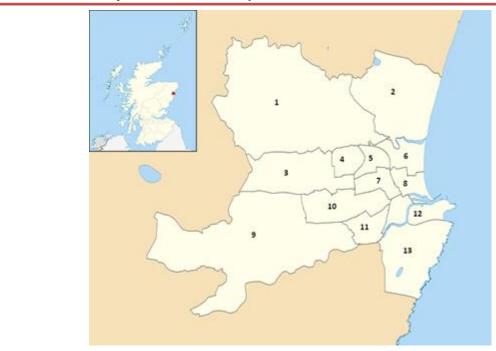
Strong leadership, supported by sound governance and management arrangements are at the very core of our foundations. These arrangements will direct and provide assurance that we comply with our statutory responsibilities. In addition, they will provide Local Senior Officers with supporting mechanisms to deliver services specifically tailored to local needs.

Local Context

The Aberdeen City area consists of 13 council wards. The City has a sizable and diverse community. In June 2016 the population of Aberdeen City was estimated to be 229,840 which equates to 4.2% of Scotland's total population. The City's population is projected to increase to around 255,400 by the year 2030. Demographical projections identify that the number of people aged 65 and above will increase by around 30% during this period while the number of people of working age or younger will increase by a much lower percentage.

An increasing and ageing population provides unique challenges in delivering services, additional housing and the resulting demand in community facilities. The fire and rescue service locally has identified this as a key priority in focusing on those most vulnerable or at risk individuals within Aberdeen communities and will target resources where they are most needed. Trends will be closely monitored to enable early identification of any potential adverse consequences in relation to domestic safety and wellbeing.

Aberdeen City Council Ward Map



Wards

- 1 Dyce/Bucksburn/Danestone
- 2 Bridge of Don
- 3 Kingswells/Sheddocksley/Summerhill
- 4 Northfield/Mastrick
- 5 Hilton/Stockethill
- 6 Tillydrone/Seaton/Old Aberdeen
- 7 Midstocket/Rosemount

- 8 George Street/Harbour
- 9 Lower Deeside
- 10 Hazlehead/Ashley/Queens Cross
- 11 Airyhall/Broomhill/Garthdee
- 12 Torry/Ferryhill
- 13 Kincorth/Loirston

Whilst the oil & gas sector has been a significant economic contributor, Aberdeen City is also economically vibrant across many other business sectors such as the electronics industry, research and development, agriculture and further education. Aberdeen remains a relatively wealthy area, nevertheless there are known pockets of deprivation located throughout the city. Currently the relatively low oil price is having a negative impact for the City leading to the potential for increasing levels of vulnerability within our local communities.

The local assessment addresses issues which are relevant across the Aberdeen City area. Linking to the LOIP through analysis of data, partnership working, the development of cross referral pathways and consultation, local improvement plans can be developed to ensure positive outcomes and results are achieved.

To enable the SFRS to plan and deliver on a proactive and reactive basis, it is important to understand where and how demand for fire and rescue resources may arise in the short, medium and longer term. As a local authority area, Aberdeen City is constituted by thirteen multi-member electoral wards comprising a range of diverse communities distributed over approximately 72 square miles. Emergency response within the local authority area is initially provided from four local fire stations comprising of three wholetime stations (permanently crewed) and one retained duty station which operates on an 'On Call' basis. SFRS resources located in neighbouring areas and throughout Scotland can respond into the area to provide additional operational support if necessary.

The review of SFRS activity ("Aberdeen City 2014 - 2017 Local Fire and Rescue Plan review report") indicates a positive downward trend in five out of the six local priorities over the period. The outcomes of the review have been used to identify the emerging fire risk profile and the key priorities included within our revised local plan for Aberdeen.

Our staff are trained and ready to respond to a variety of emergencies and local risks including serious flooding, fires, road, rail and transport incidents. The Service will maintain and assure the quality of service delivery by supporting all staff in their continuous professional development. The application, implementation and monitoring of nationally recognised operational standards will ensure an appropriate emergency response is available when required.

The response to, and recovery from, major emergencies as defined within the Civil Contingencies Act 2004 will continue through our participation in the Grampian Local Resilience Partnership. These arrangements include the emergency plans and agency specific operational policies and procedures intended to facilitate an effective joint response to any emergency affecting Aberdeen or the North of Scotland.

The SFRS has a statutory duty to promote fire safety including the provision of information and publicity aimed at preventing fire and reducing deaths and injuries, restricting fire spread and advising on means of escape from buildings. It also has a duty under the Local Government (Scotland) Act to participate in the community planning process, which is delegated to the Local Senior Officer to undertake in each local authority area.

The greatest fire risk to our communities continues to be a fire in the home. During the period 2014-2017 there were 869 accidental dwelling house fires in Aberdeen. It is a fact that in the majority of occasions the spread of fire is limited to the immediate area of origin which is a significant change in circumstances to that which we would have seen in earlier years. The service will continue to focus on reducing the risk of fire in the home and the subsequent impact this has on our communities.

During the 2014-2017 period 172 causalities and 6 fatalities occurred as a result of all fires occurring in the City area. While the service will always strive for zero fire deaths and casualties we acknowledge that it will be extremely challenging to achieve this in reality. The service is firmly committed to working pro-actively with our local partners in many disciplines to reduce the occurrences of unintentional harm in our communities.

All workplaces and business premises involved in fire are classed as Non Domestic Fires. Premises where people sleep are seen as a particularly high fire risk since most fatal fires occur at night when people are less vigilant and at their most vulnerable. Residential care homes, student accommodation, Houses in Multiple Occupation and self-contained sheltered housing make up the greatest proportion of these premises within the Aberdeen area. Non domestic fires have been steadily reducing year on year with 107 recorded during 2016-17 which is the lowest annual figure to date. The service is conscious of the impact that these incidents have for the people and economy in Aberdeen and will maintain a focus on this risk going forward.

The total number of deliberately ignited fires in Aberdeen has seen a positive reduction in recent years. In 2016-17 the service identified a total of 344 deliberately ignited fires which is the lowest number to date. We believed that the proactive approach taken by the service and our key partners is having an extremely positive effect in this area. Deliberate fire starting has a negative and anti-social impact on the local community and the local economy and as such remains a key focus for our service.

On average Aberdeen-based firefighters respond to 3500 emergency call outs per year. A high proportion of these calls, approximately 50%, turn out to be false alarms which require no action by the fire and rescue service. An Unwanted Fire Alarm Signal (UFAS) is defined as a signal transmitted by an Automatic Fire Detection system reporting a fire when there is none. Increasing numbers of UFAS calls are being received with the majority resulting from system failures. While there is no direct risk to the local community on these occasions, there are associated risks created by emergency service vehicles responding on local highways and the commitment of SFRS resources when they may be needed to deal with a real emergency elsewhere. The service is committed to seeking new and innovative approaches to reduce the impact of UFAS in Aberdeen.

Other types of false alarm calls include malicious 999 calls and emergency calls made when a person genuinely believes that an emergency has occurred which requires the attendance of the SFRS, and that belief subsequently turns out to be unfounded. Malicious 999 calls to SFRS in Aberdeen have steadily reduced over the last five years as a result of positive action by the service and key partners

which will continue under business as usual arrangements. Calls of a good intent nature are not an area of concern for the service which encourages members of the community to call for assistance at the earliest opportunity.

The delivery of shared outcomes is embedded within Aberdeen City through its range of community planning approaches. Aberdeen City's Community Planning Partnership is committed to the Local Outcome Improvement Plan and its vision of "Aberdeen a place where all people can prosper"

Through the introduction of the LOIP for Aberdeen focused on Economy, People and Place the SFRS takes an active role in the delivery of the priorities and their intended outcomes through participation and engagement across the partnership arena. Supporting the delivery of Anti-Social Behaviour reduction, Adult and Child Protection, Health and Social Care including Alcohol and Drug strategies are examples of where the SFRS can collaborate with partners at a local level whilst achieving the priorities of this Local Fire and Rescue Plan.

Local Priorities

1. Domestic Safety and Wellbeing

Unintentional harm in the home environment, and in particular injuries resulting from, accidental fires, slips, trips, falls and accidental poisoning are major risk factors impacting on the health and wellbeing of our communities. In addition to the personal trauma associated with these risks there is an increasing impact for a wide range of our local public services.

Working with our community safety partners in Aberdeen and across Scotland, SFRS has a significant role to play in contributing towards identifying the most vulnerable groups and individuals at risk of harm. Sharing information to enable appropriate assessment of the risks they are exposed to, and reducing those risks, either through direct intervention, or indirectly through partner liaison. Our aim is to reduce the likelihood of unintentional harm by improving safety in the home.

The promotion and delivery of free Home Fire Safety Visits will remain a key focus for the SFRS across Aberdeen and these visits will be expanded to assess a broader range of risks. Through liaison with partners the service will apply a targeted approach prioritising those who are most vulnerable and at risk from fire or harm in the home.

We will achieve it by:

- Promoting and undertaking Home Safety Visits prioritising those who are deemed most vulnerable and at risk from fire and/or harm
- Working with our community planning partners and others to share information in order to provide solutions which protect people from harm
- Supporting the Local Outcome Improvement Plan
- Focusing our engagement activities in areas where greater service demand has been identified

Performance Indicators:

- Accidental Dwelling Fires
- Accidental Dwelling Fire Casualties & Fatalities
- Number of High Risk Home Safety Visits delivered
- Number of Referrals for Home Safety Visits received from partners.

Expected Outcomes

- Improved support for the safety and wellbeing of our communities
- Reduction in the number of casualties resulting from accidental fires and accidents in the home
- Reduction in the number of accidental dwelling fires
- Reduction in social and economic costs

2. Deliberate Fire Setting

Evidence reflects a significant reduction in deliberate fire setting in Aberdeen over the last four years. However these type of fires continue to account for a number of operational incidents in various forms. Whilst a small proportion involve occupied buildings, vehicles and outdoor structures such as sheds, the majority of deliberate fires are classed as secondary fires such as grass, bushes, wheelie bins and refuse. Evidence also shows that deliberate fire setting is often linked to broader elements of antisocial behaviour affecting our communities.

Partnership working and youth engagement are both key areas where the SFRS can contribute resources in order to reduce the risk in Aberdeen. The service aims to continue its support for youth engagement activities such as the award winning Street Sports, the Fire-Setters Intervention Programme and the Police Youth Volunteer Scheme. The Service is acutely aware that deliberate fire setting has a negative impact on both the community and the public services.

We will achieve it by:

- Continual review of the areas affected by deliberate fire setting and sharing this information with our partners
- Implementing thematic action plans which are tailored to local needs
- Supporting the Local Outcome Improvement Plan
- Maintaining our commitment to a wide range of local youth engagement programmes
- Continuing to work with our partners to develop joint risk reduction strategies to further mitigate the impact of deliberate fires and broader antisocial behaviour affecting our local communities.

Performance Indicators:

All deliberate fires

Expected Outcomes

- Reduction in the number of deliberate fires
- Reduce the impact on our local communities
- Protect Aberdeen's natural and built environment
- Reduce the risk for SFRS and partner agencies

3. Non Domestic Fire Safety

In general, all workplaces and business are classed as non-domestic premises and as such, come within the scope of Part 3 of the Fire (Scotland) Act 2005, which places duties on persons responsible for these premises to comply with the Act and its associated regulations. The SFRS has a statutory duty to promote fire safety and where required enforce compliance with fire safety legislation. To discharge this duty and to ensure compliance, the SFRS has adopted an approach utilising advice, education and where required formal enforcement powers.

Premises where people sleep are seen as a particularly high risk since most fatal fires occur at night when people are most vulnerable. Residential care homes, student accommodation, Houses in Multiple Occupation and self-contained sheltered housing make up the greatest proportion of this type of premises within Aberdeen. The impact of fire can be devastating for our local businesses, employment, the provision of critical services and also our City's heritage. Fires within non domestic premises in Aberdeen have been steadily reducing year on year to date and we wish to promote this trend by maintaining a focus on this priority.

We will achieve it by:

- Continuing the fire safety audit programme prioritising high risk premises.
- Engagement and provision of support to the business community to highlight their responsibilities for compliance with fire legislation.
- Identifying fire trends in particular building types and conducting thematic audits
- Utilising the support of our partners and our operational personnel to identify derelict or vacated properties and to make them secure.
- Supporting initiatives which highlight to young people the risk to them and our communities from wilful fire-raising.

Performance indicators:

- All non-domestic fires
- Number of fire safety audits completed
- Deliberate fires in non-domestic properties

Expected outcomes:

- Assisting the business sector in understanding their legislative fire safety responsibilities
- Ensuring that buildings are safer, people feel protected and the opportunities for acts of deliberate or wilful fire raising are reduced
- Supporting and protecting business continuity and employment within Aberdeen
- Protecting our natural heritage and built environment.

4. Unwanted Fire Alarm Signals

An Unwanted Fire Alarm Signal (UFAS) is defined as a signal transmitted by an Automatic Fire Detection system reporting a fire when there is none. UFAS calls within Aberdeen have been steadily increasing in numbers with the majority resulting from faults occurring within detection systems. Responding to UFAS incidents causes disruption to our local businesses and to other SFRS priorities. Unnecessary blue light journeys on city streets creates additional road risk for firefighters and the public and has a detrimental impact on the environment. SFRS is committed to reducing the impact from UFAS through active engagement with those who are responsible.

We will achieve it by:

- Identifying premises with high UFAS activity levels to determine if they comply with the Fire (Scotland) Act 2005 and have appropriate fire safety management procedures in place
- Supporting owners and occupiers to develop workable action plans for UFAS reduction within their premises
- Robust call management and implementation of SFRS policy for UFAS.

Performance indicators:

Number of UFAS incidents

Expected outcomes:

- Reduce disruption for local businesses and our service
- Reduce road risk for the public and our operational staff
- Reduce our services impact on the environment
- Increase the capacity of the fire and rescue service to deliver against other local priorities

5. Emergency Response and Resilience

The SFRS has a statutory duty to reduce the risks faced by our communities and our staff to make certain that they receive the best possible service. It is essential that we maintain suitable resources locally and that our firefighters possess the skills, knowledge and expertise to respond safely to incidents which vary in type & complexity. The introduction of the single Fire and Rescue Service has provided us with an enhanced opportunity to call upon additional resources from across Scotland should a need arise.

The service must prepare for and respond to major emergencies. The scope of such preparations may include responding to adverse weather events, natural disasters, pandemics, chemical incidents or major transport incidents. The potential for acts of terrorism compels the SFRS to be adequately prepared to respond alongside our partner agencies should such an event occur.

A key aim for the service is to develop resilience within our communities creating an ability for people to assist each other in times of need and to quickly recover from emergencies. 'Out of Hospital Cardiac Arrests' is one example where SFRS is actively supporting others across the City to develop vital lifesaving skills. Increasing the number of people who are confident in applying CPR will increase the survivability for anyone suffering a heart attack.

We will achieve it by:

- Ensuring our training, staff development and equipment continue to be fit for purpose aligned to the risk profile and that we are adaptable to changing circumstances.
- Ensuring that local operational intelligence risk information is obtained, communicated and our operational response tested
- Working locally with partner organisations and agencies to ensure effective wider consequence emergency response plans are developed for identified local risks.
- Fulfilling our statutory duties in relation to the Civil Contingencies Act by way of our contribution to Grampian Local Resilience Partnership and North of Scotland Regional Resilience Partnership.
- Supporting and promoting the reduction of harm from 'Out of Hospital Cardiac Arrests'
- Supporting the Local Outcome Improvement Plan
- Applying a robust internal operational assurance process

Performance indicators:

- Staff competence
- Availability of operational intelligence risk information
- Appliances, equipment and specialist resources
- CPR lifesaving awareness skills sessions
- Operational assurance audits

Expected outcomes:

- Keeping our staff, members of the public and other emergency services safe should an incident occur
- Maintaining a modern and effective local service
- Reducing the financial burden and disruption caused to our communities when emergencies occur
- Increased community resilience
- Proactively helping the wider community by contributing to preventing emergencies, planning to mitigate their effects when they occur, and by adding value through focus on prevention and protection

6. Performance Scrutiny

Our Local Fire and Rescue Plan is approved and scrutinised by Aberdeen City Council Communities, Housing and Infrastructure committee (CHI). Within this forum the Committee undertakes the process of scrutiny to monitor progress against each of the priorities and also engages with the Local Senior Officer in matters arising on a regional or national basis which may impact upon the local area.

The Local Senior Officer, or their deputy will attend and provide an update on progress against this plan, overall performance, and any other matters deemed relevant to the delivery of fire and rescue service provision within Aberdeen City.

Local SFRS performance reports will be published on the Scottish Fire and Rescue Service website following scrutiny.

7. Review

To ensure this Local Plan remains flexible to emerging local or national priorities a review may be carried out at any time but will be undertaken at least once every three years. A review may also be carried out if the Scottish Minister directs it or if a new Strategic Plan is approved. Following a review the Local Senior Officer may revise the Plan

8. Contact or follow us

If you would like to tell us what you think of this plan or how you think we are doing locally you can:

Write to: Scottish Fire and Rescue Service

Aberdeen City Area HQ Central Fire Station Mounthooly way

Aberdeen AB243ER

Phone: 01224 618371

Website: <u>www.firescotland.gov.uk</u>

Twitter: @Sfrs Aber

Facebook: Scottish Fire and Rescue Service@ScottishFireAndRescueService



www.firescotland.gov.uk

Local Fire and Rescue Plan for Aberdeen City 2018 v1.0

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Agenda Item 10.3

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16 January 2018

REPORT TITLE Facilitating Mixed and Balanced Communities

REPORT NUMBER CHI/17/292

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR David Dunne

1. PURPOSE OF REPORT:-

This report is a result of a committee decision at the Council meeting on the 23rd of August 2017. At that meeting Council received a report on Houses in Multiple Occupation (HMO) Overprovision (HMO Overprovision Policy – Report on Public Consultation – CHI/17/113). At that meeting Council resolved to:-

- (i) to approve the recommendations: and
- (ii) to instruct the Interim Director of Communities, Housing and Infrastructure in consultation with the Head of Legal and Democratic Services to work with the Convener of the Planning Development Management Committee and the Convener of the Licensing Committee to review the options available to facilitate mixed/balanced communities and report back to the Communities, Housing and Infrastructure Committee in January 2018.

2. RECOMMENDATION(S)

It is recommended that the committee:

Instruct the Interim Head of Planning and Sustainable Development to include the topics of HMO Overprovision and Student Accommodation Overprovision within the Main Issues Report for the Next Local Development Plan, to facilitate mixed/balanced communities.

3. BACKGROUND/ MAIN ISSUES

3.1 **Background**

There was been ongoing concerns raised by communities in and around University of Aberdeen and further afield, about the impact of certain types of development, in particularly Houses in Multiple Occupation and Student

Accommodation, on those communities. The concerns raised by groups within these communities are broad but relate largely to the perceived loss of family housing due to their conversion to HMO's or Student Accommodation. It is felt that the loss of this housing to more specialist forms undermines the traditional nature of these communities by preventing or discouraging families from living in these areas. By extension it is suggested that this impacts on local business and the availability of services creating unsustainable communities.

- 3.2 To look to address these concerns Council officers in housing, planning, legal and licensing, as well as elected members, have all been involved in an ongoing dialogue with different stakeholders on this topic. Several reports have been presented to committee trying to first assess the concerns being raised and then look at possible solutions to address these concerns.
- 3.3 The culmination of this process was the reporting of, CHI/17/113 HMO Overprovision Policy, to Council on the 23rd of August 2017. The recommendations within this report highlighted the legal difficulty with adopting a licensing policy. While Council accepted those recommendations, as noted above, they also instructed a review of the options available to facilitate mixed/balanced communities asking that this be reported back to the Communities, Housing and Infrastructure Committee in January 2018.
- 3.4 On this basis, the Interim Head of Planning and Sustainable Development, the Head of Communities and Housing, the Head of Legal and Democratic Services and the Conveners of the Planning Development Management Committee and Licensing Committee agreed to hold an officer workshop to discuss other options which could be explored. The outcome of that workshop was agreement that the next option available to the Council would be to examine the issue through planning policy to reflect the instruction from Council on the 23rd of August.

3.5 Planning

One of the cornerstones of the planning process is supporting and facilitating the development of sustainable mixed communities. To do this polices are required to both support and restrict certain types of development. Through the Local Development Plan the Council has polices covering a broad range of topic areas to help deliver new communities and support and protect existing ones. It is nevertheless accepted that due to the economic cycle the type of development pressure which the city experiences changes, and with that polices may need to change to help support or indeed restrict development.

3.6 Introducing planning polices

Aberdeen City Council adopted its second Aberdeen Local Development Plan (ALDP2017), in January of 2017 and this is due to run for five years to 2022. In order to adopt any new policies deemed necessary to support mixed/balanced communities, the Scottish Government is clear that this must be included in the ALDP even if the detail of the policy is provided in supporting Supplementary Guidance. To adopt a new policy it will therefore have to be included in the next ALDP. The recommendation of this report, as

noted earlier, is therefore to include this topic within the first phase of the new ALDP preparation process, the Main Issues Report (MIR).

3.7 Main Issues Report

The first major step in the preparation of the ALDP is the preparation of the MIR. The MIR sets out a menu of the most significant issues which the city faces and looks at what planning polices can be used to help influence them. Consultation will be undertaken both before the MIR is prepared (Feb-April 2018 subject to approval) and then after the MIR is published (Jan-March 2019 subject to approval). (Details of the process can be found in Committee report CHI/17/283 Development Plan Scheme which is being presented to this committee, 18th January 2018). This offers the opportunity to engage in a city wide consultation with a broad range of stake holders. It is also proposed that any draft policy would be included within the MIR, allowing all stakeholders to formally engage and comment on the policy. The results of this process will be reported to committee and this in turn will help shape the Proposed ALDP2022.

3.8 Finally the Local Development Plan process also provides the opportunity for any policy to be independently reviewed by the Planning and Environmental Appeals Division (DPEA). When the proposed plan is submitted to examination an independent reporter will assess the policy against the legislative background while also having access to submissions from any stakeholders who submit comments to the proposed plan consultation.

4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from the recommendations of this report as the MIR consultation process is included within the Local Development Plan process.

5. LEGAL IMPLICATIONS

There are no direct legal implications arising from the recommendations of this report. Any future implications of a policy will be considered as part of the MIR and LDP processes.

6. MANAGEMENT OF RISK

It is considered that there are no risks associated with the recommendations made in this report. The recommendation of this report is to include topics with the consultation process for the next LDP. As such any risk will be addressed through that process.

- Financial this has been considered and no risks have been identified
- Employee this has been considered and no risks have been identified

- Customer / citizen this has been considered and no risks have been identified, indeed the recommendations of this report increase public participation within the process.
- Environmental this has been considered and no risks have been identified
- Technological this has been considered and no risks have been identified
- Legal this has been considered and no risks have been identified
- Reputational

 — this has been considered and no risks have been identified. Indeed like Customer / citizen above, the recommendations of this report increase public participation within the process and will by extension show an openness and willingness to engage.

7. IMPACT SECTION

Economy

There is no direct economic impact due from the recommendations of this report. The economics around the types of developments noted above will be discussed as part of the MIR and LDP process. Indeed this process will allow for a much more extensive examination for the process by the Council, the community and the development industry.

People

There is no impact expected and a Human Rights Impact Assessment (EHRIA) screening was carried out. The Local Development Process will be subject to a separate EHRIA.

Place

Again while there is no direct impact on Place as a result of this report, the purpose of the recommendation is to give all parties the opportunity to engage in a dialogue on the impacts of these forms of development on Place.

Technology

There are no expected technological impacts from this report.

8. BACKGROUND PAPERS

- Committee report and minutes of the Committee HMO Overprovision Policy – Report on Public Consultation – CHI/17/113 https://committees.aberdeencity.gov.uk/mgAi.aspx?ID=47904
- CHI/17/283 Development Plan Scheme

9. APPENDICES

None

10. REPORT AUTHOR DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing & Infrastructure

DATE 16 January 2018

REPORT TITLE Shaping Middlefield – Triangle Site

REPORT NUMBER CHI/17/293

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Kay Diack/Martin Smith

1. PURPOSE OF REPORT:-

The purpose of this report is to make recommendations on the future development of the Middlefield 'Triangle Site', including the outcomes of the recent market testing exercise. These proposals support Aberdeen City Council's regeneration and community empowerment objectives.

At Committee on 29 August 2017, the following recommendations were approved:

- a) Instruct Officers to undertake a market testing exercise to determine interest in one or both options presented, namely a) retail and greenspace or b) retail, greenspace and housing and report back to the January 2018 meeting of the Communities, Housing and Infrastructure Committee.
- b) Instruct the Head of Service for Communities and Housing, on the basis of the consultation results, to undertake immediate further dialogue with the Council's Economic Development Service to gauge potential demand for business incubator units in the Triangle Site.
- c) In the event that the outcome of (b) above indicates demand for incubator units on the Triangle Site, instruct the Head of Service for Communities and Housing to update the Business Case accordingly and report back to a future meeting of the Communities, Housing and Infrastructure Committee.
- d) Instruct the Head of Service for Communities and Housing to undertake immediate further dialogue with Education and Children's Services to gauge potential demand for land in the Middlefield area for Early Learning and Childcare provision and staff training facility and update the Business Case accordingly, and report back to a future meeting of the Communities, Housing and Infrastructure Committee.

2. RECOMMENDATION(S)

It is recommended that Committee:

- (a) Note the outcome of the market testing exercise instructed by this Committee on 29 August 2017;
- (b) Instruct the Head of Land and Property Assets to openly market the site in accordance with Aberdeen City Council's aspirations and report back with the outcome to a future and appropriate Committee in due course;
- (c) Note the outcome of the further dialogue with the Council's Economic Development Service regards potential demand for business incubator units in the Triangle Site note and that this option will not progress any further at this stage; and
- (d) Note the outcome of the further dialogue with Education and Children's Services in relation to potential demand for land in the Middlefield area for Early Learning, Childcare provision and staff training facility and note that this option will not progress any further.

3. BACKGROUND AND MAIN ISSUES

3.1 Middlefield is a priority neighbourhood for community regeneration for Aberdeen City Council and Community Planning Aberdeen. Significant community engagement and developments are on-going. A Locality Plan¹ has been developed with the community and community planning partners to set out a 10 year plan to improve social, economic and environmental outcomes. The redevelopment of the Triangle Site presents an exceptional opportunity to support regeneration aspirations.

3.2 Market Testing Exercise Outcome

Letters were issued to two potential retail occupiers, three commercial/residential development companies and three Housing Associations to establish interest. Responses were received from all parties with the exception of two of the Housing Associations. A summary of the responses is provided as follows:

3.3 Retail Site

The response from the market testing exercise indicates that there is firm interest in developing the site for retail use.

3.4 This is of particular importance to the Middlefield community. Middlefield has the lowest percentage of car ownership in the City. This makes accessibility to retailers very challenging. Over a lengthy period of time, the community have clearly articulated their desires and aspirations for this type of development within the Triangle Site. In addition, this is a

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¹ The Locality Plan includes Middlefield, Cummings Park, Northfield, Heathryfold and Mastrick

significant opportunity to meet the regeneration aspirations of Aberdeen City Council, in terms of creating employment opportunities within the area.

3.5 Residential Site

The information provided by private developers shows that there is no interest in developing the site as 72 single person (bedsit) units. However, one developer did suggest that they could build the units on behalf of Aberdeen City Council. None of the private developers provided any alternative development options for the site.

- 3.6 The Housing Association who responded suggested that they would be interested in developing the site with some single person (bedsit) units, with the suggestion that they would also intend to relocate a homeless hostel from another location. However, they did state that their preference would be to develop the site to include some family accommodation as well as single person (bedsit) units.
- 3.7 Early involvement and ongoing dialogue with Aberdeen City Council's Urban Design Team has not highlighted any issues of significant concern to date regards these proposals.

3.8 Housing demand in Middlefield

In terms of demand for housing, the waiting list for the Logie/Middlefield areas (as at 17th November 2017) was as follows:

Beds Req	LOGIE	MIDDLEFIELD	Sum:	
1	1037	1275	2312	
2	399	552	951	
3	159	294	453	
4	30		79	
5	5	6	11	
Sum:	1630	2176	3806	

3.9 Economic and Business Development dialogue

After expansive discussions with various potential partners, although it was felt that provision of basic incubator units would successfully let, there was a lack of hard evidence to demonstrate this, and therefore, at this stage, this is not recommended for progression.

3.10 Education and Children's Services dialogue

After extensive work regarding identification of demand and future profiling, Education and Children's Services have indicated that they would prefer to utilise the existing estate as opposed to develop a new build provision. This resource utilisation can provide a quality Early Learning and Childcare provision, as well as a cost effective means of delivering requirements for provision of Early Years and Childcare for the Locality. This option will not progress any further.

3.11 Next Steps

If Communities, Housing & Infrastructure Committee approve the aforementioned recommendations, it is anticipated that the following actions will need to be effected as next steps:

- Maintain dialogue with Aberdeen City Council's Urban Design Team,
 Planning and Sustainable Development Service
- Continue previously agreed actions to secure vacant possession of properties on the Triangle Site
- Formally market Triangle Site
- When an outcome is agreed, the Interim Director of Communities, Housing and Infrastructure will write to the Scottish Government regarding regeneration funding assistance for this site

3.12 Summary

Soft market testing has confirmed that there is interest in retail provision on the site.

Information from the housing waiting list indicates that whilst we have no demand for single person (bedsit) accommodation, there is considerable demand for larger units, i.e. one to five bedrooms. The recent redesignation of Smithfield Court back into mainstream letting will support the demand for one/two bedroomed units.

Conversations with private developers give no evidence of any demand for single person (bedsit) accommodation.

Discussions with a Housing Association indicate that there is demand for family accommodation on site.

Given the positive responses from retailers, a developer and a Housing Association, and also given the current economic climate, it is important to progress this in a timeous manner, hence the recommendation to proceed with the marketing of the site.

4. FINANCIAL IMPLICATIONS

4.1 There will be a receipt of £9mn from the Scottish Government for the compulsory purchase of properties which are to be demolished for the Haudagain Road Realignment Programme. In addition, Officers should work with Scottish Government officials to seek financial support towards project costs for the Middlefield Triangle development. Financial assessment and impact on the 30 year HRA Business Plan/Aberdeen City Council's Capital and Revenue budgets shall continue to be key considerations in developing plans for the site.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations within this report.

6. MANAGEMENT OF RISK

6.1 Financial

Description	Mitigation	Status
	Research market demand for site by opening dialogues and soft market testing. If positive, proceed to hard market testing. Open dialogues with Scottish Government regarding financial support.	Low

Delays in Triangle redevelopment achieving full planning permission having impact on project schedule and key milestones not being met, therefore causing delays and additional costs	Follow Aberdeen City Council's pre- application advice procedure and use the advice to shape emerging proposals, Planning Permission in Principle (PPIP) for the application would establish use and some detail flexible to needs	Medium
Actual build costs are higher than original budget cost estimate causing delays to project until additional funds have been approved and are available	Fixed price tenders will be invited. Any additional scopes of work will be controlled under management of change.	Low
Due to the recent oil and gas downturn, there is a risk that market demand in Aberdeen for retail space has decreased	Dialogue has been opened regarding demand for retail land and the site will be designed so that future developments can be accommodated	Low

6.2 Employee

Description	Mitigation	Status
impact on project schedule and key milestones, including	Raise a change control to seek approval. Undertake risk assessment in terms of cost and schedule. If approved, Quantity Surveyor to recalculate budget cost estimates in line with any new scope of work	Low

6.3 Customer/citizen

Description	Mitigation	Status
	Dialogue is ongoing with home owners regards financial agreement.	Low

6.4 Environmental

Description	Mitigation	Status
Difficulty in maintaining green space	Plant low maintenance trees and shrubs, develop relationships with community groups with a view to community ownership and include clauses in	Low

	contract for lease/sale of land	
Site conditions may affect the development	Desk top study and site investigation required to confirm site and underground conditions	Medium

6.5 Technological

This has been considered and no risks have been identified.

6.6 Legal

This has been considered and no risks have been identified.

6.7 Reputational

Description	Mitigation	Status
Maintenance, quality and vision of Triangle site development not meeting community needs and subsequently not achieving regeneration of the Middlefield area	l	Low
Negative media coverage	Project Team to develop a Stakeholder Communication Plan	Low
Proposed single person housing does not attract new tenants	Robust evidence provided by Housing on demand for this	High

7. IMPACT SECTION

7.1 Economy

Shaping Middlefield and the Triangle Site in particular is a priority for Aberdeen City Council as it is fundamental to the desire to regenerate and improve the local economy of Middlefield via retail provision, which will provide local employment opportunities. This, in turn, has a positive effect on quality of life for local people.

7.2 People

This proposal will impact positively on people. The recommendations in the report are based upon the express aspirations of the local community, which we have empowered and given a voice. The plans for the Triangle Site will ensure that physical and social barriers are removed for those with a disability and they will be able to access services provided as well as public space.

This proposal fully meets the Mainstreamed Equality Principles in terms of ensuring an engaged and informed community. The community have been regularly involved, informed and consulted throughout the development of this work in the last 18 or so months. This engagement will continue for the foreseeable future.

The main aim of this work is to regenerate Middlefield and reduce social isolation for all, which will positively impact on its residents. Retail provision will ensure better access to shops for everyone in the community, but particularly for older people and people without access to a car or who find accessing public transport difficult.

Resident's views and the regeneration of the Middlefield are central to considerations and the recommendations made.

This presents an exciting development opportunity for the community and staff will be at the forefront of engagement works intended to support regeneration of Middlefield.

7.3 Place

This proposal has a positive impact on environmental standards. Currently the housing in the Triangle area is of very poor quality and in a state of general disrepair. The redevelopment of the Triangle will be far more aesthetically pleasing and sustainable. The green space proposed could have a positive effect upon air quality via the provision of plants, trees and shrubs.

7.4 Technology

This proposal will fully embrace technology as it progresses from define and design to delivery stage. The available technologies will be utilised at all stages, from demolition to construction and occupation. Further details of this will be available in subsequent committee reports.

8. BACKGROUND PAPERS

A90(T)/A96(T) Haudagain Junction Improvement to Full Council, 25 June 2008

Delivering Middlefield Regeneration – Haudagain Phase Housing relets report to Housing and Environment Committee, 19 November 2009

Haudagain Upgrade – A Way Forward (Middlefield) to Housing & Environment Committee, 14 May 2013

Policy Amendments – Haudagain Improvement Scheme report to Housing and Environment Committee, 26 August 2014

Shaping Middlefield – Triangle Site to Communities, Housing and Infrastructure Committee, 25 August 2016

Shaping Middlefield – Triangle Site to Communities, Housing and Infrastructure Committee, 24 January 2017

Shaping Middlefield – Triangle Site to Communities, Housing and Infrastructure Committee, 29 August 2017

9. APPENDICES (if applicable)

1. Zone plan

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Agenda Item 10.5

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing & Infrastructure

DATE 16 January 2018

REPORT TITLE Aberdeen City Local Housing Strategy 2018 – 2023 Progress

Update and Homelessness Strategy.

REPORT NUMBER CHI/17/290

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Mel Booth & Alana Nabulsi

1. PURPOSE OF REPORT:

To provide a progress update on the Aberdeen City Local Housing Strategy 2018-2023 and to approve the chapter in relation to homelessness, which forms part of that strategy. The complete strategy will be presented to committee for approval in March 2018. The report includes a homelessness Joint Delivery Plan and we are seeking approvals for immediate actions required in order to achieve these strategic outcomes.

2. RECOMMENDATION(S)

It is recommended that Committee:-

- (a) Note the progress made in relation to the Aberdeen City Local Housing Strategy 2018 2023 as outlined in this report at 3.1 3.14;
- (b) Approve Chapter 4 'Homelessness' of the Aberdeen City Local Housing Strategy 2018 2023 at Appendix 1;
- (c) Approve the Homelessness Joint Delivery Plan at Appendix 2;
- (d) Approve the Housing First test for change categories as outlined in this report at 3.26;
- (e) Approve changes to the Housing Allocations Policy and allow those applicants designated as 'Housing First' to be given high priority on the Urgent Housing List, from the date they were accepted under the Housing First Criteria as outlined in this report at 3.27;
- (f) Approve changes to the Housing Allocations policy so that the needs of Housing First applicants can be matched with choice of housing area, where possible as outlined in this report at 3.27; and
- (g) Approve a common outcomes framework for housing support.

3. BACKGROUND

- 3.1 The Scottish Government requires all local authorities to develop and implement a local housing strategy which covers all tenures. The strategy should include priorities and actions on housing supply, homelessness, housing support and fuel poverty. The Aberdeen City Local Housing Strategy is the council's key strategic document for housing and sets out the strategic outcomes which the council, together with its partners, will work towards over the next five years.
- 3.2 Officers previously advised of their intention to submit the Local Housing Strategy 2018-2023 to committee in November 2017 for approval (report number CHI/17/285). The completion of this has been delayed due to the following reasons:
 - The Housing Need and Demand Assessment (HNDA) has not been finalised. The HNDA is the evidence base for the development of local housing strategies and is produced jointly with Aberdeenshire Council who are the lead on the development of the current HNDA.
 - The Strategic Development Plan Main Issues Report (MIR) which is being prepared by the Aberdeen City and Shire Strategic Development Planning Authority has not been finalised which is where housing supply targets are set. The MIR is the lead document for the Local Housing Strategy (LHS) in terms of housing supply. The LHS needs t be aligned to the MIR ensuring it presents the same figures in terms of housing supply targets. Housing supply targets are set using the evidence base identified in the HNDA.

HNDA

- 3.3 A HNDA estimates the future number of additional homes to meet existing and future housing need and demand. It also captures information on the operation of the housing system to assist local authorities to develop policies on new housing supply, management of existing stock and the provision of housing-related services.
- 3.4 Its purpose is to provide a robust, shared and agreed evidence-base for housing policy and land use and to ensure that both local housing strategies and development plans are based upon a common understanding of existing and future housing requirements.

Housing Supply Targets

- 3.5 The HNDA is used as the basis to set the housing supply target, to inform the development plan process and local housing strategies. The HNDA provides the evidence on which housing supply target is based.
- 3.6 The housing supply target will take the HNDA as its starting point, but will consider policy and practical considerations to reach a view on the level of housing that can actually be delivered over a defined period.
- 3.7 The housing supply target is set in the MIR which cannot be finalised until the HNDA is completed. Once the HNDA is completed, the draft Main Issues Report will be finalised and submitted to the Aberdeen City and Shire Strategic Development Plan Authority for approval and subsequent public consultation. This is likely to take place in the first quarter of 2018.

Local Housing Strategy Project Plan

- 3.8 The HNDA is to be finalised, submitted to Scottish Government's Centre for Housing Market analysis and returned to Aberdeen City Council and Aberdeenshire Council with "robust and credible" status. It is anticipated that "robust and credible" status will be received in late December 2017, early January 2018.
- 3.9 Completion of the HNDA will allow the draft MIR to be finalised. This will set the housing supply targets which will form part of the LHS.
- 3.10 The draft MIR will be approved by SDPA in January/February 2018.
- 3.11 As soon as the MIR is approved, the LHS will be issued for public consultation. Consultation will be open for two weeks.
- 3.12 The LHS will be returned from peer review by end of February 2018. It has been submitted for review on the understanding that the housing supply targets are to be confirmed in the MIR with the LHS amended where necessary.
- 3.13 Comments for consultation and peer review will be taken into consideration with the final draft LHS being submitted to committee for approval in March 2018.
- 3.14 The timeline as outlined above is subject to completion of the HNDA. If by early January, the HNDA is not completed in this time then the project plan will need to be revised.
- 3.15 The strategy has been developed following extensive consultation which involved Registered Social Landlords, local developers, private landlords, residents and other stakeholders and partners.

The Current Operating Context for Homelessness Services

- 3.16 On 31st October 2017 the UK Government issued a policy statement and consultation paper 'Funding Supported Housing' concerning the future funding of supported accommodation. This effectively reversed the previous decision that tenants in social housing would be capped to the Local Housing Allowance (LHA) rate for their rents from April 2018, while on UC, and for supported accommodation, where the implementation date was deferred to April 2019.
- 3.17 Short-term supported housing will now be funded through a new ring-fenced grant to local authorities in England. The Scottish Government approach following the consultation is currently being developed and as such, it is not known at this stage what support will be given to local authorities or on what basis this money will be distributed.
- 3.18 The position on welfare reform is changing constantly, with what appears to be a new policy direction articulated at the Scottish Rents Forum on 15th November 2017 suggesting that all temporary accommodation is to be taken out of the UC System. The projected date for this to happen is April 2018.
- 3.19 New legislation has come into effect that affords far greater security in the private sector. The new regime sees set criteria on which a landlord can evict a tenant. Under The Private Housing (Tenancies) (Scotland) Act 2016 which will take effect from 1 December 2017, a new 'private residential tenancy' is introduced. The tenancy will be

- open-ended and will last until a tenant wishes to leave the let property or a landlord uses one (or more) of 18 grounds for eviction.
- 3.20 Locally, the housing market has not complemented the LHA entitlement making prevention work challenging and necessitating local authority interventions in order to resolve homelessness. Due to the reduction in rents seen in the local private rented sector, opportunities have now arisen and rents are broadly in keeping with LHA.

Housing First

- 3.21 Since committee previously approved a Housing First response to resolving homelessness we have been exploring capacity to deliver a service and started consulting with relevant partners across the organisation, including those critical to successful delivery in Estate Management, Children's Services and the Aberdeen City Health and Social Care Partnership.
- 3.22 In order to ensure that a firm foundation of knowledge regarding Housing First existed across the city, information was cascaded at a strategic and operational level through team meetings and the Homelessness Strategy Operations Group (HSOG), culminating in a Housing First Conference on 30th October.
- 3.23 In addition, through review work of existing protocols between Children's Services and with Scottish Prison Service, a further pool of potential customers has also been identified. Case conferences and crisis situations have highlighted the need for outcomes to be improved, with an agreed consensus that a different approach such as the one articulated with Housing First, could likely contribute to a far wider prevention and corporate parenting agenda, preparing young people for their journey out of care, a particularly important and challenging transition.
- 3.24 A service specification is being developed and an application for European Social Fund (ESF) funding has been completed to cover four Housing First 'Key Worker' or 'Support Officer' posts and a Senior Officer to oversee the project. We have also had discussions with Finance and confirmed that in principle, HRA would be able to support such a service as per the terms of reference outlined in this report.
- 3.25 Funding is intended to cover one year of provision and will facilitate three pilots as a test for change. We will be looking to support 20 customers through these initial pilots. The job profiles of 'Support Officer' and 'Senior Support Officer' from the existing establishment will be used as the duties of 'housing support' principally remain the same, as does the customer group being supported.
- 3.26 A Community Psychiatric Nurse (CPN) has also been identified as critical to the success of supporting a Housing First service. The ESF application also supports the recruitment of a CPN, to be shared with the Priority Families project.
- 3.27 Approval is sought for the following priority groups across these three identified categories:
 - Looked After Children (LAC);
 - Prison Leavers
 - Complex Needs (those identified as being 'Chronic Homeless').
- 3.28 Key principles of Housing First related to choice and quick access to secure accommodation are not currently supported by our Housing Allocations Policy. We are therefore seeking approval from committee for Housing First customers to be given high priority on the urgent housing list with a degree of choice in order to keep fidelity

- of the approach and ensure the same outcomes regarding tenancy sustainment, reduction in ASB, improvements to wellbeing, health, integration, etc., are achieved.
- 3.29 Once funding is confirmed and in place we will commence recruitment to the Housing First service with a view to start training and launch the pilots for 12 months from April into June 2018. By April/June 2019, we expect to have acquired an evidence base and learning to scale up the Housing First model and move towards further embedding a 'Housing Led' approach to improve outcomes for a wider group.

Fidelity and Critical Success Factors

- 3.30 Critical to the success of a Housing First test for change is fidelity to the model and underlying principles of Housing First. In order to ensure that best practice and evidence has been captured, we will be seeking to commission an independent evaluation of the pilots. This would allow for a rigorous independent evaluation, involving longitudinal repeat interviews.
- 3.31 Other critical success factors cited relate to the staffing of the project. Anecdotal evidence locally from our Priority Families project fully support this assessment that having the right people involved in the support is key to getting good outcomes for the customers. As such, subject to approval from the Establishment Control Board, we are looking to offer secondment opportunities across third sector partners so that expertise can be pooled across LAC services and providers, as well as those related to criminal justice and complex needs.

Choice and Outcomes

- 3.32 Year to date, 50% of rehousing offers made to homeless households are either refused or withdrawn. This is also exactly mirrored in 2016/17. This urgently needs to be looked at so that the associated processes can be improved, facilitating choice where possible.
- 3.33 Further choice would also encourage our customers to engage better with providers and contribute to better tenancy sustainment. Currently, we commission housing support through various contracts with individual organisations. Customers are not afforded an opportunity to choose which organisation they would like to work with.
- 3.34 It is therefore recommended that a common outcomes framework is in place following the expiry of housing support contracts in October 2019. This timeframe would help align with the end of our Housing First pilots and allow services to be commissioned that better meet the needs of customers.
- 3.35 The future vision for commissioned housing support services is that customers not only have choice, but that we are able to pay providers based on results, thereby fostering an outcomes focused culture where we can make better use of providers that demonstrate an ability to achieve the best tenancy sustainment and are better able to support our customers to manage their tenancies.
- 3.36 During 2015 officers undertook work with providers to look at the differing outcome tools that are currently utilised in Aberdeen. Officers have individually met with Housing Support providers over the last 3 years to learn from best practice elsewhere in the country and take on board the viewpoint of service providers working with people who have experienced homelessness. Consultation on a Housing Support Framework was also more recently undertaken with providers, landlords and ACC staff in summer 2017.

- 3.37 90% of respondents indicated that a "spot purchase" arrangement with a guaranteed minimum payment would be a suitable compromise that provided a level of financial security for providers. At this time it is not proposed that payment by results is pursued, but the use of a common outcomes framework and measurement tool could provide the evidence and reassurance to providers over time that payment by results is feasible. All findings support the recommendation for an outcomes framework and measurement tool made in this report.
- 3.38 We are therefore seeking approval for a Common Outcomes Tool Framework. Officers will continue to develop the proposed common outcome framework in consultation with providers and report back to committee. Due regard will be given to the new Target Operating Model and the shape of future procurement under the new Director of Commissioning.

Joint Delivery Plan

3.39 The Homelessness Joint Delivery Plan at Appendix 2 outlines key actions and a wide range of measures that will allow officers to further develop homelessness services to meet the needs of those who are homeless or threatened with homelessness, and help ensure that successes are scaled up and build upon, wherever possible.

4. FINANCIAL IMPLICATIONS

- 4.1 There is an estimated annual 'churn' cost of £21,800 per person for people with the most complex needs. That is, the cost to continually provide services, interventions and benefits to people that don't result in sustainable and positive housing and health outcomes. A test for change that is able to successfully work with 20 customers therefore has the potential to avoid costs of up to £436,000.
- 4.2 There is potential for substantial savings to be made from implementing a Housing First approach which is backed up by data from Crisis and Turning Point; as well as our own local data from evaluation of the first 6 months of the Priority Families project. Previous cost profiling of homeless journeys demonstrated instances where costs for just one customer were in excess of £96,000.
- 4.3 We currently pay around £365,000p.a for a registered care home, providing supported accommodation for up to 12 people. We pay around £185,000p.a for a high intensity core and cluster support service supporting up to 19 people. A Housing First service would mitigate the need for a registered care home to support high needs complex cases making considerable savings. In addition, expanding shared accommodation options and further efforts to reduce temporary accommodation demands should enable the closure of one of our older, less viable hostels making a further saving of approximately £89,198p.a. in running costs alone.
- 4.4 Clearly, there is the potential for Housing First to reduce the financial costs of homelessness by reducing long-term and repeated homelessness. However it is difficult to quantify exactly how much could be saved compared to the current spend on wider homelessness services as any calculation would need to consider the total financial costs of a long-term or recurrently homeless customer during their lifetime. For further information on calculating the cost of repeat and long term homelessness please see 'Housing First in England, An Evaluation of Nine Services', detailed in Section 8.
- 4.5 Comparatively, the estimated cost of a Housing First service in Aberdeen for 12 months is £179,284. This is currently looking to be funded through ESF. There are

however other options, for example, the service could be funded by HRA, similar to how the Priority Families service is set up; or alternatively, we could look at using our commissioning budget or revenue budget following the sale of one of our less viable hostels.

4.6 1,032 homeless applications have been received so far this year. This is a 28% increase upon the 806 applications received during the same period in 2016/17. Without further measures to address chronic homelessness and tackle rising further costs will undoubtedly be incurred unless the objectives outlined in this report combined with a Housing First model are adopted.

5. LEGAL IMPLICATIONS

- 5.1 The following Acts place various duties on local authorities to provide temporary accommodation and ensure that it is of a minimum quality.
 - Housing (Homeless Persons) Act 1977
 - Housing (Scotland) Act 1987
 - Housing (Scotland) Act 2001
 - Homelessness (Scotland) Act 2003
 - Housing (Scotland) Act 2010
 - The Homeless Person's Interim Accommodation (Scotland) Regulations 2002
 - Unsuitable Accommodation Order 2004
 - Housing Support Duty (Section 32B of the Housing (Scotland Act 1987 inserted by Housing (Scotland) Act 2010
 - Private Housing (Tenancies) (Scotland) Act 2016
- 5.2 Failure to provide accommodation to households who are homeless or threatened with homelessness would be in breach of the Council's duty.
- 5.3 Failure to provide suitable accommodation and accommodation that is not of appropriate quality could breach the Unsuitable Accommodation Order 2004. This includes that households with children or pregnant women should not stay in unsuitable accommodation beyond 7 days. The Homeless Persons (Unsuitable Accommodation) (Scotland) Amendment Order 2017 was laid in the Scottish Parliament on 31 August 2017 and came into force on 2 October 2017.

6. MANAGEMENT OF RISK

Financial

- 6.1 There is a high financial risk to the Council of the do nothing option. Year to date, there have been 1032 homeless applications and 816 individuals requiring temporary accommodation. It is estimated that we will receive 1,800 applications this year. However, since the last Committee report was written in May earlier this year, there have been several changes to policy expressed by the UK Government which should mitigate some of the impact of welfare reform.
- 6.2 There continues to be a low financial risk that the LHA rates will continue to reduce in line with private rental market, which will further reduce the potential income of the Council, however, improved use of the private rented sector will help reduce the losses incurred.

Employee

6.3 There is a risk that employees will not be able to respond to an increase in demand for services unless recommendations in this report are approved.

Customer/Citizen

6.4 If demand continues to increase there is a medium risk that homeless journey times become longer. There is potentially greater cost incurred by the customer and they will not be incentivised to remain in employment or access employment due to the high costs of temporary accommodation. The continuing use of B&B accommodation as well as outdated hostel accommodation will be necessitated and customers will receive a poorer experience of temporary accommodation.

Environmental

6.5 They have been considered and no risk has been identified.

Technological

6.6 They have been considered and no risk has been identified.

Legal

- 6.7 As per section 5 above, there is a risk that we fail to provide accommodation to households who are homeless or threatened with homelessness. This risk is low as we have a Private Rented Sector Leasing scheme and could increase capacity. We will be tendering for an additional accommodation framework which will mitigate impact, but not necessarily cost.
- 6.8 There is also a low risk that we fail to provide suitable accommodation and accommodation that is not of appropriate quality, breaching the Unsuitable Accommodation Order 2004. The recently implemented change may increase the chance that households experience multiple moves in temporary accommodation. However this consequence of the change in legislation was highlighted to Scottish Government in consultation.

Reputational

6.9 There is a risk that the Council would have reputational damage if it was unable to provide adequate accommodation of suitable quality.

7. IMPACT SECTION

Economy

7.1 Proposals detailed in this report will improve the Council's use of resources and reduce demand for temporary accommodation. The costs of temporary accommodation are prohibitive and provide no incentive for individuals to remain in employment or indeed, access employment.

People

7.2 The Housing First model will improve multiple outcomes for some of the most vulnerable groups in our city who have historically been unable to meet the demands

of a treatment first model. At the heart of this model is the fact that everyone has a right to a home and that choice, where possible, and support, where needed, should be provided for as long as it is required,

- 7.3 An Equality and Human Rights Impact Assessment (EHRIA), has been completed.
- 7.4 The intended outcomes for Looked After Children should see them supported, included, and integrated into their communities. Looked After Children are 5 times more likely to experience repeat homelessness and attainment for this group is extremely low. Recent research into rough sleeping in the UK has identified that 1 in 5 rough sleepers are care experienced. This approach also allows us to evidence tangible actions related to our duty to have due regard, and in time, reduce the poverty related attainment gap for Looked After Children.
- 7.5 A Housing First model is by definition far more holistic and based on customer choice. It is proposed that a local Housing First service will be designed around the customer's needs and future needs.
- 7.6 We have consulted with partners across Housing, Localities, Priority Families, Children's Services, Criminal Justice, Health and Social Care Partnership, Building Services, Police Scotland, Scottish Prison Service, third sector agencies including Barnardos, Aberdeen Foyer, Aberdeen Cyrenians, as well as ACVO. Consultation has been carried out through meetings, presentations and a Housing First conference which was attended by over 70 delegates across organisations in the city.
- 7.7 A survey has been carried out during November 2017 of households who have experienced homelessness in Aberdeen. This has been undertaken by telephone interview of formerly homeless households, an online survey and a paper based form. Surveys were provided to all of the housing support providers where ACC refers homeless households to. In addition, a more in-depth interview method was undertaken at Margaret House, where some of the more chaotic customers are referred to. Aberdeen CAB, Aberdeen Cyrenians and Shelter Scotland also proactively assisted people attending their service to complete the questionnaire. The survey was also distributed through the HSOG.
- 7.8 Recommendations in this report will help to resolve homelessness and offer opportunities for staff to work in an innovative new service with smaller caseloads and a huge amount of discretion regarding how the outcomes are achieved. Staff will receive extensive training and be supported and empowered to work in a customer-focused way.
- 7.9 Additional resource to provide a Housing First Service to a small, complex needs group of customers, combined with improved prevention activity and a reduction in demand for temporary accommodation will also allow officers across Children's Services, and the Housing Access and Support Service to concentrate on a more generic caseload, delivering support at earlier intervals before clients reach crisis, thereby improving the staff and customer experience as well as achieving better outcomes for customers.

Place

7.10 Homelessness continues to adversely impact upon our communities and the recommendations within this report aim to reduce the effect that our most chronic homeless cases currently have. For example, levels of anti-social behaviour reported by neighbours as a result of temporary accommodation placements, as well as police call outs, A&E admissions and drug and alcohol abuse.

7.11 The community approach to resolving homelessness that is outlined in this report will help improve community resilience and cohesion. As with the Syrian refugee resettlement programme, it will also offer opportunities for the community to come together and help some of the most vulnerable groups in our city, providing opportunities to celebrate our partnership working and highlight how people friendly the place is.

Technology

7.12 This proposal does not contribute to technology, however, it will require enabling technology in order to be innovative and provide integrated and transformed housing support services that are fit for the future.

8. BACKGROUND PAPERS

Committee Report number CHI/17/069 in May 2017 http://councilcommittees.acc.gov.uk/ieListDocuments.aspx?Cld=503&Mld=4320&Ver=4

Homeless Link Housing First in England key principles – http://www.homeless.org.uk/our-work/national-projects/housing-first-england

UK Government Consultation Paper 'Funding For Supported Housing' (2017) https://www.gov.uk/government/publications/funding-for-supported-housing

Eradicating 'Core Homelessness' in Scotland's Four Largest Cities: Providing an Evidence Base and Guiding a Funding Framework https://www.sleepinthepark.co.uk/uploads/files/1509440950EradicatingCoreHomelessnessinScotlands4LargestCities.pdf

Homelessness Projections: Core Homelessness in Great Britain (2017) https://www.crisis.org.uk/ending-homelessness/homelessness-homelessness-knowledge-hub/types-of-homelessness/homelessness-projections-core-homelessness-in-great-britain-2017/

Housing First Feasibility Study for Liverpool City Region (2017) https://www.crisis.org.uk/ending-homelessness/homelessness-knowledge-hub/housing-models-and-access/housing-first-feasibility-study-for-liverpool-city-region-2017/

Scottish Government Homelessness and Rough Sleeping Action Group https://beta.gov.scot/groups/homelessness-and-rough-sleeping-action-group/ 'Housing First Europe', a report by V. Busch-Geertsema http://www.habitat.hu/files/FinalReportHousingFirstEurope.pdf

'Housing First in England: An Evaluation of Nine Services', J. Bretherton & N. Pleace https://www.york.ac.uk/media/chp/documents/2015/Housing%20First%20England%20Report%20February%202015.pdf

Turning Point Scotland's Housing First Project Evaluation, by Sarah Johnsen http://www.turningpointscotland.com/wp-content/uploads/2014/02/TPS-Housing-First-Final-Report.pdf

Crisis's report on Improving access to the private rented sector in Scotland https://www.crisis.org.uk/media/236792/crisis_improving_access_to_prs_scotland201 6.pdf

9. APPENDICES (if applicable)

Appendix 1: Chapter 4: Homelessness from draft Local Housing Strategy 2018 – 2023.

Appendix 2: Homelessness Joint Delivery Plan

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Appendix 1

Chapter 4 - Homelessness

Strategic Outcome 7



Homelessness is prevented and alleviated.

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Main Issues

Increased number of homeless presentations.

Lack of suitable accommodation for single people.

Length of time spent in temporary accommodation.

Impact of welfare reform, which is not yet fully understood until guidance is available from UK and Scottish Government.

Increase in the number of people who have more complex/multiple needs and require bespoke services and support.

Tenancy sustainment in both social and private sector housing.

Key Actions

Develop a policy for sustainable temporary accommodation.

Implement 'Housing First' model in Aberdeen.

Review the process for people leaving prison in line with the SHORE¹ protocol.

Review the process for supporting looked after children.

Implement a common outcomes tool framework for housing support.

Adopt a preventative approach that will ensure referrals for housing support are made at the appropriate time to avoid homelessness.

Develop a solution for young people who are presenting as homeless.

Develop a policy for improved tenancy sustainment to increase the number of homeless households who have sustained a tenancy for more than one year.

Reduce repeated homelessness.

Promote the use of the private rented sector in Aberdeen to reduce demand on social housing and homeless services.

Roll out the use of the housing options toolkit.

Develop solutions to mitigate the impact of welfare reform.

Introduction

This chapter details the council's approach to preventing and alleviating homelessness across the city. Homelessness is the most acute form of housing need and places significant demands on housing and other services. We have seen a significant shift in focus in successive strategies relating to homelessness over the last fifteen years reflecting changes in legislation and national guidance.

¹ SHORE - Secure Housing on Release for Everyone: A		

Early strategies focussed on increasing the provision of temporary accommodation and the lack of affordable housing. Subsequently we saw a change in focus towards service quality and sustainable housing solutions and developing preventative services.

More recently, the strategic direction has focused on a person-centred approach recognising that homelessness is often a symptom of other complex issues. Sustainable solutions require effective multi agency working to mitigate the long term health inequalities that have become a feature of our society.

Local authorities have a statutory duty to help people who are homeless or at risk of becoming homeless as detailed within the Housing (Scotland) Act 1987, as amended. These duties include the prevention and alleviation of homelessness and provision of housing support, temporary and permanent accommodation for all unintentionally homeless households.

The Local Outcome Improvement Plan (LOIP) includes a commitment to "work in partnership to strengthen resilience and capacity of people who are at risk of homelessness to maintain stable living arrangements."

Extent and Nature of Homelessness

Homeless Applications

The council monitors the number of homeless applications it receives. In 2016/17 the number of homeless applicants accounted for 1.4% of all households in Aberdeen. This compares to the national average of 1.5%

Graph XX below shows the number of homeless applications received between 2010/2011 and 2016/2017. It shows a 56% reduction in the number of applications received between 2010/2011 and 2011/2012. This is because the council set out new plans in 2010/2011 for the future delivery of homelessness services to tackle the growing increase in homelessness throughout the city. Central to this was a move towards prevention which was to be incorporated into a wider change in the culture of the service. A Homeless Prevention Team was created with a remit for early intervention in cases where homelessness was likely to occur and to reduce the incidence of homelessness arising.

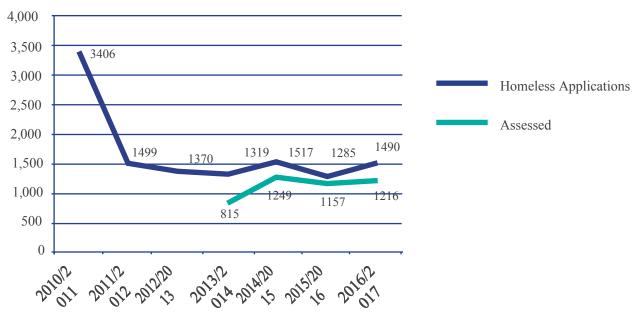
The fall in presentations was mainly due to the impact of new housing options/ homelessness prevention strategies adopted by the council rather than to changes in the underlying drivers of homelessness. Applications then continued to fall until 2013/2014 where they reached their lowest levels since records began at 1,319 applications.

A further review of housing options across the housing service concluded in late 2013, with a central proposal to form a new Housing Access Service, comprising housing advice, prevention, statutory assessment and allocation functions. This new structure was approved and became operational in April 2014. During the first year of operations, a 15% increase in homeless applications was recorded, only to fall by the same margin during 2015/16.

In 2015 the Scottish Housing Regulator completed their annual assessment of risk and began a process of ongoing engagement with the council around improving services and outcomes for homeless people. A key area of enquiry centred upon access to services, advice and prevention for homeless people.

Since then homelessness applications rose by 16% in 2016/2017 where 1,490 applications were received. This increase has continued into 2017/2018 where at the end of November 2017, 1,163 applications had been received which is a 24% increase upon the 935 received during the same period the previous year. Based on the current year to date, a 17% rise in applications is forecast by the end of the year (1,740).

Graph XX – Statutory Homeless Applications



Source: Scottish Government (2017)

As can be seen in Table XX below, since April 2012 the proportion of applicants assessed with no statutory duty has fallen by 5% from 300 to 229. There has also been a 9% fall in the proportion of applicants found to be intentionally homeless where we have a duty to provide temporary accommodation, information and advice. The proportion of applicants found to be unintentionally homeless and owed a duty to be re-housed has increased by 15% rising from 927 households (65%) in 2012/13 to 1,169 (80%) in 2016/17. During 2016/17 the council had a duty to provide permanent accommodation to 1,169 applicants, 242 more than in 2012/13. Forecasts predict that this figure will rise again in 2017/18 if current trends continue.

Table XX: Outcomes of homeless applications

	2012/13	2013/14	2014/15	2015/16	2016/17
Duty to House	927	663	1,012	1,012	1,169
%	65%	60%	64%	74%	80%
Temp & Advice	202	151	238	147	59
%	14%	13%	15%	11%	4.0%
No Duty	300	301	343	217	229
%	21%	27%	21%	16%	16%
Total	1,429	1,115	1,593	1,376	1,457

The rise in the number of applications which result in the council having a duty to re-house has placed further pressures on the demand for social housing, particularly bedsit and 1 bed properties. The council is heavily reliant on the use of its own stock to discharge its duty in full to unintentional homeless applicants. Figures show that over the past five years, on average, 83% of all homeless applicants securing a Scottish Secure Tenancy are housed into council owned accommodation. Bedsit and 1 bed properties currently form 37% of the current council lettable stock portfolio where turn-over rates are relatively low (estimated to be around 11%).

The majority of homeless applicants qualify for general need housing which places further restrictions on the availability of stock to meet demand. During the last three years, 99% of the 1,825 homeless households permanently housed by the council have been allocated general need housing. Over the same period, there has been 3,749 general need properties re-let, 48% of which have been allocated to homeless households which is slightly lower than the 50% target set. More recently the general need allocation rates to homeless has increased, with 58% of general need properties allocated to this group so far this year. Furthermore 88% of the bedsit and one bed properties re-let this year to date have gone to homeless households.



Household Composition & Gender

Table XXX below gives the number of homeless applications by household type and gender. Other than 2014/15, total applications have been fairly constant however we have seen a 16% increase between 2015/16 and 2016/17 with the trend within the demographics remaining fairly constant.

The vast majority of applications are being made by single person households with more than twice as many males than females applying. These figures highlight that homelessness remains a major issue in the city with single males being most affected.

Table xx: Homeless applications by household type and sex

		2012/13	2013/14	2014/15	2015/16	2016/17
Single Person	Male	712	644	693	669	761
	Female	287	319	364	316	365
	All	999	963	1,057	985	1,126
Single Person	Male	20	24	55	51	89
	Female	214	201	259	171	173
	All	234	225	314	222	262
Couple	Male	27	17	21	15	12
	Female	25	19	22	25	28
	All	52	36	43	40	40
Couple with Children	Male	42	55	42	17	19
	Female	37	34	46	16	28
	All	79	89	88	33	47
Other	Male	1	1	4	2	0
	Female	2	1	3	0	3
	All	3	2	7	2	3
Other with Children	Male	2	3	4	0	4
	Female	1	1	4	3	8
	All	3	4	8	3	12
Total		1,370	1,320	1,515	1,285	1,490

Age Profile

Table XX shows the age profile of homeless applicants. The vast majority of presentations are consistently from people aged 35 or under.

Key actions to address this include:

- The identification of a resource to provide home visits prior to a statutory homeless decision being made for those who are 16 - 25 years old to try and prevent homelessness.
- Assess the viability of the provision of a service similar to the Edinburgh "Nightstop" service whereby young people between the ages of 16 and 25 are provided with emergency accommodation for up to two weeks in the homes of approved volunteers to prevent young people from entering the formal homeless system.
- Raise awareness of the housing options toolkit. It is our intention to promote its use and have other professionals use it to prevent crisis and stop homelessness from actually occurring.

Table XX: Age Profile of Homeless Applicants

Age	2012/13	2013/14	2014/15	2015/16	2016/17
16-17	61	43	62	61	61
18-25	421	365	443	369	416
26-35	420	456	494	422	460
36-45	269	258	272	247	314
46-59	176	166	211	153	203
60+	23	32	33	33	36
Total	1,370	1,320	1,515	1,285	1,490

Reason for Homeless Presentation

Homelessness can happen for a variety of reasons. The table XX below shows the 'reason for homeless presentation', which shows the most common reason is due to 'household disputes'.

Table XX: Presentation Reasons

Homeless Applications by Reason	2012/13	2013/14	2014/15	2015/16	2016/17
Termination of tenancy / mortgage due to rent arrears / default on payments	75	85	110	95	132
Other action by landlord resulting in the termination of the tenancy	150	160	185	60	85
Applicant terminated secure accommodation	95	90	90	65	81
Loss of service / tied accommodation	15	15	15	5	11
Discharge from prison / hospital / care / other institution	45	45	85	135	75
Emergency (fire, flood, storm, closing order from Environmental Health etc.)	5	0	0	0	0
Forced division and sale of matrimonial home	10	5	10	5	7
Other reason for loss of accommodation	85	120	120	100	93
Dispute within household: violent or abusive	95	100	205	180	228
Dispute within household / relationship breakdown: non-violent	250	250	320	275	394
Fleeing non-domestic violence	15	10	5	10	12
Harassment	5	5	5	10	10
Overcrowding	5	5	10	5	7
Asked to leave	365	245	260	270	265
Other reason for leaving accommodation / household	145	190	105	70	90
All	1,370	1,320	1,515	1,285	1,490

Partnership Working

The council works closely with partners such as registered social landlords and private sector landlords to alleviate homelessness. This collaboration includes private sector leasing with landlords. It can also include entering into nomination agreements with registered social landlords where they have vacancies or making "section 5" referrals.

We have nominations agreements with a number of registered social landlords participating in homehunt® (North East Scotland) NES, which operates a choice based lettings model to allocate 50% of their vacant properties to applicants from the council's waiting lists. The choice based lettings and homelessness protocol adopts a proactive approach to housing applicants with priority need and aims to meet the statutory obligation to allocate a minimum of 50% of properties referred to within the protocol.

Table XX below shows the number of nominations from the council to RSLs from 2012/2013 to 2016/2017.

Table XX: Nominations to registered social landlords

Year	Total
2012/2013	151
2013/2014	110
2014/2015	147
2015/2016	247
2016/2017	164

Source: Aberdeen City Council (2017)

We do not however make "section 5" referrals but a key action is to review the nomination agreement and "section 5" referrals arrangements with Homehunt NES.

Housing Options Approach

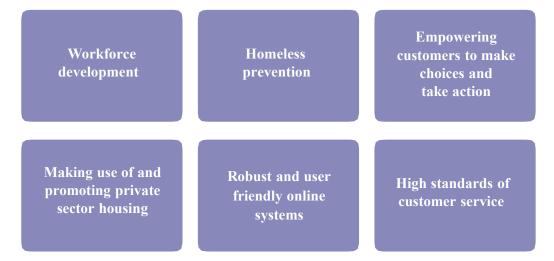
The Scottish Government set out guidance in the Housing (Scotland) Act 2014 that the main focus should be the prevention of homelessness through a housing options approach.

All applications for council housing are screened through the online housing options checker and proactively contacted by the council's Housing Access Service in an attempt to identify potential issues that could lead to homelessness. In line with the national Housing Options Guidance published in March 2016, the Housing Access Service has been working to establish referral processes for specialist services in the city and improve the information available to households seeking housing to assist them in making informed decisions on their futures.

[!]_Registered.social.landlords have an obligation under Section_5.of.the_Housing_(Scotland)_Act_2001 to help_provide a permanent home to people__ _ ... experiencing homelessness.

During 2016/2017, Aberdeen recorded the highest levels of housing options approaches throughout Scotland seeing 4,240 registered. This is equivalent to 424 approaches per 10,000 households which is around 4% of all households within Aberdeen and twice the national average of 2%. Because local authorities have discretion to decide what constitutes an approach this leads to substantial differences in the volume of approaches received across the country. 49% of the households approaching the council during the year required basic housing advice only and would not be deemed to be at immediate risk of homelessness.

The following key principles have been identified in relation to our housing options approach:



Workforce development

The success of any housing options approach will be determined by the knowledge, skills, attitude and understanding of not only those delivering services but of the overall organisational awareness of the housing options approach. Staff will be given ongoing training to ensure that their knowledge is kept up to date to deliver an effective housing service for all our customers.

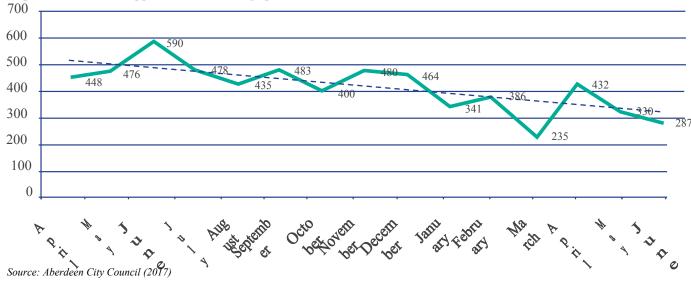
Homeless prevention

The council aims to help people to stay in their existing accommodation or where that cannot be achieved, help them to make a planned move into alternative accommodation. Homelessness prevention can resolve the uncertainty for families more quickly. There are a number of tools that are used to prevent homelessness for example, discretionary housing benefit payments, mortgage rescue schemes or a rent deposit scheme.

Using a preventative approach has already proved to be successful in reducing homelessness in Aberdeen and has been positively received by customers. Developing a flexible prevention service that meets the needs of all households at risk of becoming homeless will remain a key theme to future service development.

Housing Options and Prevention activity is monitored through the 'Prevent 1' Scottish Government statistical return. Graph XX shows the number of approaches for housing options advice has reduced from a monthly high of 590 in June 2016 to 285 in June 2017.

Graph XX: Number of approaches for housing options advice





The council's prevention approach includes:

- 1. The "prevention fund" which is a financial resource to help prevent homelessness. The prevention fund is set up to provide two types of assistance:
 - Rent Deposit Guarantee Scheme (detailed below)
 - Travel expenses to prevent homelessness such as paying for an applicant to return to the area they have accommodation available.
- 2. Work by Shelter Scotland who has been commissioned by the council to work with all those households who are at risk of being evicted to promote tenancy sustainment.
- 3. The council's Financial Inclusion Team provides money advice to residents of Aberdeen.
- 4. Work by Aberdeen Cyrenians to provide a service which provides information, advice and support to those who are homeless or at risk of homelessness.

Empowering customers to make choices and take action

The starting point for the delivery of housing options services is a customer's rights, needs and aspirations, as well as the local authority's duties towards them.

Whatever housing options are eventually pursued, this decision must be made by the customer, fully informed and fully supported by services. Citizens of Aberdeen have made it clear that they want to be treated as individuals, involved in making their own decisions regarding where they live. Providing households with information about the options available to them so that they can make their own choice about their housing can be a significant element to building more sustainable and vibrant communities. Whatever each households' priority, people in Aberdeen will welcome having more involvement in choosing where they live and being given the information which allows them to help themselves to avoid becoming homeless.

We are currently contacting every person applying for housing on our waiting lists to discuss their situation and to make them aware of their options for finding accommodation through the self-service tool to empower them to make choices. We are also considering peer worker involvement and how we can involve people with lived experience in service design.

Making use of and promoting private sector housing options

Working with private landlords to raise the standard and availability of private rented accommodation across the city gives customers greater choice in the type and location of their housing. The development of services that caters for all households in the private rented sector will reduce the reliance on social housing which is already unable to meet current demands. It will also decrease the demand for housing services dealing with people in crisis.

The recent reduction in private sector rents makes the private rented sector a more viable option for some people. Rents are now broadly in line with local housing allowance rates which means it is now more affordable than in the past. The changes to the tenancy regime also mean that tenants are afforded more security of tenure with open ended tenancies which last until the tenant wishes to leave or the landlord uses one or more of the 18 grounds for possession.

A key action is to develop the circumstances in which we can discharge our duty to provide housing to the private sector. This is likely to be in cases where the individual is unlikely to be offered accommodation that will be available within the council's target of 100 days or where the individual is deemed to be intentionally homeless. In order to be able to do this successfully we need to develop stronger links with local estate agents and landlords in order to provide up to date information on the availability of housing in the area.

An initiative in the prevention and alleviation of homelessness is the help with the deposit that is needed to secure a privately rented property. This is a particularly cost-effective method for delivering help whereby a deposit guarantee is offered. Rather than handing cash to a landlord or letting agent, a guarantee is given that in certain circumstances such as rent arrears or damage, the landlord will be recompensed up to a set limit.

Table XX below shows the amount paid to private landlords by the council under the Rent Deposit Guarantee Scheme over the last five years in order to prevent homelessness. 59% of these deposits have been provided to those who are 35 years and under.

Table XX: Rent Deposits by Aberdeen City Council

Year	Number Rent Deposits	Payment Amount
2016/17	83	£52,512
2015/16	34	£28,558
2014/15	5	£2,980
2012/13	6	£3,300
Total	128	£87,350

Source: Aberdeen City Council (2017)

High standards of customer service

Central to the delivery of effective housing options is a focus on customer service. The varying demands of customers' means that services are delivered across a number of platforms, allowing customers to interact effectively with services to receive the required advice and information at times and locations convenient to them.

Robust and user friendly online systems

A key component of providing effective and efficient housing options is the provision of suitable on line technology which will allow customers to access information about their housing options online and in accessible locations. The provision of self-assessment tools will allow customers to input their individual circumstance and produce a tailored list of housing options.

Planning for known milestones

Effective partnership working is essential to ensure a joined up approach to planning for known milestones such as looked after children who are leaving care or those leaving institutions such as prison.

Looked after children

The Children and Young People (Scotland) Act 2014 placed new duties on local authorities in terms of their Corporate Parenting responsibilities for looked after children and young people and care leavers. The council's Corporate Parenting Policy makes a commitment to ensure that the needs of children and young people are at the centre of decisions made around housing and any housing support offered to families.

A joint working protocol was agreed between our Housing and Children's Social Work services in April 2011. This protocol is currently being reviewed and there is ongoing work to continue to explore how we improve the outcomes for looked after children following their transition on from care.

Leaving Prison

The council works closely with the Scottish Prison Service (SPS) to prevent homelessness and provide the support prisoners may need on their release from prison. One full time member of staff is based at HMP Grampian to support prisoners manage their housing situation and to plan for their release. There is a single point of contact which has been shared with SPS for them to inform us of an imminent release from either HMP Grampian or other areas of the prison estate.

The Scottish Quality Standards for Housing Advice, Information and Support have produced the Sustainable Housing on Release for Everyone (SHORE) protocol for people on remand or serving short term sentences. The council will review its protocol in line with the recommendations and continue to explore options to improve outcomes for this particularly vulnerable group.

Case conferences and crisis situations have highlighted the need for outcomes to be improved, with an agreed consensus that a different approach such as Housing First, could likely contribute to a far wider prevention agenda. Subject to committee approval, it is proposed that Housing First customers will be identified across these three identified categories:

- Looked after children
- Prison leavers
- Those identified as being chronic homeless

Housing First

Housing First has gained international attention and acclaim as a model to support households with chaotic or complex backgrounds permanently out of a cycle of rough sleeping or homelessness by provision of a solid foundation. There is extensive evidence from Scotland, England and overseas showing that a Housing First model provides a sustainable solution to resolving homelessness.

The principles of a Housing First service are:

- People have a right to a home
- Flexible support is provided for all, as long as needed
- · Housing and support provision are separated
- · Individuals have choice and control
- An active engagement approach is used
- The service is based on people's strengths, goals and aspirations
- A harm reduction approach

Following extensive consultation with key stakeholders, requirements and resources have been identified and a roadmap to delivering a Housing First service in Aberdeen is well underway. Previous work to map chronic homeless cases and associated costs have been utilised to identify a potential pool of customers for this service.

Scottish Social Housing Charter

The Scottish Government's Social Housing Charter came into force in April 2012.

The charter sets out clear standards and outcomes that homeless people or those threatened with homelessness can expect from the council. Section 12 makes specific mention of homeless applicants where it states:

"Homeless people get prompt and easy access to help and advice; are provided with suitable good quality temporary or emergency accommodation when this is needed; and are offered continuing support to help them get and keep the home they are entitled to".

The role of the Scottish Housing Regulator is to monitor and assess landlords' performance against the Charter, through regulatory assessments, published analysis and thematic work. The regulator will intervene to secure improvement when there is a need to. Each year they publish reports about each social landlord's performance against the charter.

In 2016/17, Aberdeen City Council reported to the regulator that 92% of new tenancies to applicants who were assessed as statutory homeless sustained for more than a year. It also reported 86% of those households who were homeless in the last 12 months were satisfied with the quality of temporary or emergency accommodation.

Welfare Reform

Changes to the benefits system are reducing the value of benefits that people are able to claim which is undermining the current delivery models for temporary accommodation. The full impact of this cannot be assessed until full guidance is available from the UK and Scottish Governments'.

Benefits Cap

In November 2016 the amount of benefits that can be claimed was restricted to:

- £257.69 single person
- £384.62 family

In April 2017 the cap affected 46 households in temporary accommodation.

Universal Credit

The implementation of Universal Credit has had a significant impact as claimants are no longer entitled to receive enhanced assistance to meet housing costs whilst in temporary accommodation, which has resulted in rent arrears for those unable to meet the shortfall.

Local Housing Allowance Rate

Changes to housing benefits regulations due to be introduced in April 2018 will see rates capped to the Local Housing Allowance (LHA) rate. Those aged 35 and under will see the rate further reduced to the equivalent of 'shared room rates'. Table XX shows the LHA rate for 2017/18.

Table xx: Local Housing Allowance Rates for Aberdeen and Aberdeenshire, 2017/18

Number of Bedrooms	Weekly Rate	Calendar Monthly Equivalent
Shared room rate	£75.63	£327.73
1 Bedroom	£120.82	£523.55
2 Bedrooms	£161.10	£698.09
3 Bedrooms	£184.94	£801.40
4 Bedrooms	£235.97	£1,022.53

Source: Scottish Government (2017)

In order to mitigate some of the impacts of welfare reform, shared accommodation is being considered for all single homeless applicants. For those individuals who have been determined as intentionally homeless, temporary accommodation will, as far as possible, be limited to those with non-secure tenancies,

for example, managed shared units. There is also to be a review of the rents levied in temporary accommodation.

Temporary Accommodation

The council has a legal duty to help people who are homeless or threatened with homelessness. This duty includes a duty to provide temporary accommodation while their application is being assessed and until they have permanent accommodation if they are deemed to be intentionally homeless.

We currently have a range of fully furnished, self-contained temporary accommodation properties that are a mixture of property types and sizes. As shown in Table XX below, the majority of properties are provided by the council with little reliance on bed and breakfast or hotel accommodation.

Table XX: Temporary Accommodation

	ACC TEMP FLATS	HOSTEL	B&B	HOTEL	PSL	SUPPORTED FLATS	TOTAL
2012/2013	296	60	30	0	86	60	532
2013/2014	297	60	30	0	101	59	547
2014/2015	315	60	30	61	103	37	606
2015/2016	349	63	30	27	139	56	664
2016/2017	325	66	15	0	156	56	618

Source: Aberdeen City Council (2017)

It should be noted that temporary accommodation is not universally used for persons presenting as homeless. At any given time we are consistently using around 12% (74) of the stock for other purposes such as housing mainstream tenants who need to be decanted, Syrian Refugees as part of the New Scots Programme and for interim homeless discharge.

In order to ensure we continue to have a sufficient and effective supply of temporary accommodation, key objectives that underpin the local housing strategy in relation to temporary accommodation are:

- Demand for temporary accommodation will reduce because of the success of our housing options and prevention approach which will reduce our requirement to use bed and breakfast accommodation.
- Through earlier interventions and a housing options approach we will mitigate the need for interim temporary accommodation
- The average length of time spent in temporary accommodation will be reduced and a target of no more than 90 days will be set
- The entire homeless journey will be no more than 100 days.
- Where appropriate, private sector housing will be utilised in order to discharge accommodation duties.

Temporary accommodation and welfare reform

Two of the proposed changes to the welfare benefits system give cause for concern for those who require temporary accommodation. Firstly, the restriction of Local Housing Allowance rates will reduce the level of housing benefit or housing costs element of Universal Credit. Secondly, the abolition of the help with housing costs for those aged 21 or under will also have an effect. To mitigate this, shared accommodation will be better utilised.

Housing Support and Supported Accommodation

The council has a duty to assess the housing support needs of homelessness applicants who are unintentionally homeless or threatened with homelessness and where there is reason to believe there is a housing support need. The council has a housing support team that provides around 720 hours per week of basic tenancy support across all tenures. Table XX below shows the number of applicants assessed and the number where housing support is provided.

Table XX: Housing Support

	2013/2014	2014/2015	2015/2016	2016/2017
Assessed under the Housing Support Regulations	288	553	694	627
Support Provided under the Housing Support Regulations	221	366	403	559

Source: Aberdeen City Council (2017)

In addition to the housing support provided by the council, a range of housing support is commissioned from:

- Aberdeen Cyrenians
- Penumbra
- Grampian Autistic Society
- Inspire
- Turning Point Scotland
- Castlehill Key Project

Supported accommodation services are also commissioned from:

- Aberdeen Cyrenians Margaret House: care home providing 12 spaces
- Scottish Association for Mental Health Bloomfield Road: supported accommodation providing 5 spaces plus outreach services
- Grampian Woman Aid: provide 'core and cluster' model that provides self-contained accommodation.

In 2016/17 the following new services were commissioned:

- Aberdeen Foyer: A service for young people providing 27 spaces in supported accommodation
- Barnardos: An outreach housing support service for young people
- Shelter Scotland: A service to prevent evictions and provide in court advice.

Supported Accommodation

On 31 October 2017, the UK Government issued a policy statement and consultation paper 'Funding Supported Housing' concerning the future funding of supported accommodation. This effectively reversed the previous decision that tenants in social housing would be capped to the Local Housing Allowance (LHA) rate for their rents from April 2018, while in receipt of Universal Credit and for supported accommodation, where the implementation date was deferred to April 2019.

Short-term supported housing will now be funded through a new ring-fenced grant to local authorities in England. In Wales and Scotland, an equivalent amount will be provided and it will be for our respective administrations to decide how best to allocate funding. UK Government has given commitments to work with sector and devolved Governments on a longer term solution, which will deliver the original policy aims of better oversight and linking funding with outcomes for individuals and value for money.

The Scottish Government approach following the consultation is currently being developed and as such, it is not known at this stage what support will be given to local authorities or on what basis this money will be distributed.

In light of the current unknown financial position and lack of funding instruction for social and supported accommodation, planning ahead and predicting the impact of this is difficult. However, key actions to reduce demand and the subsequent cost of temporary accommodation have been developed and are outlined in the joint delivery plan at appendix XX.

Appendix 2

LHS Chapter	Homelessness Joint Delivery Plan									
Strategic Outcome 2	Homelessness is prevented and alleviated.									
Ref	Key In	dicator			Baseline 2017	Target	Frequency	Progress	Red Amber Green	
2.1 (i)	Percen 28 days	_	itory ho	omeless decisions reached within	97%	100%	Annual	97%	Amber	
2.2 (i)	Length	of time sper	nt in ter	mporary accommodation.	103.9 days	90	Annual	103.9	Red	
2.3 (i)	Homele	ess journey	time.		26 weeks	24 weeks	Annual	26	Amber	
2.4 (i)	Reduce	e repeat hon	nelessr	ness (within 12 months).	5.08%	5% (2016/17) 4% (2020/21) 2% (2026/27)	Annual	5.08%	Green	
2.5 (i)				buseholds previously homeless that according to the services of the services o	92.7%	94% (2016/17) 96% (2020/21) 100% (2026/27)	Annual	92.7%	Amber	
Strategic Act	ion	Lead Officer	Ref	Operational actions	Target / Milestone	Progress			Red Amber Green	
Develop a sustainable temporary		Support Services Manager	2.1	Carry out a detailed review of temporary accommodation.						
accommodation	on plan.		2.2	Benchmark with other local authorities and compare our processes with what they do to identify any improvements that can be made to our services.						
			2.3	Explore a Social Letting Agency						

		2.4	model and opportunities around support into private sector to prevent and resolve homelessness.
		2.4	Redesign existing supported accommodation for customers where a housing first/housing led approach will not work.
		2.5	Redesign existing supported accommodation for customers aged 26 and over.
		2.6	Review provision of Private Sector Leasing scheme.
		2.7	Furniture Storage contract renewal.
Develop and pilot Housing First for 3	Support Services	2.8	Explore alternative options for storage of belongings.
client groups	Manager/ Housing	2.9	Commission an additional accommodation framework.
	Access Manager	2.10	Increase quality shared accommodation in temporary accommodation to reduce cost to the council.
		2.11	Review the rental charge levied in temporary accommodation in line with costs of service and welfare reform.
		2.12	Update Housing Allocation Policy to give priority and choice to Housing First customers.
		2.13	Complete the review of young people protocol with Children Services.
		2.14	Develop community response and support.

		2.15	Reduce the length of time from presentation to delivery of support.		
		2.16	Creation of a Housing First Steering Group.		
		2.17	Provide flexible support which is targeted at earlier interventions.		
		2.18	Identify suitable properties for the Housing First project.		
		2.19	Determine the criteria for clients who will form part of the pilot.		
		2.20	Recruit appropriate staff.		
		2.21	Develop a Housing Support Framework.		
Review the process for people leaving prison in line with the	Support Services Manager/	2.22	Complete review of protocol with Scottish Prison Service.		
SHORE protocol.	Housing Access	2.23	Review of ACC delegated powers with regard to prisoners.		
	Manager	2.24	Review internal policies and procedures with regard to prisoners.		
		2.25	Review staff resources in relation to the protocol.		
Review the process for supporting looked after children.	Support Services Manager	2.26	Complete review of young people protocol with Children Services, including criteria for children who are to be considered under Housing First.		
Implement a common outcomes tool framework for	Support Services Manager	2.27	Explore the options for a Common Outcomes Tool		

housing support.					
Adopt a preventative approach that will ensure referrals for housing support are made at the appropriate time to avoid homelessness.	Support Services Manager/ Housing Access Manager	2.28	Ensure that support referrals are made at the appropriate time by Housing Officers, ASBIT, Housing Advice Officers, Case Officers, Arrears Intervention Officers and Social Work.		
Develop a solution for young people who are presenting as homeless.	Support Services Manager/ Housing Access Manager	2.29	Work with schools and colleges, taking an early intervention approach to ensure that vulnerable young people are aware of their rights and responsibilities.		
		2.30	Adopt a Housing Led approach.		
		2.31	Develop performance measurements and targets for prevention.		
		2.32	Ensure all presentations from young people aged 16-25 leaving a family home are visited and offered mediation		
		2.33	Explore NightStop approach to prevent young people coming into temporary accommodation.		
		2.34	Develop a Housing Support Framework.		
Develop a policy for improved tenancy sustainment to increase the number	Support Services Manager	2.35	Ensure the right level of support is delivered timeously to those in temporary and permanent housing.		

of homeless households who have sustained a tenancy for more than one year.				
Reduce repeated homelessness.	Support Services Manager/	2.36	Review eviction processes and embed learning from tenancy sustainment panel.	
	Housing Access Manager	2.37	Provide short term low level support (e.g. visiting to ensure 'settled-in', providing starter pack of furniture/household items).	
		2.38	Ensure tenants are signposted to the correct services for longer term assistance where required (e.g. training to address budgeting, cooking, 'life skills' or befriending to combat isolation).	
		2.39	Develop peer support resources.	
		2.40	Reduce time spent in temporary accommodation.	
		2.41	Investigate the link between the length of homeless journey time and repeat homelessness.	
		2.42	Deliver training to staff on new Private Rented Tenancies Act (2016).	
Promote the use of the private rented sector in Aberdeen to	Housing Access Manager	2.43	Widen the use of Rent Deposit Guarantee Scheme to private landlords.	
reduce demand on social housing and homeless services.		2.44	Increase homelessness prevention and 'discharge of duty' into private rented sector	

		1	
		2.45	Explore further opportunities for meeting demand using the private rented sector
		2.46	Maintain good communication links between landlords, housing benefit administration and support agencies to ensure early identification of vulnerable tenants in the event of missed rent payments.
		2.47	Create a framework and structure that meets the needs of all audiences (frontline staff, practitioner etc.)
Roll out the use of the housing options	Housing Access Manager	2.48	Creation of a flexible range of training materials.
toolkit.		2.49	Map existing resources that can be incorporated within the Housing Options Toolkit.
		2.50	Investigate IT solutions that can be used between existing resources and the Housing Options Toolkit.
		2.51	Create outcomes framework for front-line staff using Housing Options Toolkit.
		2.52	Undertake the required certification or assessment standards that need to be incorporated within the Housing

			Options Toolkit.		
		2.53	Review of rental charge for temporary accommodation.		
Develop solutions to mitigate the impact of welfare reform.	Support Services Manager	2.54	Develop an information leaflet for customers on the impact of the welfare reform changes.		
		2.55	Identify opportunities for funding that could be gained for projects that could mitigate the impact of welfare reform.		
		2.56	Consider expanding choice based letting to allow applicants more choice.		
Review the Choice Based Lettings	Housing Access	2.57	Investigate an IT solution in conjunction with Homehunt NES		
service.	Manager	2.58	Review nomination agreement and section 5 arrangements with Homehunt NES		
Review nomination agreements and Section 5 arrangements.	Housing Access Manager	2.59	Develop a nomination agreement and section 5 arrangements with Langstane Housing Association.		

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Agenda Item 10.6

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16 January 2018

REPORT TITLE Participation Requests

REPORT NUMBER CHI/17/270

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Neil Carnegie/Elisabeth Manners

1. PURPOSE OF REPORT:-

To approve the delegation of powers to Heads of Service across the Council to make decisions regarding participation requests.

2. RECOMMENDATION(S)

It is recommended that Committee:

- a) Approve the Participation Requests Procedure at Appendix 1;
- b) Delegate authority to the Head of Communities and Housing to implement and manage the Participation Request procedure;
- c) Delegate authority to all Chief Officers, in consultation with the relevant committee convenor(s) to determine Participation Requests and the outcome improvement processes to apply; and
- d) Delegate authority to the Director of Communities, Housing and Infrastructure Participation Requests, following consultation with the Head of Legal and Democratic Services to review and amend the Participations Requests Procedure as required and within the scope of legislation.

3. BACKGROUND

3.1 The Community Empowerment (Scotland) Act 2015 introduced Participation Requests which gives new rights to community groups to participate in outcome improvement processes with public bodies, including local authorities. They are intended to provide opportunities for community bodies to be pro-actively involved in improving outcomes in their area.

- 3.2 The Council has developed a procedure to comply with the legislation which came into force on 1 April 2017. It enables community bodies to make a formal participation request to the Council. The procedure requires Heads of Service, in consultation with relevant convenor(s) to decide whether to allow or deny the community participation body's participation request. The decision will need to be made within 30 working days of the request once the Council has formally acknowledged the request. Chief Officers will require formal delegated powers to fulfil their duties set out in the procedure and within the statutory timeframes that are prescribed in the Act. To date, no formal Participation Requests have been received by the Council. An informal request has been received but it was not followed up by the community participation body.
- 3.3 All requests made to a local authority are required to take into account the below considerations before reaching a decision. The legislation also expects that all requests are agreed to, unless there are reasonable grounds for refusal after consideration of the below:
 - a) the reasons why the community participation body believes it should participate in an outcome improvement process;
 - b) any other information produced in support of the request (whether such information is contained in the request or otherwise provided);
 - c) whether agreeing to the request mentioned would be likely to promote or improve:
 - economic development,
 - regeneration,
 - public health,
 - social wellbeing, or
 - environmental wellbeing.
 - c) whether agreeing to the request would be likely:
 - to reduce inequalities of outcome which result from socio-economic disadvantage;
 - to lead to an increase in participation in the outcome improvement process to which the request relates by persons who experience socioeconomic disadvantage;
 - otherwise to lead to an increase in participation by such persons in the design or delivery of a public service the provision of which results in, or contributes to, the specified outcome mentioned in the request;
 - any other benefits that might arise if the request were agreed to; and,
 - any other matter (whether or not included in or arising out of the request) that the Head of Service considers relevant.
- 3.4 Once a decision has been reached, the Council will need to formally acknowledge the request with a Decision Notice. The Notice must detail what the decision is or, if it has been refused the reason why. The Council has 30 working days to do this. The Act does not currently provide a mechanism for review or appeal of the Council's decision to refuse a participation request.
- 3.5 If the request is agreed to, the outcome improvement process must begin within 90 calendar days from when the Notice is given.

- 3.6 The Communities and Community Planning Teams currently within Communities and Housing will manage and oversee the implementation of the procedure. Their officers will support Chief Officers and their teams determine requests and deliver outcome improvement processes as required. The Communities and Housing Area Manager will be the named point of contact for participation requests.
- 3.7 Community Planning officers shall monitor closely the application of our procedure to determine any adjustments required with the experience of receiving and managing requests.
- 3.8. Community Planning Aberdeen's Community Engagement Group has been tasked with developing a joint partnership approach for dealing with participation requests on behalf of Community Planning Aberdeen.
- 3.9 We are required to prepare an annual report on all the participation requests that are received by 30 June annually. This will go to the Community Planning Aberdeen Board and to the appropriate committee within the Council as a service update.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report. There are unlikely to be any financial implications from participation requests, however an outcome improvement process may result in recommended actions that may have implications. These would then be considered in accordance with standard budget procedures.

5. LEGAL IMPLICATIONS

5.1 Approval of the procedure and delegation of authority to Chief Officers will allow the Council to make participation request decisions within the statutory timeframe.

6. MANAGEMENT OF RISK

6.1 Customer / Citizen

- 6.1.1 Proposals within this report support our statutory duty to allow communities to get involved with outcome improvement processes as set out in the Community Empowerment Act.
- 6.1.2 There is a risk that a high volume of participation requests will impact on service delivery. This is unlikely to be the case as we will mitigate by proactively engaging with communities using Community Planning Aberdeen's Engagement, Participation and Empowerment Strategy. Additionally, we will also provide clear information about participation request rights and the criteria that they must meet to be considered.

- 6.2 Legal
- 6.2.1 Failure to approve the recommendations could mean the Council may be unable to fulfil its statutory duty in relation to timeframe legislated for by Scottish Government in Part 3 of the Community Empowerment (Scotland) Act 2015. Approving this report will mitigate against this and ensure that the Council will meet the stated timeframe.
- 6.3 Reputational
- 6.3.1 The proposals within this report support the Council's ambitions to engage and empower communities.
- 6.4 Financial
- 6.4.1 No significant risk has been identified.
- 6.5 Employee
- 6.5.1 No significant risk has been identified.
- 6.6 Environmental
- 6.6.1 No significant risk has been identified.
- 6.7 <u>Technological</u>
- 6.7.1 No significant risk has been identified.

7. IMPACT SECTION

7.1 Economy

7.1.1 Participation Requests empower communities to become involved in improving economy outcomes.

7.2 People

7.2.1 Participation Requests empower people to be involved in outcome improvement processes which have an impact on their local community, providing opportunities to reduce inequalities.

7.3 Place

7.3.1 Participation Requests empower people to be involved in outcome improvement processes which have an impact on their local environment, providing opportunities to reduce inequalities.

7.4 Technology

7.4.1 Participation Requests empower communities to become involved in improving technology outcomes.

8. BACKGROUND PAPERS

Part 3 Community Empowerment (Scotland) Act 2015
Scottish Government Participation Requests Guidance
The Participation Request (Procedure) (Scotland) Regulations 2016

9. APPENDICES (if applicable)

Appendix 1: Participation Requests Procedure

10. REPORT AUTHOR DETAILS

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Participation Requests Procedure

Under the

Community Empowerment (Scotland) Act 2015

November 2017

1. Introduction

The Community Empowerment (Scotland) Act 2015 introduces participation requests at Part 3 of the Act. Participation requests are focused on extending and improving community participation in improving outcomes for communities. The legislation enables community participation bodies (CPB) to request to participate in decisions and processes which are aimed at improving outcomes.

A community participation body is defined in the Act as either a community controlled body (defined in section 19), a community council, a community body without a written constitution (set out in section 20(4)) or a body designated by the Scottish Ministers. The Act states that a CPB may make a request to a public service authority to permit the body to participate in an outcome improvement process.

Improving participation provides opportunities to support delivery of Community Planning Aberdeen's Local Outcome Improvement Plan (LOIP) and Locality Plans, and the Council's Strategic Business Plan. These plans are critical references for groups interested in submitting Participation Requests and for Chief Officers making assessment on requests received.

NB Participation requests do not introduce a right for a CPB to 'take over' the running of a service; however it does create opportunities for service delivery to be reviewed within an outcome improvement process. It will be for the Council (and partners if relevant), following the outcome improvement process, to decide whether to make any changes to existing service delivery arrangements.

This is Aberdeen City Council's procedure for delivering its participation requests responsibilities. This procedure should be read conjunction with:

- Part 3 Community Empowerment (Scotland) Act 2015 (the 2015 Act)
- Scottish Government Participation Requests Guidance
- The Participation Request (Procedure) (Scotland) Regulations 2017 (the 2017 Regulations)

2. Awareness, Promotion and Support

The following officer will be designated 'first point of contact':

Communities and Housing Area Manager Communities, Housing and Infrastructure

The designated officer has responsibility for effective operation of this procedure.

The Council will publicise participation requests on its website. Further it will promote through social media, community newsletters and at community meetings and events as appropriate. Increased emphasis will be given to promoting participation requests in Community Planning Aberdeen's Locality Planning priority neighbourhoods and with groups involved in advancing equalities.

Relevant Council staff and in particular those working in community development roles shall have a role in raising awareness of participation requests. Communities staff within Communities and Housing shall provide support and guidance to community bodies through the process, including during the informal stage prior to making a formal request.

3. Administration

Communities and Housing will undertake the main administrative, monitoring and coordinating functions in the delivery of this procedure. This includes:

- Managing the <u>participationrequests@aberdeencity.gov.uk</u> email account and receiving hard copy requests where applicable
- Receiving, logging, acknowledging and assigning informal requests for dialogue
- Issuing participation request forms
- Receiving, logging, initial checking of applications, acknowledging and assigning formal participation requests
- Receiving, logging, acknowledging and assigning requests for reviews
- Monitoring the process, including issuing reminders of relevant target dates
- Recording decisions, issuing Decision Notices and publishing on the website
- Publishing details of proposed and on-going outcome improvement processes and reports at the completion of improvement processes
- Maintaining records of Participation Requests and preparing relevant statistical information for the Annual Report.

4. Informal Dialogue

Informal dialogue in advance a formal request should assist ensuring that relevant existing processes are used appropriately and that any participation request is well thought-out, appropriate and is focussed on improving outcomes. In addition, it should avoid unnecessary formal requests.

Local community development and service staff relevant to the outcome identified for improvement will provide assistance to community groups at the informal stage.

When any informal dialogue that takes place, the Communities and Housing team should be notified via email to participationrequests@aberdeencity.gov.uk to maintain a record.

5. The Participation Request Process

The basic participation request process is as follows:

A community participation body puts forward a participation request to a
public service authority asking them to take part in a process with a view to
improving the outcome as set out by the community body. It is recommended

that informal dialogue with the public service authority take place before the participation request is submitted.

- The public service authority must agree to the request and set up an outcome improvement process unless there are reasonable grounds for refusal. Authorities must also make the decision "in a manner which encourages equal opportunities" and meets their responsibilities under Equality legislation. If it refuses the request, it must explain the reasons. The request must be assessed by the criteria as set out in the legislation.
- How the outcome improvement process will work and how long it should take
 is discussed between the community participation body and the public service
 authority. The public service authority will be responsible to decide whether to
 make any changes to existing service delivery arrangements following the
 outcome improvement process.
- At the end of the process the public service authority must publish a report summarising the process, whether the outcomes were improved and how the community participation body contributed to that improvement. The community participation body views must be sought in preparing the report.

6. Making the Decision

Participations requests will be sent by email to the most relevant Chief Officer, depending on the nature of the request.

The Chief Officer shall assess the request and <u>must agree to the request unless</u> there are reasonable grounds for refusal having considered the statutory criteria as set out below. A request does not need to be considered if it is the same or similar to a previous request if it has occurred in the past two years. It does not matter if the new request is made by the same community participation body or a different one.

The Chief Officer shall liaise with relevant other Chief Officers when another service is affected by the request and also in consultation with the relevant committee convenor(s) to determine the participation requests. They will also liaise with any other public service authorities relevant to the participation request to assist making a decision and to determine their involvement.

Open dialogue on the request and potential outcome improvement process should be helpful to effective decision making. Note that it will be for the Council, following the outcome improvement process, to decide whether to make any changes to policy and existing service delivery arrangements.

To meet the requirements of the 2015 Act the Chief Officer must take account of the following to make the decision:

a) the reasons why the community participation body believes it should participate in an outcome improvement process;

- b) any other information produced in support of the request (whether such information is contained in the request or otherwise provided);
- c) whether agreeing to the request mentioned would be likely to promote or improve:
 - economic development,
 - regeneration,
 - public health,
 - social wellbeing, or
 - environmental wellbeing.
- c) whether agreeing to the request would be likely:
 - to reduce inequalities of outcome which result from socio-economic disadvantage;
 - to lead to an increase in participation in the outcome improvement process to which the request relates by persons who experience socioeconomic disadvantage;
 - otherwise to lead to an increase in participation by such persons in the design or delivery of a public service the provision of which results in, or contributes to, the specified outcome mentioned in the request;
 - any other benefits that might arise if the request were agreed to; and,
 - any other matter (whether or not included in or arising out of the request) that the Chief Officer considers relevant.

The authority must make the decision in a manner which encourages equal opportunities and the observance of the equal opportunities requirements.

To assist making a determination the Chief Officer should refer to the LOIP, Locality Plans and Strategic Business Plan.

The Chief Officer will also be responsible for identifying any relevant established outcome improvement process that the CPB will participate in.

The Chief Officer must notify the Communities and Housing team of their decision by **25 working days** from the date of the request was received. If more than one public service authority is involved the response times increases to **40 working days**.

To ensure that compliance with statutory deadlines, the Communities and Housing team shall issue the Decision Notice by **30 working days** of request (**45 working days** in respect of requesting involving at one other public service authority).

The Decision Notice should also include details of any established or proposed outcome improvement process that the CPB will participate in (see next section).

On refusal of a participation request, a Decision Notice will still need to be issued, detailing the reasons for refusal. However, the Chief Officer should also assess what further informal action/opportunity may be appropriate dependent on circumstances. Examples: Involvement in a service development working group or being included in a future consultation exercise.

7. Establishing the Outcome Improvement Process and Notification

The Chief Officer must agree an outcome improvement process which will aim to improve the outcome set out by the community body. This process should also involve any other public service authorities relevant to the improvement outcome.

Should the Chief Officer determine that the participation body should be invited to participate in an Outcome Improvement Process and there is also a relevant process established then the following must be included in the Decision Notice:

- Description of the operation of the outcome improvement process;
- Specification of what stage the process has reached;
- Explain how and to what extent the community participation body is expected to participate in the process; and,
- If any other person participates in the process, describe how the person participates.

When there is not a relevant established outcome improvement process then the Chief Officer must set out in the Decision Notice:

- Describe how the proposed process is intended to operate;
- Explain how and to what extent the community participation body which made the participation request is expected to participate in the proposed process; and.
- If any other person is expected to participate in the proposed process, describe how the person is expected to participate.

On notification of the outcome improvement process the community participation body can, within 28 days, make written representation on the outcome improvement process.

The Chief Officer should consider proactive engagement with the participation body and should take account of any alternative proposals made by the participation body before confirming in writing the outcome improvement process.

The outcome improvement process must start within **90 working days** from the Decision Notice/validation date.

8. The Outcome Improvement Process

The Act and guidance provides very limited requirements and directions on the outcome improvement process.

Community Planning Aberdeen and the Council are applying quality improvement methodologies to a variety of processes. The Community Planning Manager will be able to provide advice on guidance on improvement processes as required.

9. Outcomes from an Outcome Improvement Process

The Chief Officer is responsible for agreeing actions at the conclusion of a process and thereafter completion of actions. It is recognised that some actions may be implemented by officers, in other situations the outcome and potential actions may need to be reported to a Council committee (other Council decision making process) or to the relevant group within Community Planning Aberdeen management structures.

10. Participation Requests received from another Public Body

Partners should send relevant requests requiring the Council's considerations to participationrequests@aberdeencity.gov.uk

These shall then be directed to a Chief Officer to consider in accordance with the Act, guidance and this procedure.

11. Review of Decisions

No statutory appeal process is in operation at this time and this is being monitored by the Scottish Government. The complaints procedure is also available to groups dissatisfied with decisions.

Appendix 1

Aberdeen City Council

Participation Request Form

1. Details of Community Participation Body

Na	ame of Your Community Body:
Co	ontact Name:
Co	ontact address:
Co	ontact Telephone number:
Co	ontact Email:
W	ebsite (if available):
	ase ensure that you include a copy of your written constitution or vernance documentation if available.
2.	Name of the public service authority to which the request is being made: (Note 1)
	Name of any other public service authority which the community participation body requests should participate in the outcome improvement process: (Note 2)
4.	The outcome that your community participation body want to improve: (Note 3)
	Please tell us the reasons why the community participation body should participate in an outcome improvement process: (Note 4)
	Please note the knowledge, expertise and experience the community participation body has in relation to the outcome: ($Note\ 5$)
	How will the outcome will be improved because of the involvement of your community participation body: (Note 6)
8.	What type of community participation body are you? (Note 7)
	a) A community controlled body
	b) A community council

9.	Add	ditional Information: (Note 8)
	d)	A group without a written constitution
	c)	A body designated by the Scottish Ministers as a community participation body

Please send the completed form via email to:

participationrequests@aberdeencity.gov.uk

Or by post to:

Neil Carnegie
Communities and Housing Area Manager
Aberdeen City Council
Business Hub 11, 2nd Floor West
Marischal College
Broad Street
Aberdeen

Additional Notes

AB10 1AB

- 1. Specify the public service authority to who the request is being made. Please also include any additional public service authorities the community participation body believes should also participate in an outcome improvement process. The authorities to whom a request can be made are listed in Schedule 2 in the Community Empowerment (Scotland) Act 2015 these are:
 - A local authority
 - A health Board
 - The Board of management of a college of further education
 - Highlands and Island Enterprise
 - A national park authority
 - Police Scotland
 - The Scottish Environmental Protection Agency
 - Scottish Enterprise
 - The Scottish Fire and Rescue Service
 - Scottish Natural Heritage
 - A regional transport partnership
- Insert the name(s) of any other public service authority which the community participation body requests should participate in the outcome improvement process.
- 3. Specify an outcome that results from, or is contributed to by virtue of, the provision of a service provided to the public by or on behalf of the authority. An

explanation of outcomes and examples can be found in section 3.44 below.

- 4. Set of the reasons why the community body believes it should participate in the outcome improvement process.
- 5. Provide details of any knowledge, expertise and experience the community body has in relation to the outcome specified under paragraph 3.
- 6. Provide an explanation of the improvement in the outcome specified under paragraph 3 which the community body anticipates may arise as a result of its participation in an outcome improvement process.
- 7. To make a participation request the Community Empowerment (Scotland) Act 2015 provides that certain bodies can do so. The community participation body should provide the necessary information to the public service authority to show that they are a valid body who can make a participation request.
- 8. Any other information in support of the participation request can be included in this section or attached separately should the community body wish to do so. It may be helpful for the community participation body to outline if they have previously been in contact with the public service authority regarding the outcome. The community participation body may also want to provide information on any additional support they may require to be able to participate in an outcome improvement process.

Agenda Item 11.1

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16th January 2018

REPORT TITLE Regional Skills Strategy

REPORT NUMBER CHI/17/306

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Matt Lockley

1. PURPOSE OF REPORT:-

1.1 This report introduces the draft Skills Development Scotland (SDS) Regional Skills Strategy for the North East of Scotland to Committee and proposes specific areas that Aberdeen City Council will support.

2. RECOMMENDATION(S)

It is recommended that Committee:

- (a) Approve the draft Regional Skills Strategy for Aberdeen City and Aberdeenshire: and
- (b) Note the Council's participation in specific actions relating to Partnership Action for Continuing Employment, the Enhanced Employability Offer and Developing the Young Workforce (DYW).

3. BACKGROUND

- 3.1 SDS has recently finalised the Regional Skills Strategy for Aberdeen and Aberdeenshire, building on Regional Skills Assessments and responding to the wider strategic context for inclusive economic growth theme in the Regional Economic Strategy (RES). The strategy is due to be signed off by the SDS Leadership Board in the near future. It has been the subject of considerable partnership and stakeholder consultation by SDS and the associated Action Plan draws together key priorities and identifies some specific and cross-cutting actions to take forward.
- 3.2 The strategy will support delivery against key outcomes in the Aberdeen Local Outcome Improvement Plan (LOIP). Within the economy section of the LOIP, there are specific drivers relating to skills delivery as follows:

- Implement Developing the Young Workforce to strengthen vocational skills attainment levels and encourage apprenticeships
- Delivering high attainment levels and positive destinations for our young people and providing a future supply of skills for employers, inward investors and future entrepreneurs
- Address skills shortages in key sectors including public services and health sectors as identified in the Regional Skills Strategy
- Develop and implement Locality Plans for those communities experiencing socio economic disadvantage

The SDS Regional Planning Lead is a member of the Aberdeen Prospers subgroup of Community Planning Aberdeen which ensures that there is alignment between the aims of the LOIP and delivery of SDS funded skills interventions.

- 3.3 The strategy is set in the context of Regional Skills Assessments and Forecasts for the period 2017-2027. With this in mind, the strategy strikes a balance on the one hand, it will address issues arising from the oil and gas downturn and the impact that has had on retaining and attracting talent and expertise to the city region; whilst on the other it looks at future economic trends and how the work of SDS and its partners can deliver a skilled and productive workforce in the future.
- 3.4 The latest Regional Skills Assessment for Aberdeen City was published by Skills Development Scotland on 18th December 2017. In brief, it predicts that total employment in Aberdeen will continue to decline until 2020, although the decline will be relatively marginal (-0.2% per year). To 2027, the assessment states that 5,500 jobs will be lost in the energy sector but that these losses will be offset by strong growth in ICT/digital, creative and business and financial services. These predicted changes will have an impact on the occupational profile of employment in Aberdeen, with reductions of circa 1,000 jobs each in skilled metal and electrical jobs, science and technology professionals and plant and machine operatives. The long-term trend remains for employment growth, though, with a net change of +60,800 by 2027, with over 15% of these in entry level clerical and service roles.
- 3.5 The strategy proposes five main themed actions to address skills demand issues going forward:
 - Responding to the downturn
 - Supporting economic transition the diversification objectives with the Regional Economic Strategy
 - Repositioning the skills system
 - Supporting school-to-work transitions and particularly in relation to Developing the Young Workforce
 - Evidence, governance and Brexit (cross-cutting)

Further detail on the priorities within these themes is offered below. The full details are contained within the draft strategy which is appendix 1 to this report.

3.6 Responding to the downturn

The focus here is on two existing services (Partnership Action for Continuing Employment (PACE) and the Transition Training Fund – both funded and delivered by SDS) that support major redundancies and offer financial assistance to support people exiting the oil and gas sector to retrain for employment in other sectors or start-up via the Business Gateway. In addition, work is ongoing in the North East to look at how these products could be enhanced to address specific sectoral issues relating to oil and gas, focussing on individuals' employment and health prospects.

Aberdeen City Council is actively involved in the development and delivery of the enhanced employability offer through our work with companies and stakeholders on major redundancies, the alignment of the Progress through Positive Partnerships European Social Fund (ESF) project and through the Local Employability Training Providers Forum.

3.7 Supporting economic transition

This theme is designed to support the transition of the city regional economy to a more diversified and balanced one and it focusses on key industry sectors. It will involve a specific approach to each of the Regional Economic Strategy priority sectors, including oil and gas. For oil and gas, SDS has appointed a sector manager who is based in Aberdeen. The SDS focus is on innovation and technology, decommissioning and renewables, and aligned to the Oil & Gas Authority (OGA) Maximising Economic Recovery. Alongside this, sector skills plans will be developed or refreshed for each of the Regional Economic Strategy priorities (Oil & Gas/ Energy, Food Drink & Agriculture, Life Sciences and Tourism) and the focus on volume sectors (i.e. health and social care, construction and creative industries) will be maintained.

The Council is not directly involved in delivery under this theme.

3.8 Repositioning the skills system

This priority recognises that the skills sector will need to change in the coming years both as a result of financial constraints but also the changing economy. Proposals under this priority are for employers and organisations such as Opportunity North East to have a more direct influence over skills investment, ensuring that Outcome Agreements for both further and higher education institutions are more reflective of city and regional need. In addition, there is a focus on Modern, Foundation and Graduate Apprenticeships and the development of a more coherent portfolio for the city region and enhanced employer-education links, building on the Developing the Young Workforce model.

Aberdeen City Council is actively involved in Developing the Young Workforce initiatives through both the Regional Invest in Youth Group (hosted by the Aberdeen and Grampian Chamber of Commerce) and the DYW Regional Collaborative Group. The Council is responsible for or contributing to a number of the 39 DYW recommendations that were agreed nationally and work-streams are being developed both internally and with partners to deliver against these, aligned with the recommendations of the Council's Investors in Young People assessment.

3.9 School to work transition

Careers information, advice and guidance (CIAG) is central to this priority. It focuses on the earlier delivery of CIAG in schools (from P6-S3) and the ongoing need to refresh and refocus careers material for schools. There is also an ambition to deliver a highly-performing Developing the Young Workforce regional collaborative and plans to enhance the delivery of digital skills development in schools.

Aberdeen City Council is actively involved in all of the priority actions in this theme. For example, schools are trialling new ways of delivering CIAG with earlier age groups and the DYW programme is working towards every school in the city having productive links with the business community. In addition, our positive procurement and community benefit activities have a focus on securing training, work placement and apprenticeship opportunities for young people through the Council's contracts.

3.10 Cross-cutting issues

The strategy recognises that a more comprehensive evidence base needs established to enable better analysis and forecasting around issues such as Brexit and emerging sectors. It proposes that governance of the Skills Strategy and Action Plan be handled through the existing Regional Economic Strategy Group, although it is important to note that the Chief Executive of North East Scotland College (NESCOL) has chaired an initial meeting of a potential new model, a Regional Learning and Skills Partnership, that could assume ownership of the strategy if it is developed and formally established.

Finally, on Brexit, the strategy effectively proposes a watching brief but articulates that there might be serious short-term implications for the region's skilled labour force depending on the nature of the deal with the European Union, and particularly the risk around frictionless movement of labour, generally, but also in relation to key sectors of food, drink and agriculture, health, oil and gas (mining, professional and technical services).

The funding of skills activity, whilst not explicitly referenced in the strategy, is also an issue to consider in Brexit terms as European Social Funds (ESF) currently support employability and skills activity in the city region. Devolution of any successor funding streams (e.g. "Shared Prosperity Funds") from the UK to Scottish Government and then on to funding bodies such as SDS will therefore become an increasingly important consideration for partners in implementing the Regional Skills Strategy.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. MANAGEMENT OF RISK

6.1 Financial

There are no anticipated financial risks.

6.2 Employee

There are no anticipated employee risks.

6.3 Customer / citizen

It is important that Aberdeen City Council is involved in the ongoing development and delivery of the Regional Skills Strategy as it will ultimately guide investment in further education and skills and is therefore highly relevant to the Council's customers and citizens. Failure to engage and ensure that the Skills Strategy reflects economic realities and future challenges and opportunities could lead to poorer skills and employment outcomes.

6.4 Environmental

There are no anticipated environmental risks.

6.5 Technological

There are no anticipated technological risks.

6.6 Legal

There are no anticipated legal risks.

6.7 Reputational

There are no anticipated reputational risks.

7. IMPACT SECTION

Economy

The over-riding purpose of the Regional Skills Strategy and Action Plan is to ensure that the design, funding and delivery of skills activity in the city region is aligned to current and future economic needs, challenges and opportunities. There is a clear focus on supporting the diversification priorities of the Regional Economic Strategy and on maintaining the region's highly skilled workforce, which adds significant value to economic outputs.

People

The Regional Skills Strategy and Action Plan will contribute to enhancing people's life chances, which is a central priority in the Aberdeen Local Outcome Improvement Plan. There is also a clear focus in the strategy on supporting people who have fallen out of the labour market and those who have never engaged. In addition, there is a priority action around addressing gender imbalance in Modern Apprenticeships in particular, and this forms part

of a suite of proposals captured in the Developing the Young Workforce initiative.

Place

Aberdeen and the wider city region's investment credentials are enhanced, to a large extent, by the skills levels of the workforce which are consistently higher than those in other parts of Scotland and the UK. The Regional Skills Strategy seeks to maintain and enhance the competitive advantage that the city has in terms of retaining and attracting an internationally skilled workforce.

Technology

No specific impacts.

8. APPENDICES (if applicable)

1 – draft Regional Skills Strategy, Aberdeen City and Shire

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Skills Development **Scotland**

Regional Skills Strategy Aberdeen City & Shire



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1. Introduction

This summary document is the culmination of work undertaken bu Skills Development Scotland (SDS), in partnership with a wide range of regional and national organisations¹, to develop a shared Regional Skills Strategy for Aberdeen City and Shire which fully reflects the skills challenges and future opportunities in the region.

It seeks to bring an agreed and shared approach to skills investment, ensuring that there is a structured, co-ordinated, consistent and strategic approach to the design, development and implementation of the investment required to address the skills needs and priorities in Aberdeen City and Shire.

It is important that this should not be seen as a stand-alone document, but instead one which is consistent with, and supportive of, the wider economic ambitions in the region, expressed through the recently approved Regional Economic Strategy² and the recently signed Aberdeen City Region Deal³.

It reflects the priorities set out in these documents, and the recently published Regional Skills Assessment, and seeks to address the skills implications of the significant changes to the North East economy taking place as a result of the downturn in the oil & gas industry, which has been the major contributor to the economic success of the region over the last 40 years.

"This strategy seeks to address the skills implications taking place as a result of the downturn in the oil and gas industry."

This summary is supported by a comprehensive evidence base⁴ which includes:

- Regional Skills Assessments
- Regional Skills Forecasts
- Key Sector Skills Investment Plans.

The Regional Skills Strategy is a shared partnership approach and identifies the roles, responsibilities and commitments of the partners to deliver the approach set out in this document.

^{1.} Appendix 1: Partners and Stakeholders

^{2.} REGIONAL ECONOMIC STRATEGY: Securing the future of the north east economy
3. Available at: http://www.aberdeencity.gov.uk/council_government/shaping_aberdeen/City_Region_Deal.asp
4. Available at: https://www.skillsdevelopmentscotland.co.uk/

2. The regional picture

The North East of Scotland has been a major contributor to Scotland's and the UK's economic performance for many years, largely due to the success and growth of the oil and gas industry. This success has resulted in a region whose economy has, historically, performed well above national averages and whose citizens have generally experienced economic growth and prosperity over many years.

"The challenge is clear. To continue to prosper, the North East must seek to build a more balanced economic future."

But this has come at a price, with the North East being one of the most expensive locations to live and conduct business in Scotland. While this had been generally accepted as a price worth paying when the oil price remained high and supported extensive employment in the industry and its associated supply chains, it is now acknowledged that the North East economy is in a period of transition due to the recent downturn in the oil and gas industry.

Following earlier downturns, the oil and gas industry has, until now, returned to previous levels of success. This time however, there is recognition that the downturn in the industry has been longer and is deeper than those before, and it is uncertain whether the sector will return to playing such a dominant role in the regional economy in the future.

This reflects a number of factors including: a larger number of marginal and/or smaller fields; hard to reach and expensive locations; a comparatively high-cost operating environment, even with the current cost reductions; and more attractive, alternative investment options in other locations. The effect of this downturn has been both significant and wide-ranging through its impact on employment, business viability, property markets, supply chains and local services.

The challenge is clear: to continue to prosper the North East must seek to build a more balanced economic future. While still relying on a strong energy sector, it must also seek to exploit wider and more diverse strengths and opportunities.

These challenges are clearly identified and articulated in the recently published Regional Economic Strategy which aims to capitalise on the broader foundations of the economy and focus on developing activity in key sectors, diversifying within them and into new markets through investment across four key areas:



Infrastructure





Inclusive economic growth



Internationalisation

The challenge for the Regional Skills Strategy is to ensure that the appropriate and required skills are available, at the right time, to support the successful delivery of the economic goals and ambitions of the North East.

While the immediate impact of the downturn and concurrent high levels of redundancies have not yet manifested themselves in major increases in unemployment, a number of factors suggest that this mis-match may be only temporary and the full effects of the downturn could become apparent in the longer term without any further external changes or responses.

In response to this, the approach to skills intervention and investment will need to reposition itself to address these new challenges and opportunities. SDS recently published their labour market outlook for Aberdeen and Aberdeenshire (summarised in Appendix 2). Some key points are:

there will be limited expansionemployment opportunities

- total employment is forecast to remain relatively flat over 2017-2027
- future employment opportunities will be largely through replacement demand
- employment opportunities are expected mainly in professional services. construction, administrative and support services and human health and social work.

employment growth areas

- professional and managerial, sales and elementary occupations for health professionals, social care, construction and sales jobs
- jobs in the energy sector are forecast to continue to decline in absolute terms over the next 10 years.

skills are a key issue

- of the 95,500 openings⁵ expected between 2017 and 2027, 60% will require to be filled by individuals qualified to SCQF level 7 or above⁶
- this is, in part, a reflection of the sectoral and occupational trends expected over this period.

Finally, it is worth reminding ourselves that the Regional Skills Strategy will not operate in a vacuum, or in isolation from the wider policy agenda, and must be consistent with and supportive of, the policy developments which have gone before. In addition to those identified earlier it is worth highlighting the work of the Energy Jobs Task Force; the UKCS Maximising Recovery Review (Sir Ian Wood, 2014); the Commission for Developing Young Workforce: the Scottish Government Response to the UK Government Apprenticeship Levy; the Scottish Government Skills Strategy; (the current) Enterprise and Skills Review; the work of SE/SDS/ONE sector teams.

3. Purpose of the Regional Skills Strategy

Skills are a key enabler of economic growth and success and access to talent will have a major influence on the future economic success of the region. As such, the Regional Skills Strategy will play an underpinning role in the delivery of the Regional Economic Strategy.

The Regional Skills Strategy seeks to:

- address the skills needs of a changing North East economy
- guide the repositioning of the skills system, including education, to support the transition and rebalancing of the regional economy
- identify common priorities, with clear roles and responsibilities, to ensure effective and efficient responses to the challenges ahead
- set out a common view and vision on shared priorities, in particular reflecting the Regional Economic Strategy focus (including the Aberdeen City Region Deal)
- help make the case for better focussing existing activity and identify where additional action is required
- seek to reduce duplication and silo working and promote strong partnership working.

"Skills are a key enabler of economic growth and success, and access to talent will be an influence on the future economic success of the Region."

In developing this strategy, partners have committed to developing and supporting a shared and common approach to reflect the current and future challenges in the region and, as key enablers, to deliver the agreed Regional Economic Strategy.

4. The skills challenges

There are a number of clearly identified skills challenges reflected in this Regional Skills Strategy:

better understanding the regional labour market

 while it is clear that recent employment losses are significant, we do not yet have a full picture of the impact of these on the North East labour market or individuals. This changing regional economy makes it vital to develop a better understanding of future skills requirements.

balancing economic opportunities

 we must support the employment and employability needs of those impacted by the downturn in the short term and, in the longer term, meet the skills needs of sectors offering growth and employment opportunities.

a resilient energy sector

 while the employment challenges within the oil and gas sector are clearly evident, there will remain opportunities in the sector for many years to come. The Regional Skills Strategy must therefore support the potential future demand for talent in the oil and gas sector that will increasingly be internationally focused in its outlook.

new talent attraction and retention

 talent attraction can potentially address specific skills shortages in the short-term, while talent retention will play an important role in maintaining the regional skills base going forward.

retaining current talent in the labour market

 the effects of the downturn in the oil and gas sector have resulted in highly qualified and experienced people being made redundant. The strategy includes commitment to appropriate support to help this group in return to employment.

volume skills priorities

 there are also a number of other high employing and important sectors where skills are a key issue, including Health and Social Care, Construction, Retail and the Public Sector (including teaching).

a skills strategy for everyone

• it is clear that the downturn has impacted not just on oil and gas, but also on the wider economy including anchor/volume sectors such as retail, hospitality, transport, and property. The Regional Skills Strategy must therefore reflect the wider challenges and opportunities in the region.

a realigned skills system

 if the North East economy is in transition and is likely to diversify into new sectors, then it follows that the skills system will need to adapt to these trends in the medium to long term. This presents challenges as well as opportunities for the work-based learning, FE and HE sectors. In addition to these economic and skills challenges, the partners have also identified a number of uncertainties and challenges that will impact on the delivery of the Regional Skills Strategy over the next three years

labour market implications of Brexit

- the North East is exposed to sectors
 which have traditionally operated with
 significant levels of migrant labour and
 as a result the final outcome of the Brexit
 negotiations could have a significant
 impact on the available labour pool for
 some employers
- the city's universities have played a crucial role in attracting people to the region, generating skills to support the Scottish and regional economy and in generating world-class research (some of which is supported by European funding and collaborations) that needs to be maintained going forward.

governance

- the second phase of the Enterprise and Skills Review concluded in the Spring of 2017. This has the potential to introduce new models of operation and governance for some public sector partners involved in delivering skills and economic development interventions.
- while the Regional Skills Strategy will require appropriate governance arrangements, in the short term the focus must be on delivery: how the partners work together, their roles and responsibilities, and commitment of resources.

ensuring awareness and understanding

 there are a number of organisations operating within the skills landscape and clarity of roles, responsibilities and contributions is a basic requirement.

Although it is clearly recognised that skills have a clear and present part to play to support the region in going forward, it must be recognised that this is only one aspect of the "mix".

Infrastructure, business investment and business support are other key components which sit alongside the skills needs – no single factor on its own can fully capitalise on the economic opportunities facing the region.

5. Principles and objectives

The broad principles of the Regional Skills Strategy are to

- develop strong and wide partnerships with clear roles and responsibilities
- respond coherently to the impanct of the recent downturn on employment and position the region and its people to make the most of the new opportunities
- improve our understanding of the regional labour market with better (and ongoing) evidence on the skills needs of the region's economy and people
- retain and anchor people and skills, and work to support the economic transition and meet future opportunities
- develop a skills system focused on the future which includes:
 - University of Aberdeen, Robert Gordon University, NESCOL and SRUC as major assets
 - broadening and re-aligning work-based learning and apprenticeships to meet the needs of the economy
 - schools
- design a learning approach by building on existing strengths and activities and in learning from elsewhere
- de-clutter the landscape, co-design solutions and join-up decision making.

In addressing the skills challenges, the strategy will prioritise around four key, specific and thematic objectives:

- continuing to support the ongoing restructuring of the oil and gas sector and ensuring that the appropriate number, level and type of skills are available to support the industry in the future
- provide ongoing support to volume employment markets including: Health and Social Care; Public Sector; and Construction
- aligning resources to support the growth of the identified key economic growth sectors in line with the identified economic priorities
- delivering on the Government's inclusion and young people's agenda.

6. Priorities and actions

Based on the economic and skills analyses and the stakeholder engagement, four thematic areas⁷ for intervention have been identified as follows:

At this stage, the actions are high level and will of course require more development work and confirmation of resources and funding. This will be set out in the accompanying Skills Action Plan.

Summary of Regional Skills Actions

Theme



Responding to the downturn

- PACE
- Transition Training Fund
- Enhancing Employability Support

Theme



Supporting economic transition

- Oil and Gas Skills Investment Plan
- Supporting growth sectors
- Volume employers

Theme



Repositioning the skills system

- Realigning the skills sustem
- Expansion of workbased learning
- Enhancing links to employer-education

Theme



Supporting schoolto-work transitions

- Expansion of CIAG
- Developing Young Workforce Regional Group
- Supporting the Digital City Agenda



- Enhancing and updating the evidence base
- Developing appropriate governance and delivery structures
- Addressing Brexit



Responding to the current downturn

This priority seeks to provide immediate and focused support to those individuals and businesses that have been directly or indirectly impacted by the current downturn in the oil and gas industry.

Partnership Action for Continuing Employment (PACE)

 delivery of a co-ordinated and enhanced PACE offer in response to challenges in the oil and gas and food and drink sectors to support retention and re-deployment of key skills and capabilities.

Transition Training Fund (TTF)

- support for around 1,000 individuals each year over three years, supporting redeployment through retraining, upskilling and relevant certification and accreditation necessary to secure employment
- the TTF is also enabling 19 oil and gas workers to transition into STEM teaching posts via teacher training, in support of the Scottish Government's scheme to support STEM teaching.

Enhancing employability support

There is a clear need to develop an enhanced employability service, aimed at those worst affected by the oil and gas downturn, which has been particularly acute in this region.

"Delivery of Transition Training Fund to support the transition of those losing employment in the energy sector to employment in alternative sectors."

The groups bearing the brunt of the downturn include not only higher skilled/ qualified staff, but also those with transferable skills, from oil and gas, as well as the existing stock of, and those at risk of becoming, long term unemployed:

- introduction of an enhanced Employability Service providing technical support, training, mentoring and peer groups to support individuals (including ex-oil executives), who are close to the labour market, quickly back into employment. This could include an Executive Employability Service.
- the service, provided across the partners will focus on the impacts of the downturn on individuals' employment, health and prospects. It is recommended that it should focus on those who have previously engaged with PACE and TTF services and for whom additional support could deliver imporved labour market outcomes.

In addition, SDS will lead work with partners to develop a digital hub/web platform to engage more widely with, and provide a more appropriate service delivery portal for affected individuals across the region.



Supporting economic transition

This theme is designed to support the transition of the regional economy to a more balanced one and focuses on important employment sectors.

A specific approach to each of the sectors, including the current sector plans, will be developed in support of the wider regional economic development objectives.

Supporting the oil and gas sector

- a sector manager for oil & gas was appointed July 2017 and will be based in the North East. They will be the focal point for SDS's relationship with the oil and gas industy bodies and continue engaging with and building SDS networks in the sector. A priority will be to work closely with Opito to deliver the oil and gas Sectoral Skills Assessment and with partners including Oil and Gas UK, Opito and Opportunity North East to deliver a Skills Investment Plan which focuses on action to support skills development into the next decade
- continued support for oil and gas and engineering through the current transition phase and into the future.
 Specific focus on innovation and technology; decommissioning and renewables.

"Deployment of support and interventions for key sectors... including: food, drink and primary sectors; life sciences; tourism and hospitality; digital/ICT."

Supporting growth sectors

While much of the impact of the oil and gas downturn has been amongst oil and gas employees there has also been a major impact across the wider supply chains and service industries in the region.

- deployment of skills support and interventions for key sectors, working closely with Opportunity North East in: Food, Drink and Primary Industries; Life Sciences; Tourism and Hospitality; Digital/ ICT
- engage with the appropriate ONE board and DYW to raise awareness of the career pathways in each sector
- raise awareness of employer offers and careers in each of the above sectors and the work-based learning opportunites through the developing Apprenticeship Family.

Volume employers

 working with employers, NESCOL and training providers to ensure there is an adequate supply of work-based learning in volume sectors including: Health and Social Care; Construction; Retail and Public Sector.



Repositioning the Skills System

The current skills system, with its strong focus on energy has developed over many years to support the regular demands of a growing and successful sector.

On the basis that this sector's footprint is likely to be both smaller and altered in the future we will require a re-positioning of the current skills infrastructure with an emphasis on developing 'joined-up' educational partnerships.

Realigning the skills system

- university provision: through university engagement with ONE, the universities will inform and align research and course provision, based on identified demand
- college HE and FE provision: Through the College Regional Outcome Agreement prioritising skills development and employer engagement that aligns with employer and regional demand.

Enhancing work-based learning

- strategic expansion of MA provision in North East in line with employer demand
- address gender-imbalance and participation from other underrepresented groups in MAs
- further develop a coherent portfolio
 of Foundation Apprenticeships and
 Graduate Level Apprenticeships with
 college and university partners, aligned
 with employer demand.

Enhancing employer-education links

 work in partnership with DYW to further develop appropriate employer-education links to support work placements; internships; employment tasters etc.



School to Work transition

Young people are a vital source of upcoming talent and will be key drivers of future success. The skills strategy has a strong focus on supporting young people, in line with current Government priorities, particularly thorugh their transition from school to work.

Careers and guidance support will remain a priority and the continued development of the apprenticeship family - Foundation, Modern and Graduate Level Apprenticeships - should reflect specific opportunities in the region.

Expansion of CIAG

- CIAG provision delivered earlier in school to cover P6-S3
- careers advice: model and develop new materials for careers advisers, schools and head teachers on career opportunities in the North East.

Developing Young Workforce Regional Group

 deliver a highly performing, collaborative, coordinated and efficient DYW team in the North East, levering activity being driven by the work of individual partners.

Strengthen the Digital City agenda through supporting digital skills development in schools

- deliver "Apps for Good" in 7 schools, involving young people in the design, build, market and launch of mobile, web and social apps that solve problems young people care about in their communities
- establish 'Code Clubs' in Aberdeenshire schools via the Aberdeenshire Digital Learning Team.



Cross-cutting themes

In addition to the four main themes there are three cross-cutting themes which will be addressed through the implementation of the strategy.

Enhancing the evidence base

- it will be necessary to continue to build a strong, comprehensive evidence base to support the development and delivery of the strategy and the ambitions of the Enterprise and Skills Review in relation to Skills Alignment. This will include:
 - analysis of the key issues likely to impact on skills demand at a national level including Brexit, 'Industry 4.0' and skills for the future; and labour market demographics
 - commitment to updating Regional Skills Demand Statements on an annual basis
 - commissioning of specific skills research for key sectors in the North East, including Energy, Oil & Gas, Decommissioning and Health & Social Care
- evaluating delivery and 'what works' to ensure effectiveness and efficiency in delivery and to identify outputs and outcomes

Developing appropriate governance and delivery structures

 no single organisation on its own can, or should, be tasked with delivering the skills strategy.

The implementation of the strategy will require co-ordinated action by partners in the north east, and progress with implementation will be overseen by the Regional Economic Strategy group

• to support the implementation of this strategy and facilitate joint working across skills partners, SDS has appointed a Regional Skills Planning Lead for the North East. The RSPL will play a key role in delivering SDS actions in relation to the strategy, and encourage and facilitate joint working with partners.

Making the case for additional resources

 in order to deliver the strategy resources will be required – people and money.
 A key part of the next stage of the development of the strategy is to identify resource requirements and seek appropriate support and partners.

Addressing Brexit

- the impact of a hard or soft Brexit is considered a major potential issue for the region; many of the key sectors in the region have a high reliance on overseas workers
- the specific implications of any final Brexit deal are still unclear but it could have serious implications for many industries and sectors that would be challenged to replace their labour, at least in the short-term

 while it may be inappropriate to take any specific action at this stage it would be fitting to undertake an assessment of the region's vulnerability, in respect of skills, to Brexit and the development of contingency plans to respond as and when required.

Engaging industry

The Regional Skills Strategy has been developed primarily to inform the actions and investments of the main skills partners and stakeholders. However, it also provides the basis for engaging with industry on an ongoing basis.

There is much on which to build, including the work of ONE's sectoral groups (Food, Drink and Agriculture, Tourism, Life Sciences, Energy and Digital) and the engagement of public sector partners representing the health and education sectors.

A key early action should therefore be to develop an agreed approach to industry engagement, setting out how the various partners will engage and communicate with industry and employers.

Devloping an action plan

The Regional Skills Strategy is, necessarily, a strategic document recognising the key issues to be addressed and identifying the high-level actions to be delivered. The strategy is supported by an action plan which has been developed by partners. The action plan includes:

- a description of key activities under each theme
- lead partners involved in the delivery of that action
- initial steps to success
- desired outcomes.

The action plan will be reviewed by the Regional Economic Strategy group on an annual basis.

7. Governance and delivery

In order to achieve the actions set out earlier an appropriate governance and delivery approach is required.

Delivery is seen as more crucial in the short term and the need to establish clear roles and responsibilities for the key delivery partners within the Regional Skills Strategy is paramount.

In terms of governance, it is proposed that

- the implementation of the Regional Skills Strategy will be overseen by the Regional Economic Strategy Group, and be a formal agenda item twice a year (the Universities will be invited to those meeting of the Regional Economic Strategy Group)
- an annual report will be taken to the ONE Board and the Regional Advisory Board, which includes representation from both HEIs.

The SDS Regional Skills Planning Lead for the North East and the oil and gas Sector Manager will work with partners to oversee the delivery of the Regional Skills Strategy, including engaging with employers, partners and stakeholders.

Appendix 1: Partners and stakeholders

- Aberdeen City Council
- Aberdeenshire Council
- Grampian Chamber of Commerce
- NHS Grampian
- North East Scotland College
- Opportunity North East
- Skills Development Scotland
- Scottish Enterprise
- The Robert Gordon University
- The University of Aberdeen
- Visit Aberdeenshire

Appendix 2: Labour Market Outlook⁸

Economic growth

GVA growth is forecast to average 1.6% per year over the 2017-2027 period, just below the Scottish average of 1.7%. However, uncertainty caused by the UK's decision to leave the EU has dampened near-term growth prospects.

Growth in Aberdeenshire's economy is set to be heavily underpinned by growth in the professional services industries.

Information & communications technology/digital and creative industries are expected to enjoy the fastest rate of growth (2.8% each per annum over the next decade) although engineering, financial & business services and construction are expected to make the largest contribution to growth given their outlook and relative size.

Productivity growth over this period is forecast to average 1.6% per year, slightly below the rate expected for Scotland (1.7%).

Employment

Total employment (jobs) is forecast to remain relatively flat over 2017-2027, with the rate of job creation to be at 0.02% per annum over the next 10 years, well below the Scottish average of 0.3% per annum.

Jobs creation is expected to be largest in professional services (4,700), followed by construction (2,200), administrative and support services (2,100) and human health and social work (1,700).

However, these gains will be offset by falling employment within the mining (mainly energy) and manfacturing sectors which, together will account for approximately 10,200 job losses.

Occupations

The sectoral composition of Aberdeen and Aberdeenshire's labour market is evident in its occupational mix, with higher proportions of workers in a number of professional occupations and skilled trades than the Scottish average.

Elementary clerical and service occupations are forecast to see the largest rise in the region over the coming decade (1,100). This is closely related to the rise in administrative and support services employment.

Growth in construction is set to support a rise in the number of workers in skilled construction and building trades (700). We also forecast relatively strong growth in the number of caring personal services (800) and health professionals (700).

However, the number of workers in skilled metal and electrical trades is expected to fall by around 1,400 and we also expect significant declines in the number of process, plant and machine operatives (-1,100) and jobs in science and technology professions (-800) and associated occupations (-1,000).

Skills demand

Replacement demand will result in over 100,000 openings over the period forecast. These openings will occur across all types of occupations including these that are expected to decline in net terms.

Taken along with the overall fall in expansion demand of 500 over the period, there will be an estimated 95,500 job openings in the region between 2017 and 2027.

Elementary clerical and service occupations, will account for over 14% of all openings.

The requirement for workers in sales and professional occupations is also expected to rise significantly over the coming decade. Openings in science and technology will, however, be driven by replacement rather than expansion demand. (continued over page)

The majority of openings in Aberdeen and Aberdeenshire over the forecast will require individuals with higher level qualifications, in part a reflection of the sectoral and occupational trends expected over this period.

Individuals qualified to SCQF level 7 or above will account for 60% of the 86,600 openings expected to be created between 2015 and 2024.

The remaining opportunities will mainly be for individuals qualified to SCQF levels 5-6, equivalent to 30% of openings over the forecast period. The net requirement at these levels, however, will be driven solely by replacement demand.

Thanks to our partners and stakeholders





















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Agenda Item 11.2

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing & Infrastructure

DATE 16th January 2018

REPORT TITLE Aberdeen City Region Hydrogen Strategy

2015-2025 Update

REPORT NUMBER CHI/17/303

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Andrew Win

1. PURPOSE OF REPORT

The purpose of this report is to update Members on the delivery of the Aberdeen City Region Hydrogen Strategy 2015-2025 and to recommend a series of actions to ensure that the Council's investment in hydrogen is capitalised on in order to secure future economic benefits for the City.

2. RECOMMENDATION(S)

It is recommended that Committee:

- (a) Note progress to date in delivering the Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025 and continue to support its delivery through the Council's current approved hydrogen projects;
- (b) Note the wider national policy context within which the Strategy is being delivered and approve the following key actions to allow Aberdeen to cement its position as one of the leaders in hydrogen within Scotland, the UK and Europe:
 - i. Continue to support the delivery of the Hydrogen Strategy and Action Plan programme and the actions as outlined in Table 3;
 - ii. Note specific project proposals and their associated funding mechanisms will be progressed through established governance routes in due course:
 - iii. Instruct a review of all Council policies within fleet, transport, energy, economic and environment to support the adoption of hydrogen; and
 - iv. Nominate an Elected Member as a Hydrogen Champion for the Hydrogen Transport Economy (HyTrEc2) project, of which Aberdeen City Council is the Lead Partner.

3 MAIN ISSUES

Hydrogen Strategy and Investment

3.1 Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025 was approved by CHI Committee in March 2015. The aim of the Strategy is to

- maintain and build on Aberdeen's existing lead in the hydrogen sector and being the leading hydrogen energy hub in Scotland, UK and Europe.
- 3.2 A summary of progress towards delivering the Strategy's objectives is provided in Table 1 below. Additional detail on the Council's projects and benefits is provided in Appendix A, along with definitions of the acronyms used.

Table 1: Hydrogen Strategy - Progress against Objectives

Objective	Progress against Tasks	Projects Delivering
1: Promote vehicle deployments by a range of stakeholders in the region	Stakeholders trialling 18 vehicles: ACC, NHS, SCARF, Scottish Environmental Protection Agency, Co-wheels Car Club, and Aberdeen Taxis.	HyTrEc2, Aberdeen Hydrogen Bus Project, OLEV, JIVE, Hytime
2: Expand Production and distribution of renewable hydrogen	Pilot project at Aberdeen City Hydrogen Energy Storage (ACHES) to install wind/solar panels for which a feasibility study has taken place late 2017.	HyTrEc2
3: Develop hydrogen refuelling infrastructure	Two refuelling stations available serving 10 buses, 4 vans and 14 cars. The H2ME & JIVE projects need to be effectively developed to increase re-fuelling opportunities in the city to meet current & future demand.	ACHES, H2ME
4: Explore the roll-out of other tried and tested or innovative hydrogen uses	Innovative use of hydrogen as a by-product: The new Exhibition and Conference Centre Energy Centre building will be capable of utilising various technologies to produce power, heat and cooling. Combined heat and power will be generated using one or more of: spark ignition (SI) gas engines coupled to alternators and heat recovery boilers and static hydrogen fuel cells. The hydrogen by-product could then be used for supplying a new HRS in the north of the City.	New arena and conference centre
5: Encourage the development of the hydrogen economy's supply chain, seeking opportunities for the region's existing energy expertise to diversify and benefit from this growing industry	FCH Train – developing NESCOL course for hydrogen fuel cell technicians. HyTrEc 2 – Mapping supply chain and developing supply chain through Work Package 5. ACHES Operations – appointing local company to be trained by Hydrogenics to be local operator of the refuelling station at Cove. HRS – Use of local contractors in the design and build of Kittybrewster and ACHES refuelling station. Undertaken initial discussions with Opportunity North East (ONE) on energy transition, hydrogen and renewable technologies.	FCH Train, HyTrEc2, ACHES
6: Promote a greater understanding and acceptance of hydrogen technologies through communication and education activities	H2 Aberdeen website and Communications Plan. H2 Summit took place in Aberdeen March 2017. Education Activities – see below Benefits and Learning in Appendix D.	HyTrEc2
7: Ensure strategy and policy development at all levels of government are supportive of hydrogen technologies	Hydrogen is included in the Regional Economic Strategy. Scottish Government and UK Government engagement, for example through Scottish Cities Alliance Hydrogen Officer. Scottish Government and UK Government are engaged though project delivery and recent policy announcements within energy and transport recognise hydrogen as a key technology.	HyTrEc1

- 3.3 The Council's targeted investments have secured the city's position as Scotland's leading deployment centre for hydrogen technologies, and Aberdeen has been recognised nationally as a location of best practice through a number of awards (indicated in Appendix B). Aberdeen currently hosts two hydrogen refuelling stations, and an expanding fleet including:
 - ten fuel cell buses;
 - two diesel/hydrogen transit vans;
 - two Renault Kangoo electric vans with hydrogen range extenders;
 - ten Toyota Mirai hydrogen fuel cell cars; , and
 - four Hyundai ix35 hydrogen fuel cell SUVs.
- Ongoing projects will also see Aberdeen trialling a hydrogen road sweeper, up to three hydrogen refuse lorries and further generations of hydrogen vans. A full list can be seen in Appendix A.
- 3.5 The investment secured to date until 2025 totals approximately £33.5 million and has been across a range of different funding programmes secured from a number of sources, including from within the UK and Europe. A breakdown is contained within the table below and further information can be found in Appendix C:

Table 2: Summary of Investment in delivering the Hydrogen Strategy (£)

	ACC	External Funding	Total
Investment	£6,306,362	£28,182,926	£34,489,289

- 3.6 While this level of expenditure represents a significant return on the City Council's initial investment, the focus to date has been on the Council as the key delivery driver as the funding has generally been for public sector bodies. The Hydrogen Strategy and Action Plan recommends a shift over time with the Council's role working with leading industry bodies and creating the opportunity for Aberdeen businesses and organisations to embrace hydrogen as part of their supply chain for the benefit of the wider economy (and environment) and ensure that the £34m investment is built on.
- 3.7 This would mean that the Council would still maintain/ operate its existing hydrogen assets (hydrogen refuelling centre, vehicle deployments), and potentially scale these up in order to ensure there is a minimal level of demand for services, thereby stimulating diversification for existing Aberdeen businesses, or attracting inward investment from other places.

Policy Direction

- 3.8 The Regional Economic Strategy (2015) commits to maximising the potential of hydrogen to develop medium-long term demand for the transferable skills in the oil and gas sector and delivering the supply chain development activities in the Hydrogen Action Plan. Aberdeen's Inward Investment Plan, and the City Council's response to the UK Industrial Strategy have also highlighted the role that hydrogen can play.
- 3.9 The key driver for the adoption of hydrogen in the City was initially for securing economic benefits which given the status of the oil and gas industry in Aberdeen is still pertinent. However environmental considerations

are becoming increasingly prevalent and the Council, like every other authority in the UK, is under increasing pressure to meet climate change and air pollution targets.

- 3.10 In July 2017 the UK Government announced a ban on sales of diesel and petrol cars and vans from 2040 and the Scottish Government has reduced this to 2032. This requires a significant shift in thinking on how the roll out of ultra-low emission vehicles (ULEVs) can be escalated; only 1.7% of new vehicle registrations in Scotland in 2015 were for ULEVs.
- 3.11 In response, the Council is working with the Scottish Government on the development of a Low Emission Zone to be in place in Aberdeen by 2020. The Scottish Government's preference for LEZs are 'road access restriction schemes'. This essentially equates to the most polluting vehicles being banned from the area, or heavily penalised. It has been estimated by the RAC that it is likely to 'include most diesel cars', which make up 40% of all licensed cars in Scotland (2015). While many newer diesel cars might be compatible with a Low Emission Zone, this could have a potentially material impact on deterring people from entering the city centre if an LEZ were implemented. It is in the City's best economic interest to not only promote a transfer to sustainable modes of travel (foot, bus, bike), but also to ensure that if someone wants to bring their vehicle into town that the Council is providing the basic infrastructure to enable them to do this in the most low emission way possible - by facilitating public and private uptake of hydrogen, electric and other low emission vehicles. Getting this infrastructure in place may result in the non-requirement of the Low Emission Zone if we are already meeting NOx and Particulate Matter targets. We have just two years to get this take up in place, however.
- 3.12 The draft Scottish Energy Strategy (2017) has also similarly identified the role that hydrogen can play, recommending that hydrogen should be further scaled up for transport and energy requirements, identifying that innovative projects involving hydrogen should continue to be funded. The paper also included a positive statement for Aberdeen, noting that:

"many of the skills and supply chain requirements for future hydrogen infrastructure already exists in the oil and gas sector, with vast experience of producing, storing and transporting gases".

The Hydrogen Council (launched at the World Economic Forum in 2017 its members include leading companies from transport, industry and energy) have recently launched a roadmap to "Scaling Up Hydrogen" for which a link is provided in the Background Papers section. This makes the clear case for the development of hydrogen with the final conclusion that investors, industry and government need to ramp up and coordinate their efforts. Its hydrogen vision for 2050 is for hydrogen to create 30 million jobs and over 2.5 trillion dollars in annual sales, services and maintenance globally.

Next steps - Moving to the Council as the Facilitator

- 3.13 In response to the emerging policy direction, a range of activities will be delivered from 2018 to develop Aberdeen's hydrogen sector and promote the opportunities that the sector can offer local companies wishing to diversify so that the Council's (and other Partners) significant investment in hydrogen can be capitalised on.
- 3.14 A very simple example of this is the delivery of ACHES where a local company, Norco, is now operating the Hydrogen Refuelling Stations (HRS)

and there is real potential to expand their new expertise to other areas where HRS are being set up elsewhere in Scotland and the UK. This can be replicated throughout the supply chain with the aim of using the Invest Aberdeen brand to target opportunities in car manufacturing, development of green energy, uptake of hydrogen vehicles and skills and training.

Table 3: Future Actions to deliver against H2 Strategy Objectives and Benefits

H2 Strategy Objective	Target Area	Action	Anticipated Benefit
1. Promote vehicle deployment by a range of stakeholders in the region	Taxis and Businesses	Develop bids to publicly accessible funding with taxi firms and businesses for the deployment of hydrogen vehicles within their firms.	Increased numbers of H2 vehicles increases use of ACHES, reducing the price of H2 and offering a method of income generation for the Council in addition to environmental benefits.
	Research and Development	Development with OEM to develop vehicle types that support the transport and service sector.	Reduction in carbon emissions.
	Internal	Fleet replacement – work with Fleet to develop a clear strategy for vehicle change out over the remainder of the hydrogen strategy timeframe (to 2025).	To bring economies of scale through fuel production supply at Kittybrewster & ACHES – thereby reducing the burden on the Council.
2. Expand production and distribution of renewable hydrogen	Green hydrogen	Establishing the economic viability of locally produced renewable hydrogen.	Carbon neutral energy production meeting new Climate Change targets.
			Opportunity to engage with large energy suppliers and facilitate H2 production for North East Scotland.
	Expertise	Market expertise in building hydrogen re-fuelling stations, managing civils contractors, following UK Health & Safety legislation.	Increasing Aberdeen business' involvement in building hydrogen refuelling stations.
3. Develop hydrogen refuelling infrastructure	Hydrogen infrastructure	Undertake a study to determine the technical and market feasibility of integrating hydrogen refuelling onto existing forecourts within the City.	Moving beyond the Council as the key delivery agency for hydrogen technology and expanding the supply chain by building new infrastructure. Opportunity to persuade Toyota (and others) to base in the City when two publicly accessible HRS are available.
		Depending on adoption of above, trial of delivery services using H2 trucks.	Moving beyond the Council as the key delivery agency for hydrogen technology and expanding the supply chain.
4. Explore the roll out of other tried and tested or innovative hydrogen uses	Other uses	HEAT network, Energy, Harbours.	Moving beyond the Council as the key delivery agency for hydrogen technology and expanding the supply chain.

H2 Strategy Objective	Target Area	Action	Anticipated Benefit
	New Exhibition and Conference Centre	The Energy Centre building will be capable of utilising various technologies to produce power, heat and cooling to the AECC and the remainder of the buildings on the masterplan site. The hydrogen generated is a biproduct and discussions are currently underway to consider uses for the hydrogen generated onsite — one being a third fuelling station to cover the north of the city.	Presence of HRS's demonstrates to the public that there is a commitment to hydrogen as a relevant fuel technology and this increases adoption of the technology/ vehicles. Opportunity to persuade Toyota (and others) to base in the City when additional HRS opportunities in place.
5. Encourage the development of the supply chain	ACHES as an 'operator' training centre	Allow hydrogen industry partners to use the ACHES station to train engineers – opportunity for local companies to learn and diversify from oil providing a hydrogen station operator service from an Aberdeen base.	Potential market opportunity and fits with engineering and technical training roll out as Aberdeen as a Centre of Excellence.
	Partnerships and Funding	Targeting investment from key industry partners.	Increased partnerships and funding.
	Business Development	Working with hydrogen stakeholders to understand what their requirements would be to base themselves in Aberdeen. A hydrogen strategy group will begin to meet regularly with external stakeholders from January 2018.	Moving beyond the Council as the key delivery agency for hydrogen technology and expanding the supply chain.
6. Promote a greater understanding and acceptance of hydrogen technologies through communication and education activities	University/ college industry partners	Develop MOU's with key hydrogen industry stakeholder(s) to work with our local education establishments in technology development & trialling.	Roll out to further public sector uptake moving beyond the Council using hydrogen technology and opportunity to expand hydrogen to other sectors including energy.
		Establish training programmes as part of technical and engineering courses.	Establish Aberdeen as a Centre of Excellence in hydrogen training.
7. Ensure strategy and policy development at all levels	Internal Policy	Taxi Licensing to include ULEVs.	Increase numbers of clean vehicles on the road using hydrogen and able to access low emission zones in 2020.
		Procurement protocol to incorporate hydrogen targets.	Increased numbers of H2 vehicles increases use of ACHES, reducing the price of H2 and offering a method of income generation for the Council.
	External Policy	Scotland's Low Emission Zones, Cleaner Air for Scotland, Scaling Up Hydrogen, National Transport Strategy Review,	Ensuring that Aberdeen City Council's policies are reflective of the Hydrogen Strategy but also those on a national and regional

H2 Strategy Objective	Target Area	Action	Anticipated Benefit
		Regional Transport Strategy, Powering Aberdeen, CCMP, SUMP, Air Quality Action Plan, Local Transport Strategy, Regional Economic Strategy, Scottish Energy Strategy, Industrial Strategy.	level – in transport, environment, economic and energy are committed to hydrogen.
	Establishment of a local end user group to:	Collate numbers on interested parties for hydrogen vehicles.	Moving beyond the Council as the key delivery agency for hydrogen technology and expanding the supply chain.
		Providing support for interested parties to access funding for hydrogen vehicles. Work with OEM's on vehicle leases/purchases.	Increased numbers of H2 vehicles increases use of ACHES, reducing the price of H2 and offering a method of income generation for the Council.

Nominate an Elected Member to be HyTrEc2 (Hydrogen Transport Economy) Champion

- 3.15 Aberdeen is Lead Partner in the HyTrEc2 (Hydrogen Transport Economy) project. There is an obligation upon all Partners involved in European projects to appoint a political 'representative' to represent the project and to 'champion' the project. The Lead Partner's champion not only does this at a local level but at a regional, national and European level representing all project partners.
- 3.16 In order to meet the EU Funding agreement, and progress the HyTrEc2 commitments, an elected member needs to be approved as the HyTrEc2 political representative. The role would not be responsible for any financial or project decisions. There will be a commitment to attend two meetings over the course of the four year project (90% funded by the project).

4. FINANCIAL IMPLICATIONS

- 4.1 As the Council transitions to a facilitative role, there would be a reduction in the amount of capital funding required for bespoke hydrogen solutions after 2020. There are however ongoing revenue requirements to deliver, such as at ACHES, or for the continued running of Council hydrogen vehicles.
- 4.2 There are limited financial implications associated with the appointment of the Hydrogen Champion. These are anticipated to relate to overseas travel by an elected member and supporting officer, which will be paid for via the HyTrEc2 budget, and for potential hosting of international trade delegations specifically interested in the hydrogen economy if Aberdeen is positioned as a "Centre of Excellence". Where the Hydrogen Strategy actions seek Council funding in order to leverage other funds, this will be sought on a project by project basis following the H2 Governance process and the Council's budget setting processes.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications associated with the Hydrogen Champion or support of the Hydrogen Strategy. Legal advice is sought where required for each individual project.

6. MANAGEMENT OF RISK

Financial

If the Hydrogen Strategy and Action Plan is not supported the returns from the Council's investment to date (in relation to economic growth, business diversification, energy security, environmental and air quality benefits) will be reduced without capitalising on the wider benefits to the city's economy. It will also be more difficult to secure external funds without a strategic approach and formal commitment. The risk of this is medium.

Employee

If the Hydrogen Strategy and Action Plan is not supported, employees will have less access to low carbon hydrogen vehicles and infrastructure. The risk of this is medium.

Customer/Citizen

If the Hydrogen Strategy and Action Plan is not supported, citizens will have less access to low carbon hydrogen vehicles and vehicles. The risk of this is medium.

Environmental

If the Hydrogen Strategy and Action Plan is not supported environmental benefits such as reduction of greenhouse gas emissions and air quality benefits will be reduced. The risk of this is medium.

Technological

If the Hydrogen Strategy and Action Plan is not supported the potential diversification from oil and gas to hydrogen technologies will be reduced for the region. The risk of this is medium.

Legal

If the Hydrogen Strategy and Action Plan is not supported the ability of ACC to reach our climate change and air quality legal targets will be reduced. The risk of this is medium.

Reputational

There is a risk that if Aberdeen does not capitalise on its existing hydrogen investment, or indeed pull out of that investment in its entirety, that this would be seen as wasted investment and could prove reputationally damaging. If the recommendations within this report are followed then the risk of this is low.

7. IMPACT

Economy

The actions contained in this report contribute to the Regional Economic Strategy's ambitions for hydrogen in the City. The recommendations are also consistent with the Inward Investment Action Plan. The Hydrogen Strategy

and the recommendations within this report are consistent with the Regional and Local Transport Strategies and the Strategic Infrastructure Plan – hydrogen is one of the projects with substantial direct involvement from Aberdeen City Council that contributes to economic growth.

To date the City's Hydrogen projects have been supported by both internal and external funding and it is anticipated that the actions within this Strategy can be delivered with continuing support to ensure a robust hydrogen economy in Aberdeen. By being an early adopter, it is important to capitalise on this momentum and attract further commercial investment to the city.

People

This strategy may be of interest to the public in terms of the potential economic and environmental benefits that hydrogen and fuel cell applications could bring to the City, including: job creation (such as through vehicle technicians, green hydrogen creation, maintenance of HRS infrastructure, etc), training/ qualification opportunities through NESCOL and others, as well as air quality improvements.

The Hydrogen Strategy offers many opportunities for joint working with partner organisations on projects. One of the key successes of the hydrogen projects to date is the public/ private consortiums which have been built. Without this collaborative approach the aims of the strategy cannot be delivered.

Place

Significant local and national air quality benefits can be derived from the deployment of low carbon vehicles offering zero exhaust emissions, reducing harmful pollutants such as nitrogen oxides (NOx), sulphur oxides (SOx) and particulate matter (PM_{10}).

The hydrogen strategy links to the transport and energy priorities within the Aberdeen – the Smarter City Vision to:

- "define the image of an international 21st century energy city; leading a new leaner, cleaner industrial revolution using the intensity of our social, business and community connections"
- take "a European lead in adapting new transport technologies"
- to "provide and promote a sustainable transport system; including cycling, which reduces our carbon emissions".

Technology

Advancing the adoption of hydrogen technologies is supported throughout Government policy. At EU, UK and Scottish Government levels, there are ambitious policies to reduce greenhouse gas emissions by 80% by 2050, increase the proportion of energy coming from low carbon sources and increase security of energy supply; to all of which hydrogen technologies can contribute.

In addition to the clear environmental benefits, the decarbonisation of the transport sector offers a range of benefits, which are in themselves strong drivers for deploying low carbon transport technologies, including energy security, expansion of renewables capacity, energy storage and air quality.

8. BACKGROUND PAPERS

Aberdeen Hydrogen Strategy and Action Plan 2015-2025 http://archive.northsearegion.eu/files/repository/20150918111637_AberdeenHydrogenStrategy MarcH2015.pdf

Hydrogen Council: Scaling Up Hydrogen http://hydrogencouncil.com/wp-content/uploads/2017/11/Hydrogenscaling-up-Hydrogen-Council.pdf

9. APPENDICES

Appendix A: Hydrogen Projects, Funding and Benefits

Appendix B: Hydrogen Awards

Appendix C: Breakdown of Hydrogen Investment and Funding Appendix D: Hydrogen and Fuel Cell Learning and Engagement

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Appendix A: Hydrogen Projects, Funding and Benefits

This table details the current hydrogen projects and in addition to significant investment other benefits.

Project	Budget	Description	Benefits/Learning
Aberdeen Hydrogen Bus Project (AHBP) Closes: 2018	£22.5 million (Various EU, National and local funders)	A key project helping to deliver some of the strategy objectives is the Aberdeen Hydrogen Bus Project. The project is formed from a number of key industry and public sector organisations who have joined forces to demonstrate the world's largest integrated hydrogen project. The purpose of the hydrogen project. The purpose of the hydrogen bus project is to demonstrate how hydrogen fuel cell buses can be incorporated into operational bus fleets and how they compare to diesel equivalents. The project consists of Europe's largest fleet of hydrogen buses, with 10 operating in Aberdeen currently and the UK's first fully integrated hydrogen production and bus refuelling station.	Project management expertise in re-fuelling station build & operation Operational learning from buses — comparative against diesel equivalents 1,238,440 passengers and 1,181,530 km driven by the 10 buses up until 31st August 2017.
Hydrogen Transport Economy 2 (HyTrEc2) Lead Partner Closes: 2021	Project Budget: £600,642 (EU Interreg NSR/Partners)	Aberdeen City Council is Lead Partner and responsible for 8 Partners within the Partnership of Aberdeenshire Council, CENEX (UK), the EIFI (Germany), City of Groningen, Province of Drenthe (The Netherlands), University of Narvick – UiT (Norway) and RISE (Sweden).	Creation of two FTE posts within Aberdeen City Council for duration of project. Continued engagement with, and opportunity to influence, EU funding bodies on opportunities for development of hydrogen projects.
Hydrogen Transport Economy 2 (HyTrEc2) Delivery Closes:2021	Project Budget: £800,770 (ACC/EU Interreg NSR)	This project aims to: increase the fleet of hydrogen vehicles (vans and refuse truck), collect data on their usage; deliver a pilot project on green hydrogen production; develop the hydrogen economy supply chain and training opportunities.	Demonstration of up to 12 vehicles including new generations of hydrogen vans & refuse lorries. Explore and deliver renewable hydrogen production. Report on hydrogen codes of practice & industry standards in health & safety.

Project	Budget	Description	Benefits/Learning
			Analyse supply chain in the North Sea Region.
Aberdeen Hydrogen Energy Storage (ACHES) – operational pilot project Build Complete: 29017 Maintenance ongoing	£2.9 million (ACC, Transport Scotland, NESTRANS, European Regional Development Fund)	Aberdeen City Hydrogen Energy Storage (ACHES) project built a second refuelling station in the City to allow for refuelling of passenger cars as well as vans (350 and 700 bar refuelling).	Aberdeen City's second hydrogen production & refuelling station Owned & operated by Aberdeen City Council. Operator contract with local company Norco. Maintenance contract with station manufacturer hydrogenics.
		The station, which is owned by Aberdeen City Council has been operational since April 2017.	£12,000 income generation from fuel sales April to October 2007.
Fuel Cell & Hydrogen Train Closes: 2018	£39,034 (Erasmus)	Aberdeen City Council is working with partners in Denmark and Belgium to develop a training course for technicians of hydrogen and fuel cell vehicles which will be available in Aberdeen at North East of Scotland College (NESCOL).	Working with European partners to develop a course for technicians of hydrogen and fuel cell vehicles in Aberdeen – at North East of Scotland College.
Office of Low Emission Vehicles (OLEV) Closes: 2020	£310,221 (OLEV, Transport Scotland)	Ten Toyota Mirais are being trialled for 3 years by the NHS, Co-Wheels Car Club; Scottish Environmental Protection Agency (SEPA) and ACC. Data is being collected on the vehicle use by CENEX.	Public sector organisation operation of 10 hydrogen Toyota Mirai cars: NHS, Scottish Environment Protection Agency (SEPA), Co- wheels and ACC. 44,923 miles driven by
Hytime Closes: 2019	£89,723 (Innovate UK, ACC)	Trialling two hydrogen waste trucks and one road sweeper with delivery expected at the start of 2018.	over 200 drivers. Demonstration of 2 refuse waste lorries and one road sweeper.
Joint Initiative for the Vehicle Expansion (JIVE) Closes: 2023	£9.4 million (FCH JU, Scottish Government, ACC, Diesel Bus Capex Offset)	Aberdeen will increase its hydrogen bus fleet with an additional 10 buses.	Next generation of hydrogen buses 10 buses Commercial operation, cost savings from AHBP.
H2ME – Hydrogen Refuelling Station Expansion		BOC received funding from the Scottish Government through the H2ME project to upgrade of Kittybrewster hydrogen station for use with van and cars including 700 bar fuelling as well as 350 bar. Various considerations are currently being explored as to if this upgrade is possible	Upgrade of Kittybrewster station to allow the refuelling of cars & vans as well as buses.

Project	Budget	Description	Benefits/Learning
		and the implications of these alterations. This is a BOC led project.	
Hydrogen Vehicle deployments – local pilot of leasing hydrogen ACC owned vehicles	(Transport Scotland, Interreg NSR, ACC).	Two Renault Kangoo electric vans with hydrogen range extenders are being trialled by ACC. Two diesel/hydrogen transit vans are being trialled by ACC. Two Hyundai ix35 SUV hydrogen cars are being trialled by Co-Wheels Car Club. Two Hyundai ix35 SUVs are being leased to SCARF and to Aberdeen Taxis, the first hydrogen taxi in Scotland.	ACC fleet of 4 hydrogen cars & 5 vans – used by ACC Fleet and City Wardens, and externally by interested parties SCARF and Aberdeen Taxis.

Key Facts:

Aberdeen Hydrogen Refuelling Station (ACHES)

ACHES	
Number of Refuelling's to 31.08.17	269
Kg of H2 to 31.08.17	1,018

Aberdeen Hydrogen Bus Project (AHBP)

Aberdeen Hydrogen Bus Project		
Passengers to 31.08.17	1,238,440	
Mileage (KM) to 31.08.17 1,181,530		
Kg H2 to 31.08.17	122,748	
Average % Bus Availability for 2017 (Ballard info)	85.80%	

Total daily production capability of H2?

	Max. Production Per day	Storage
ACHES	130 kg/ day	150 kg
Kittybrewster	360 kg/ day	420 kg

Daily Requirement of Hydrogen

	Daily Requirement	Servicing
ACHES	12 kg per day (Nov 17)	4 vehicles/ 3 kg each
Kittybrewster	230 kg per day (Nov 17)	10 buses/

Hydrogen Refuelling Station (HRS) Reliability

	Availability	Time Period
ACHES	95%	April – Sept 2017
Kittybrewster	99%	April – Sept 2017

Predicted Hydrogen Requirement of AECC

Production Capacity	200 kg/ day	
Potential Demand	Buses, taxis, private	
	vehicles, business	
	vehicles	

Appendix B: Hydrogen Awards

2016 Awards:

Low Carbon Champions Awards 2016 – H2 Aberdeen

'Grand Prix' Award: Outstanding Achievement in Low Carbon Transport Low Carbon Road Transport Initiative of the Year: H2 Aberdeen

National Transport Awards 2016 - Highly Commended

Contribution to Sustainable Transport for Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025

Scottish Transport Awards 2016 - finalist

Best Public/Private Partnership: Aberdeen Hydrogen Bus Project

Association for Public Service Excellence awards 2016 - finalist

Best renewable energy or energy efficiency project: Aberdeen Hydrogen Bus Project – finalist

Best public private partnership/working initiative: finalist

Scottish Public Service Awards 2016

Commercial partnerships award – finalist

2017 Award Submissions:

Low Carbon Champions Awards 2017

Deadline to submit 16th June 17'.

National Transport Awards 2017

Submissions made under 6 categories.

Scottish Transport Awards 2017

Shortlisted for 'Partnership of the Year'.

Association for Public Service Excellence awards 2017

Submission made for 'Best Commercialisation Initiative'.

Appendix C: Breakdown of Hydrogen Investment and Funding

European Funds – Euro (€)

Project	ACC	External Funding	Total Project Cost
HyTrec Delivery	221,549	221,549	443,098
HyTrec – Management Fee	0	558,165	558,165
H2 Bus Project	2,560,000	23,808,000	26,368,000
Hyacinth	3,301	27,170	30,471
ACHES	1,136,500	757,631	1,894,131
New Bus Fuel	0	29,587	29,587
HyTrEc2 Delivery	451,319	451,319	902,638
HyTrEc2 – Management Fee	33,853	643,198	677,051
FCH Train	0	44,000	44,000
TOTAL in Euros (€)	€4,406,522	€26,540,619	€30,947,141
Conversion to Pounds (£)	£3,797,540	£22,872,705	£26,670,246

^{*(}based on exchange rate of 11.04.17: 1Eur = 0.8618 GBP) – please note that this is therefore an estimated figure given the exchange rate will be different amounts over the last 5 years. The figures have also been rounded to the nearest Euro/ Pound.

UK-Based Funds - (£)

Project	ACC Match Funding (£)	External Funding	Total Cost of Project (£)
Hydrogen Cars OLEV	8,822	310,221	319,043
JIVE 1	2,500,000	5,000,000	7,000,000
Total	£2,508,822	£5,310,221	£7,319,043

Combined Total	£6,306,362	£28,182,927	£34,489,289
Johnsmod Total	20,000,002	~20,102,021	204,400,200

As some of these projects are still on going the final figure may go up or down slightly given the exchange rate fluctuations.

Appendix D: Hydrogen and Fuel Cell Learning & Engagement

Learning

Delivery of the range of hydrogen demonstration projects has allowed the city to gather key project data on the efficiency of the technology being employed and compare data against for example against diesel vehicles. Such data assists in decision making for future project, such as the requirements to improve bus operational efficiency for JIVE, taking learning from the AHBP.

In addition, the softer hydrogen projects looking at stakeholder surveys, site feasibilities and skills & training required in the sector allow Aberdeen to have a holistic experience of the practical requirements to achieve sector growth locally.

A high level summary of the key learning and benefits from the hydrogen programme of projects can be found in Appendix A.

Following the series of infrastructure investment, the next steps are to explore and where possible exploit the tangible economic benefits deriving from the hydrogen programme.

Engagement

The H2 Aberdeen Communications Programme has reached an estimated 80,000 people within the past 12 months through a range of press releases, articles, reports, social media and events.

Some notable events include the ACHES and Toyota Launch Event in February 2017, and The H2 Summit in March 2017.

Both Hydrogen stations attract many study visits from across the globe every year bringing visitors to the city, which contributes to the economic benefits of these projects locally

Education / Training

Five staff at local company NORCO Group have been trained in operating ACHES refuelling station retaining expertise locally. Several staff at Arnold Clark have been trained in servicing and maintaining hydrogen cars. Drivers at all organisations using hydrogen vehicles have received training on refuelling and operating hydrogen vehicles.

Both stations provide important educational opportunities which have included visits from NESCOL and the University of Aberdeen (41 students in May 2017).

One S3 work experience placement took place in May 2017 looking at hydrogen technologies. Pupils aged 8-18 also took place in a 'hydrogen hack' event at ACHES in August 2017, where they worked with Hydrogenics and Arcola Energy to build gadgets to be powered by a hydrogen fuel cell.

These types of events have provided unique local opportunities for our future engineers to develop their interest and knowledge within Aberdeen and encourage young talent to remain in the region.

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ABERDEEN CITY COUNCIL

COMMITTEE Communities Housing and Infrastructure

DATE 16th January 2018

REPORT TITLE Developing an Energy Plan for Aberdeen

REPORT NUMBER CHI/17/299

DIRECTOR Bernadette Marjoram

REPORT AUTHOR Terri Vogt

1. PURPOSE OF REPORT

1.1 The purpose of this report is to set out proposals to develop an Energy Plan for the city of Aberdeen.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:
 - (a) Approve procurement of a consultant to develop an Energy Plan for Aberdeen city and instruct the Interim Head of Planning and Sustainable Development following consultation with the Head of Commercial and Procurement to undertake the necessary procurement procedures;
 - (b) Approve the total estimated expenditure for the procurement as detailed in this report; and
 - (c) Instruct the Interim Director of Communities, Housing and Infrastructure to report back to CH&I Committee when the plan is complete.

3. BACKGROUND

- 3.1 Powering Aberdeen Aberdeen's Sustainable Energy Action Plan (SEAP) was approved by Full Council in October 2016. It sets out ambitious plans to drive the energy transformation necessary for Aberdeen to become a smart low carbon city.
- 3.2 This transition will not only reduce emissions but improve wellbeing and quality of life, provide opportunity for diversification of the economy and support smarter, lower cost and more energy efficient living. Powering Aberdeen is driven by a vision to realise these benefits for Aberdeen citizens and businesses supported by the need to reduce carbon emissions.

- 3.3 As part of developing Powering Aberdeen baseline emissions for the city have been established and modelled to establish estimates for emission reduction targets. The following targets have been established from a 2005 baseline.
 - 31% reduction by 2020
 - 50% reduction by 2030
- 3.4 The original SEAP presented to Full Council in October 2016 focuses on the range of projects that Aberdeen City Council is already undertaking that support reductions in carbon emissions. These include energy efficiency programmes, development of the district heating network, the hydrogen strategy and development of new energy sources including the energy centre at the new AECC and the Energy from Waste plant.
- 3.5 The proposed Energy Plan will be the next iteration of the SEAP. It will be forward looking setting out what the future energy landscape of Aberdeen could look like and where the main opportunities lie building on the existing infrastructure and projects in place. It will also consider the role of future technology/digital and business opportunities associated with wider changes taking place in the energy market place such as the role of smart technology and energy storage.
- 3.6 To date, alternative energy projects have been developed opportunistically (in part linked to funding opportunities) and largely independently with no reference to a wider energy plan or strategy showing how they can potentially interrelate or attract wider investment and engagement from third parties. The proposed Energy Plan will provide a reference point for Aberdeen City Council and its partners and stakeholders to develop future projects and target future investment and funding bids.
- 3.7 The Energy Plan will be action orientated and set out activity and projects to be delivered over the short to medium term that will have a significant impact on reducing carbon emissions framed around the key emission reduction dates in Powering Aberdeen of 2020 and 2030.
- 3.8 It will identify the opportunity for innovation to ensure that Aberdeen City Council has the potential to be at the forefront of future energy development which may also provide the opportunity to diversify and stimulate the research and business community and develop new skills within the economy.
- 3.9 The Energy Plan will be developed with reference to the draft Scottish Energy Strategy which advocates a whole systems approach covering heat, power and transport. The Scottish Energy Strategy sets as one of its core ambitions the development of smart local energy systems through the development of Local Energy Plans.
- 3.10 The Energy Plan will consider:
 - The potential for additional renewable energy generation in the city, how could this be encouraged. Consider both domestic, large scale and community schemes.

- Reference the city hydrogen strategy including its potential role in energy storage and the opportunity to generate green hydrogen.
- How the development of the city-wide smart infrastructure can be linked to the heat and power network and what would be the benefits or otherwise of doing this?
- What role storage could play in helping to balance the network based on the existing and potential future infrastructure.
- Proposed approaches to energy efficiency in tackling fuel poverty and further reducing carbon emissions. How the council can accelerate uptake of demand management measures by households and businesses including retrofit and building upgrade.
- The potential for low carbon opportunities in the delivery of transport options and infrastructure in Aberdeen and the role transport infrastructure could play in wider energy management.
- How Aberdeen can leverage interdependencies and synergies between different projects, technologies and developments
- Potential delivery partners including the proposed ESCo and Community Groups.

3.11 Desired outputs

- A vision for the energy landscape for Aberdeen by 2020 and 2030 showing key energy development opportunities and how these could be integrated to work together and achieve the combined objectives of reducing carbon, fuel poverty and offering greater energy security.
- A plan setting out key projects or activity that could be delivered over the next five years to realise the vision. For each project or action the following should be identified where appropriate – opportunities/challenges, ease or otherwise of delivery, potential delivery partners, potential funding options and estimated carbon reductions they could deliver.
- Potential future projects or actions that could be delivered from early 2020 onwards and what action is required in the short –term to determine the future viability of these projects.
- Potential future economic development opportunities associated with the low carbon agenda

We have discussed with other local authorities the option to work together on a wider regional plan. Although they have not considered it appropriate to participate at this stage we will continue to liaise with them through the procurement process should their position change and share the outcomes and findings.

A stakeholder group consisting of both public and private sector partners will be established to input and help shape the Plan as it develops.

4. FINANCIAL IMPLICATIONS

4.1 The project is being funded from the non-housing capital programme, project NHCP810K-Energy from Waste Construction and Torry Heat Network due to

the need to align these projects with the Energy Plan. The cost is estimated to be £50,000.

5. LEGAL IMPLICATIONS

There are no direct legal implications arising from the recommendations of this report.

6. MANAGEMENT OF RISK

Financial

6.1 There is the risk of poor quality output from the project through the selection of the wrong consultants. The risk of this is low as it will be mitigated against by following correct procurement and contract management procedures and following a competitive process.

Employee

6.2 There are no significant risks

Customer / citizen

6.3 There are no significant risks

Environmental

6.4 There are no significant risks

Technological

6.5 There are no significant risks

Legal

6.6 There are no significant risks

Reputational

6.7 There are no significant risks

7. IMPACT SECTION

7.1 Powering Aberdeen seeks to drive the energy transition necessary for Aberdeen to become a smart, low emission city building on the significant activity that has been undertaken to date and drawing this together to the maximum benefit of Aberdeen citizens. The Energy plan will provide the next iteration of the SEAP looking to the future and the actions that Aberdeen City and city stakeholders need to take now to meet the ambitions of Powering Aberdeen as well as the wider Scottish Energy strategy. The Energy Plan will help identify ways in which the outcomes from the Local Outcome Improvement Plan (LOIP) can be addressed which include tackling inequality, reducing per capita local carbon emissions and increasing energy production from other renewable technologies. It will also fulfil the administration policy commitment to develop an Energy Plan for the city.

Economy

7.2 The plan will provide a framework for promoting economic opportunities around energy management within the city.

People

7.3 An Equality and Human Rights Impact Assessment is not required as the proposal does not disproportionately impact on persons with protected characteristics compared to persons without such characteristics.

Place

7.4 The Energy plan will seek to position Aberdeen city at the forefront of the transition to alternative energy sources and become a leader in reducing carbon emissions. The role of community groups as delivery partners will be considered as part of the Plan.

Technology

7.5 The plan will identify how technology in relation to energy management is expected to move in the next few years and how Aberdeen City Council needs to position itself to take advantage of this.

8. BACKGROUND PAPERS

8.1 Powering Aberdeen – Aberdeen's Sustainable Energy Action Plan can be found at https://www.aberdeencity.gov.uk/services/environment/powering-aberdeen

9. APPENDICES (if applicable)

There are no appendices for this report

10. REPORT AUTHOR DETAILS

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HEAD OF SERVICE DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing & Infrastructure

DATE 16th January 2018

REPORT TITLE European Funding Bids

REPORT NUMBER CHI/17/304

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Terri Vogt

1. PURPOSE OF REPORT:-

1.1 This report seeks approval to progress with a funding application for a Horizon 2020 Smart Cities bid and to participate in another Horizon 2020 project led by the Hutton Institute as a consortium partner.

2. RECOMMENDATION(S)

- 2.1 It is recommended that Committee:
 - a) Instruct the Director of Communities, Housing and Infrastructure to develop and submit an application in respect of Horizon 2020's Smart Cities Programme, due for submission in February 2019;
 - b) Approve the travel of two officers on two separate occasions to Sofia, Bulgaria to attend project development meeting;
 - c) Approve participation of Aberdeen City Council as a consortium partner in the SMARTEES project described below; and
 - d) Authorise the Director of Communities, Housing and Infrastructure to take (or arrange for the taking of) any actions which are necessary or expedient in connection with the Horizon 2020 Smart Cities Programme and the SMARTEES project and, following consultation with the Head of Legal and Democratic Services, the Head of Commercial and Procurement Services and the Head of Finance as appropriate, to approve the entering into of any associated legal or financial documentation.

3. BACKGROUND

HORIZON 2020 SMART CITIES

3.1 Aberdeen City Council has been approached by Integrated Environmental Solutions (IES) with regard to developing a Horizon 2020 Smart Cities project. This is a European Union funded programme that provides funding to lead

(termed lighthouse) cities to test new and innovative technology to make cities more sustainable in particular in the areas of transport and energy.

- 3.2 The project will be delivered over a 5 year period with the bid application due by February 2019. Early discussions indicate that Aberdeen would be one of the two lead cities with the other lead city being Sofia, Bulgaria. The value of the project will be around €6-7m shared between Aberdeen as a lead city and it's associated partners. Under Horizon 2020 funding rules, Aberdeen City Council would receive 100% funding for the elements of the project activities it delivers.
- 3.3 In order to co-ordinate the bid preparation 2 project development meetings would need to be attended in Sofia which will help agree the scope of the respective projects. The timescales provide Aberdeen City Council with sufficient time to co-ordinate and develop a strong application and build partnerships. As well as IES, Robert Gordon University has also indicated that they would wish to participate. Scottish Enterprise is supporting the project by providing funding to employ some initial consultancy support to determine the potential for a successful project to be delivered in Aberdeen and to scope the project.
- 3.4 The Smart Cities Horizon 2020 bids are focussed on innovation. The bid will be looking at innovative ways to achieve higher than standard energy efficiency in different building types and trial new technology to manage energy within a district or community to maximise efficiency and ensure the local use of energy. Energy storage and electro mobility will be important parts of the concept. The project must incorporate community engagement in energy management and will include the development of a bold city vision for 2050 and development of business models to allow concepts developed to be replicated across the city or to other cities.
- 3.5 The focus is on understanding how new and innovative technology can be used to maximise energy efficiency and the use of energy generated locally.
- 3.6 In order to deliver the project there will be a need to bring together a number of consortium partners that are able to offer innovative technology solutions to deliver this, IES has offered to support us in this task.
- 3.7 Should a lead member be required to support the Horizon 2020 project moving forward (if successful) this will be subject to a further committee report in due course.

Benefits to ACC

- 3.8 This project will provide an opportunity for ACC to gain a much more in depth understanding of how new innovative technologies in relation to energy management can be applied to manage energy at community level and what the implications might be for these communities. In particular to understand the business models and potential community benefits of localised energy management.
- 3.9 This project offers the opportunity to undertake some leading edge work in relation to energy management. The commitment required to put the bid together should not be under estimated but the bid will only be progressed on

the basis that support from IES and Scottish Enterprise is secured as set out above, Aberdeen City Council officer time will be allocated from within the funding bid team.

HORIZON 2020 SMARTEES

- 3.10 SMARTEES is a project proposal from a consortium of European Academic Intuitions including the Hutton Institute in Aberdeen under the Horizon 2020 theme competitive low-carbon energy. The project is looking at the role of energy efficiency and building refurbishment in tackling fuel poverty. The aim is to model approaches that will allow public authorities working in coordination with supply companies and civil society organisations to implement energy efficiency measures for houses and buildings with the aim of fighting fuel poverty. From this a tool will be developed to support decision making taking account of local community stakeholders.
- 3.11 Aberdeen City Council was invited to be part of the consortium to ensure that the tools and models developed are built around real life examples.
- 3.12 As a consortium member Aberdeen City Council is not required to commit any funding to the project. The Council has been asked to contribute four days of officer time per month over a three year period. Aberdeen City Council will be reimbursed for the cost of the officer time and any travel costs will be covered in full from the project budget. The funded officer is within Planning and Sustainable Development and will be responsible for cross-service liaison on the project as appropriate.
- 3.13 This funding bid has been successful and approval is sought to take part in the project as a consortium partner on the basis of the terms above.

4. FINANCIAL IMPLICATIONS

- 4.1 For the Smart Cities project Integrated Energy Solutions will assist Aberdeen City Council with coordinating the bid with no cost attached. Assistance will also be provided from Scottish Enterprise, particularly in their role of actively encouraging Scottish cities to apply for the fund through the Scottish Cities Alliance (SCA).
- 4.2 It has been indicated that Scottish Enterprise will be able to provide some financial assistance to employ consultants to help scope the project in more detail. Under Horizon 2020 funding rules, Aberdeen City Council would receive 100% funding for the project activities and delivery. Travel costs of around £2,000 will need to be allowed.
- 4.3 For the SMARTEES project all officer time and travel expense will be reimbursed for the duration of the project. This is estimated to be four days per month.

5. LEGAL IMPLICATIONS

5.1 Entry into any grant agreement is subject to consultation with the Head of Commercial and Procurement Service and the Head of Finance.

6. MANAGEMENT OF RISK

Financial

6.1 The primary risk is that the Smart Cities bid is not successful. It will involve a dedicated officer from the bid team co-ordinating and overseeing bid preparation and submission. If unsuccessful this cost will be met through existing budgets. A long lead in time has been ensured with the submission due in February 2019 which will allow for a quality bid to be developed. In addition we are working with a private sector partner that has had previous success in obtaining funding through similar bids.

Employee

6.2 There are no significant risks

Customer / citizen

6.3 There are no significant risks

Environmental

6.4 There are no significant risks

Technological

6.5 The Smart Cities bid will involve trialling new technology in real life situations and will place Aberdeen City Council at the forefront of using developing technology to manage energy.

Legal

6.6 Current advice is that the Brexit process should not preclude the UK from submitting and being successful in EU funding bids until March 2019. This bid will be submitted within this timeframe. There is a potential risk that this position could change in the next 12 months which would impact on all consortium partners.

Reputational

6.7 Smart Cities funding is sought by cities seeking to lead in relation to the smart energy transition and winning this bid will enhance Aberdeen's reputation in this area

7. IMPACT SECTION

7.1 These proposals will support ambitions in the LOIP to reduce carbon emissions and adopt more alternative energy. It will also look at the potential role that positive energy blocks could play in empowering communities and managing energy more efficiently which in turn will help eradicate fuel poverty.

Economy

7.2 Both projects will support Aberdeen City Council establish a leading position in relation to development of new technology which will help attract new skills

and businesses to the city. The Smart Cities project in particular will allow the city to develop a much more in depth understanding of the role that smart technology can play in maximising energy efficiency and managing demand at a community level.

People

7.3 The proposals will provide the people of Aberdeen with the opportunity to trial and understand leading edge technology. The smart cities project will look in depth at the community and the impact local energy management and development of positive energy blocks could have on these communities and whether any community benefits can be derived from such an approach

Place

7.4 These projects will help project Aberdeen as a city that is taking the lead in technology development and support its ambition to become a global energy city.

Technology

7.5 The projects will both be trialling innovative technology placing Aberdeen at the forefront of these technology developments for the future.

8. BACKGROUND PAPERS

n/a

9. APPENDICES (if applicable)

n/a

10. REPORT AUTHOR DETAILS

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Agenda Item 12.3

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16 January 2018

REPORT TITLE Aberdeen Local Development Plan 2022 –

Development Plan Scheme 2018

REPORT NUMBER CHI/17/283

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Sandra Omondi

1. PURPOSE OF REPORT:-

This report presents the first Development Plan Scheme for the third Aberdeen Local Development Plan. The Development Plan Scheme is a detailed timetable and programme for Local Development Planning. It sets out Aberdeen City Council's programme for preparing the next Aberdeen Local Development Plan, which we would expect to adopt in 2022.

2. RECOMMENDATIONS

It is recommended that Committee:

- (a) Approve the adoption of the Aberdeen Local Development Plan 2022 Development Plan Scheme, its publication (including electronically) and sending it to Scottish Ministers; and
- (b) Agree to send it to, or inform the key agencies and consultees listed in Appendix 1 of this report, as well as placing a copy in each public library in the Aberdeen City region.

3. BACKGROUND/ MAIN ISSUES

- 3.1 Preparing a Local Development Plan Scheme is a requirement of the Planning etc. (Scotland) Act 2006 and it must be produced annually and submitted to Scottish Ministers by a planning authority.
- 3.2 Section 20B of the Planning etc. (Scotland) Act 2006 requires the Development Plan Scheme to include proposed timetabling and details of what is likely to be involved at each stage of preparation and review. The Scheme must also include an account (also known as the Participation Statement) of when consultation on the Local Development Plan is likely to take place, with whom, as well as its likely form. The Participation Statement

must also include the steps taken by the planning authority to involve the public in the plan preparation process.

- 3.3 This Development Plan Scheme is the first one for the next Aberdeen Local Development Plan. It sets out the Council's programme for preparing the next Plan and provides information on:
 - The existing development plans;
 - Why we need to progress a new Local Development Plan;
 - The timetable for preparing this Plan; and
 - The timetable for engaging people in the preparation of the Plan and how this will be done (the Participation Statement).
- 3.4 In relation to the Act, after a Development Plan Scheme has been adopted the authority is required to send two copies to the Scottish Ministers, publish it and place a copy in each public library. There is no requirement to consult on the content of Development Plan Schemes. It would be beneficial however to send it to, or inform the key agencies.
- 3.5 This Development Plan Scheme has been prepared in accordance with current legislation (Planning etc. (Scotland) Act 2006). It does however anticipate changes that are expected to come forward as part of the ongoing Scottish Planning Review. For example, while the Participation Statement meets the minimum requirements by consulting on key agencies, community councils and members of the public, we anticipate involving a broader cross-section of the society through consultations. In addition, a review of the Supplementary Guidance will be carried out, and the Main Issues Report will include draft policies in anticipation of changes arising from the Planning Review.

4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from the recommendations of this report.

5. LEGAL IMPLICATIONS

There are no direct legal implications arising from the recommendations of this report.

6. MANAGEMENT OF RISK

It is considered that there are no risks associated with the recommendations made in this report. The Development Plan Scheme has been prepared in relation to the programming of the 2022 Aberdeen Local Development Plan. This will provide certainty for officers, key agencies and consultees. The Scheme does not introduce any new procedures that are not currently followed.

- **Financial** this has been considered and no risks have been identified. The Development Plan Scheme is currently covered under the Local Development Plan budget.
- Employee this has been considered and no risks have been identified
- Customer / citizen this has been considered and no risks have been identified.
- Environmental this has been considered and no risks have been identified.
- Technological this has been considered and no risks have been identified.
- Legal this has been considered and no risks have been identified.
 The Development Plan Scheme includes measures anticipated as a
 result of any changes arising from the ongoing Scottish Planning
 Review.
- Reputational this has been considered and no risks have been identified.

7. IMPACT SECTION

Economy

The Development Plan Scheme is directed to the preparation of the next Aberdeen Local Development Plan. Local Development Plans state that development should be encouraged in the right place, be efficient and make the best use of existing infrastructure capacity. Where the capacity does not exist, developers will be expected to provide the infrastructure, services and facilities which are required as a result of the development. In so doing there will be a direct positive impact on business, tourism and infrastructure in the city.

People

An Equality and Human Rights Impact Assessment (EHRIA) was carried out on the Development Plan Scheme. It highlighted that the Scheme would bring positive impacts to a range of equality groups. The results are available on the Council's website under https://www.aberdeencity.gov.uk/link/ehria-search.

The Development Plan Scheme sets out the timetable for the next Local Development Plan. In doing so it provides certainty for the public, agencies and development industry regarding when key milestones are likely to be achieved.

The Development Plan Scheme will serve to be a point of reference for staff in the Local Plan Team as well as other members of staff in regards to the timetabling and programming of the 2022 Aberdeen Local Development Plan.

Place

The Local Development Plan will support the Aberdeen City Local Outcome Improvement Plan. It will contain policies to encourage and help build sustainable communities in the City thus making Aberdeen a great place to live, bring up family, do business and visit.

Technology

The Development Plan Scheme is directed to the preparation of the next Aberdeen Local Development Plan which supports the Aberdeen City Council Strategic Business Plan. Through its policies the Local Development Plan is ambitious in growing the city and promotes 21st Century living, a Smarter environment, new communications technology as well as maximising digital connectivity and sustainable transport.

8. BACKGROUND PAPERS

The Planning etc (Scotland) Act 2006 http://www.legislation.gov.uk/asp/2006/17/pdfs/asp 20060017 en.pdf

Town and Country Planning (Development Planning) (Scotland) Regulations 2008

http://www.legislation.gov.uk/ssi/2008/426/pdfs/ssi_20080426_en.pdf

Circular 6/2013 Development Planning Circular December 2013 http://www.gov.scot/Publications/2013/12/9924

9. APPENDICES

 Appendix 1 – Aberdeen Local Development Plan 2022 - Development Plan Scheme

10. REPORT AUTHOR DETAILS

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Aberdeen Local Development Plan 2022

Development Plan Scheme 2018

Introduction

The Planning etc. (Scotland) Act 2006 (the Act) requires all Councils to prepare a Development Plan Scheme at least annually. This Development Plan Scheme sets out Aberdeen City Council's programme for preparing a new Aberdeen Local Development Plan. This is the first Local Development Plan Scheme for the next Aberdeen Local Development Plan, which we would expect to adopt in 2022.

This document provides information on the following issues:

- The development plans we have now;
- Why we need to progress a new Local Development Plan (LDP);
- The timetable for preparing this plan (the project plan); and
- The timetable for engaging people in the preparation of the plan and how we will do this (the participation statement).

What Development Plans do we have now?

The Development Plan system in Aberdeen consists of two core statutory documents:

- The Aberdeen City and Shire Strategic Development Plan (2014); and
- The Aberdeen Local Development Plan (2017).

Why we need to prepare a new Local Development Plan

Planning Authorities are required to prepare a new development plan at least every 5 years.

The Strategic Development Plan was published in 2014. It stipulates how land will be allocated for development to 2035 to ensure there is a continuous supply of housing and employment land. Putting the Strategic Development Plan into practice is achieved through LDPs within Aberdeen City and Aberdeenshire. The Aberdeen LDP 2017 complies with the 2014 Strategic Development Plan. The current Strategic Development Plan will be replaced over the next 2 years and similarly the LDP will also need to be replaced to reflect this.

Preparing the Aberdeen Local Development Plan (2022)

This Development Plan Scheme sets out a number of stages in preparing the new Aberdeen LDP.

<u>Stage 1 – Publishing the Development Plan Scheme</u>

The Development Plan Scheme includes a Participation Statement, describing when, how, and with whom consultation will take place, and a timetable outlining when the various stages required in the preparation of the LDP will be undertaken.

The Planning etc. (Scotland) Act requires the adopted Development Plan Scheme to be published (including electronically), two copies to be sent to

Scottish Ministers and copies to be placed in all public libraries. We will also send it to, or inform, the key agencies and consultees.

Stage 2 – Preparing the Main Issues Report

In January 2019 we will publish a Main Issues Report. This will be a discussion document summarising the main planning issues facing Aberdeen. It will outline the major differences in approach to the current LDP. In doing so it will also take into account the requirements of the Strategic Development Plan and any issues arising out of its emerging replacement.

The Main Issues Report will link closely to the process of Strategic Environmental Assessment. All proposals (preferred and alternative) put forward in the Main Issues Report will be environmentally appraised and a draft Environmental Report will be published alongside it.

Prior to its publication we will invite people to submit comments and ideas for the Main Issues Report. These comments could be regarding new policy approaches for the LDP and/or land allocations for development. This process will likely take place between February and April 2018.

The emerging Strategic Development Plan may suggest the identification of further housing and employment allocations, including proposals to redevelop brownfield sites in the urban area. A development options form and a sustainability checklist will be posted on the Council's website at an appropriate time. All submissions will be assessed against sustainability criteria and, following further consultation, will inform the content of the Main Issues Report.

We will publish a Monitoring Statement alongside the Main Issues Report which will look at:

- Changes in the principal physical, economic, social and environmental characteristics of the area that have occurred since the preparation of the existing LDP; and
- The impact of the policies and proposals of the existing LDP.

We will also publish the following documents alongside the Main Issues Report:

- A Development Options Assessment Report which details our assessment of the development options submitted to us;
- An Equalities and Human Rights Impact Assessment of the Main Issues Report;
- A Strategic Environmental Assessment which appraises all proposals in the Main Issues Report;
- Policy and Supplementary Guidance Tables that detail the main changes proposed for policy and supplementary guidance;
- A Strategic Flood Risk Assessment to satisfy the requirements placed on local authorities under section 1 of the Flood Risk Management (Scotland) Act 2009; and
- A Wind Spatial Strategy assessing opportunities for identifying areas suitable for wind turbine developments.

Stage 3 – Preparing and Publishing the Proposed Plan

The Proposed Aberdeen Local Development Plan will be written by the Council and will respond to matters raised at earlier engagement and participation stages. It will consist of a Spatial Strategy (outlining where we consider development should and should not go), supported by a detailed proposals map showing land allocations (zones) where development of particular kinds (such as housing or business) will be supported in principle, and policies to guide the development of Aberdeen up to 2031. Where appropriate, there will be indicative policies showing how Aberdeen may develop in the longer term upto 2040. The Plan will also include a schedule of land owned by the Council which will be affected by any of the policies and proposals. It will be accompanied by a Strategic Environmental Assessment and Habitats Regulation Assessment covering all of the policies and sites.

In addition we are required to publish a proposed Action Programme alongside the Proposed LDP, setting out how we propose to implement the new LDP through:

- A list of actions (such as the delivery of key infrastructure and the preparation of Supplementary Guidance) required to deliver each of the plan's proposals and the policies to support sustainable growth;
- The name of the person or organisation who is to carry out each action;
 and
- The broad timescale for carrying out each action.

Actions are not limited to those by the planning authority. In preparing the proposed Action Programme, we will consult and consider the views of the key agencies and consultees, Scottish Ministers and anyone the Council proposes specifying by name in the Action Programme.

Stage 4 - Examination of the Proposed Plan

Upto this point, we will have tried to resolve as many objections as possible. However, we cannot guarantee that the Proposed Plan will match everyone's views. At this point, it is likely that the Council will publish the Plan and submit it to Scottish Ministers for Examination. The Examination will be carried out by independent reporters appointed by the Scottish Government.

Stage 5 - Adoption of the LDP

Depending on the outcome of the Examination, this is the stage at which we would expect the Aberdeen LDP to be adopted (see Participation Statement).

Development Plan Scheme Programme

STAGE 1 - Publishing the Local Development Plan Scheme	TIMEFRAME
Report Development Plan Scheme to Communities, Housing and Infrastructure Committee	16 January 2018
Publish Development Plan Scheme and issue two copies to Scottish Government	22 January 2018
Pre-consultation questionnaire sent out	February 2018
Publish development options form and sustainability checklist	
Pre-Main Issues Report consultation	February - April 2018

STAGE 2 - Preparing the Main Issues F	Report	TIMEFRAME
 Process and assess pre-Main Issues I and submissions 	Report comments	May – June 2018
 Draft Main Issues Report and Strategi Assessment Scoping Report 		July – September 2018
Draft Monitoring Statement		
Report Main Issues Report to Full Cou	ıncil	December 2018
 Publish Main Issues Report and iss key agencies 	ue to persons and	January 2019
Publish Monitoring Statement		January 2019
Send Strategic Environmental Assess to consultation authorities	ment Scoping Report	
Main Issues Report consultation		January – March 2019

STAGE 3 - Preparing and publishing the Proposed Aberdeen Local Development Plan	TIMEFRAME
Prepare and publish updated Local Development Plan Scheme and issue to Scottish Government	January 2019
Process representations to the Main Issues Report	March – May 2019

June – September 2019
June – September 2019
December 2019
January 2020
February 2020
February/ March 2020
February – May 2020

STAGE 4 - Preparing for the Examination of the proposed Aberdeen Local Development Plan	TIMEFRAME
Consider Objections to Proposed Plan and draft Environmental Report	May - September 2020
Prepare responses to representations (Schedule 4's)	
Report Schedule 4's to Full Council	December 2020
Report of Conformity with Participation Statement	
Submit Proposed Plan and Schedule 4s, Action Programme and Statement of Conformity with Participation Statement (as modified if relevant) to Ministers.	December 2020
Publicise submission of plan	
Request Scottish Ministers to appoint an Examination of the Proposed Plan and Environmental Report	
Advertise Examination of Proposed Plan and serve Notice on known interested parties	

•	Examination in Public	January – September 2021
•	Receive the Report of Examination	October 2021

S1 Pla	AGE 5 - Adoption of the Aberdeen Local Development an	TIMEFRAME
•	Consider recommendations and report to Full Council	December 2021
•	Publish Modifications and Proposed Plan as modified	December 2021
•	Advertise 'intention to adopt' the Aberdeen Local Development Plan	
•	Notify each person who made representations of publication and intention to adopt	
•	Notify Scottish Ministers of our intention to adopt the Aberdeen Local Development Plan	
•	Adopt the Aberdeen Local Development Plan 2022 (28 days after notification to Scottish Ministers) and Environmental Report	January/February 2022
•	Send two copies of the Aberdeen Local Development Plan and Environmental Report to Scottish Ministers	February 2022
•	Deposit copies of the Aberdeen Local Development Plan in libraries, notify each person who made representations and advertise it	
•	Publish Action Programme and Environmental Report Post Adoption Statement (within 3 months of adoption)	

Participation Statement

We are strongly committed to encouraging interest and wide public involvement in the preparation of the new Local Development Plan. This Participation Statement explains how local communities and other stakeholders will be engaged and will have the opportunity to be involved in the preparation of the Aberdeen LDP 2022. In line with the Planning Advice Note on Community Engagement and the National Standards on Community Engagement, Aberdeen City Council will continue to ensure that:

- arrangements for participation are inclusive, open and transparent;
- information is provided in a manner which allows for full consideration of its implications;
- communication is provided through a range of formats and locations, including easily understood jargon-free formats;
- all representations are fully considered;
- feedback is provided promptly on the conclusions drawn; and
- we add to our consultation list anyone who wishes to be involved with this process.

The selection of participants is representative of the public, private, voluntary, academic and community sectors and of the various equality groups. Regulation 28 of the Planning etc. (Scotland) Act 2006 defines the key agencies as:

- Scottish Natural Heritage;
- Scottish Environmental Protection Agency;
- Scottish Water;
- Health Boards:
- NESTRANS; and
- Scottish Enterprise.

Guidance suggests that the following bodies should have the same level of involvement in the development plan process:

- Historic Environment Scotland;
- Transport Scotland;
- Opportunity North East;
- The Forestry Commission; and
- Marine Scotland

We will also involve the following groups at the same level:

- Aberdeenshire Council:
- Aberdeen City and Shire Strategic Development Planning Authority;
 and
- Community Councils.

In addition, community groups and the general public have and will continue to be involved in the LDP process. We will continue to email newsletters to developers, agents and those who have expressed an interest in the Aberdeen LDP. We can add contacts to this list on request.

This participation statement highlights the methods of consultation which are used to ensure full and effective engagement with the community and stakeholders. Efforts have been made to reach beyond the constituency of organisations normally involved in planning consultations to a wider range of public interests such as young people, pensioners, ethnic minorities and the disabled.

The schedules below set out in as much detail as is known at this stage when, how and with whom we will engage, and the steps that will be taken to involve the public. It distinguishes between our statutory duties, as laid down by Scottish legislation and the additional non-statutory actions we will carry out.

The schedules will be kept up to date on the LDP pages of the Council's website (www.aberdeencity.gov.uk/localdevelopmentplan) so that stakeholders and the public know exactly how the preparation process for the new LDP is to be conducted and what opportunities they will have to participate and engage with it.

The new LDP preparation process involves 5 stages, of which we are currently at the beginning. Engagement with stakeholders and the public is set to begin early in the first two stages.

Stage 1: Publishing the Local Development Plan Scheme (January 2018)

This document raises awareness and understanding of the development plan review process and how long it will take.

STATUTORY OBLIGATIONS

When this Development Plan Scheme is approved and published, we are required to:

- Send two copies to Scottish Ministers;
- Make copies available in all the City's public libraries and at Marischal College; and
- Publish it on our website www.aberdeencity.gov.uk.

NON-STATUTORY ACTIONS

In addition to our statutory obligations, we will:

- Inform other Council Services about the Scheme:
- Send copies to or inform interested parties, including Community Councils;
- Email a newsletter about it to agencies, developers and those who have expressed an interest in the LDP; and
- Publicise it on our website and via social media sites (Facebook and Twitter).

Feedback on Previous Consultations

NON-STATUTORY ACTIONS

After preparing this Development Plan Scheme, we will invite feedback on the engagement activity we carried out on the current LDP as well as any suggestions for improvements that could be implemented during the preparation of the new Plan.

Stage 2: Preparing and Publishing the Main Issues Report (February 2018 – March 2019)

STATUTORY OBLIGATIONS	NON- STATUTORY ACTIONS	
In preparing the Main Issues Report, we are required to consult with and have regard to any views expressed by:	In addition to our statutory obligations in preparing the Main Issues Report we will also carry out the following engagement activities:	
The key agencies;		
Scottish Ministers;	 Involve other Council Services; 	
Aberdeenshire Council; and,	● Send out and publish online a	

• The Strategic Development Plan Authority.

To publicise the Main Issues Report, we are required to publish a notice in one or more local newspapers setting out:

- That the document has been produced and where/when it may be viewed;
- A brief description of the content and purpose of the document;
- Details of how further information may be obtained; and
- A statement of how representations may be made, to whom and by when.

We also have to send this information to:

- The key agencies;
- Aberdeenshire Council;
- The Strategic Development Plan Authority;
- · Community councils; and
- · Scottish Ministers.

We must also:

- Make a copy available to inspect at Marischal College and in all public libraries:
- Publish it on the internet; and
- Send the report to Scottish Ministers.

The Planning etc. (Scotland) Act 2006 requires authorities to ensure that people who may want to comment on the Main Issues Report are made aware that they can do so and are given such an opportunity.

- questionnaire inviting responses and suggestions from the public and Community Councils;
- Ensure that the LDP pages of the Council's website continue to provide immediate access to LDP publications and allow responses to the Main Issues Report to be submitted via the Consultation Hub;
- Continue to use the telephone and email enquiry point allowing people to contact the LDP team;

In addition to our statutory obligations for publicising the Report we will also:

- Run participation exercises and workshops for both stakeholders and Councillors throughout the LDP process;
- Employ social media websites such as Twitter (@AberdeenLDP) and Facebook (Aberdeen Local Development Plan) as a means of publicising LDP documents and events; and
- Email a newsletter to key agencies, developers and those who have expressed an interest in the LDP, updating them on the process. Newsletters will also be available on the LDP pages of our website and publicised over social media.

Once the Main Issues Report is published, there will be a 10 week consultation period for representations to be made on its content. Representation forms will be made available in libraries and at all consultation meetings, as well as online. Regular news releases will be made to local media during this period to publicise the consultation events and advise people of the process.

Stage 3: Preparing and Publishing the Proposed Aberdeen Local Development Plan and Supplementary Guidance (March 2019 – February 2020)

STATUTORY OBLIGATIONS	NON- STATUTORY ACTIONS
In preparing the Proposed Plan, we are required to:	In addition to our statutory obligations in preparing the Proposed Plan, we will also:

 Consult the key agencies and Scottish Ministers.

In addition to the same minimum publicity requirements for the Main Issues Report (above), we are also required to:

- Send a copy of the Proposed Plan to/inform each key agency and Scottish Ministers:
- Notify any person who commented on the MIR that the Proposed Plan has been produced and send them the relevant information;
- Notify the owners, lessees or occupiers of sites and the owners, lessees or occupiers of sites within 20m of sites which the Proposed Plan specifically proposes to be developed and which would have a significant effect on the use and amenity of the site; and
- On the rare occasion that a Proposed Plan is republished following changes to the underlying aims or strategy of an earlier Proposed Plan, consult people who made representations on the original plan

Once the Proposed Plan has been published, we will hold a consultation period of at least 6 weeks to allow representations from any interested party to be made

- Inform community groups and other stakeholders;
- Run drop-in events to give people the chance to meet and discuss the Proposed Plan with members of the LDP Team;
- Make a presentation to key agencies, stakeholders and interested groups;
- Hold a consultation period of 9 weeks, 3 weeks longer than the statutory minimum;
- Publish it on our website <u>www.aberdeencity.gov.uk</u> and publicise it through social media; and
- Email a newsletter about it to agencies, developers and those who have expressed an interest in the LDP. The Newsletter will also be available on the LDP pages of our website and will be publicised over social media.

Stage 4: Preparing for and Responding to the Examination of the Proposed
Aberdeen Local Development Plan
(May 2020 – October 2021)

In the event of an Examination, we will

- Advertise the Examination;
- Make the Examination proceedings available on the website as soon as practicable; and
- Keep all interested parties informed about the Examination procedures.

Stage 5: Adoption of the Aberdeen Local Development Plan (December 2021 – February 2022)

Once the Reporter(s) has made recommendations on the Plan and any modifications have been made, formal adoption of the Aberdeen Local Development Plan 2022 would follow. At this stage we will make public our intention to adopt the plan following a 28 day submission period to Scottish Ministers – providing they do not wish to raise issues with the plan. At this point we are required to:

- Advertise the intention to adopt the Plan, as modified according to the Reporter's Report if appropriate, in newspapers, describing any modifications;
- Contact all interested parties and advertise the publication of the Plan to them;
- Notify those who made representations; and
- Place copies of the Plan as modified in public libraries and in Marischal College.

Parallel Assessments of the Aberdeen Local Development Plan

It will be necessary to undertake a number of parallel assessments of the Aberdeen Local Development Plan 2022 both as legislative requirements and as good practice. These documents will be made available for comments and representations on our website, local public libraries and at Marischal College.

Strategic Environmental Assessment

Under the Environmental Assessment (Scotland) Act 2005 it is a legal requirement to undertake a Strategic Environmental Assessment as the LDP and supplementary guidance is likely to have a significant effect on the environment. This will be undertaken throughout the review process and will have its own stages of consultation draft and final Environmental Report. A draft Environmental Report will be published for consultation alongside the Main Issues Report and will provide an assessment of the impact on the environment of sites and policies within it. A further draft Environmental Report will accompany the Proposed Plan, and will be consulted on alongside it, with a final Report prepared to accompany the finalised Plan.

Habitats Regulation Assessment

Development plans should be subject to an Appropriate Assessment according to Article 6(3) and 6(4) of the Habitats Directive (92/43/EEC). This assesses the likely significant effects that the Aberdeen Local Development Plan 2020 may have on European protected sites within and around the City, to ascertain whether the Plan will have an adverse impact alone, or in combination with the other plans and projects, on the integrity of those sites. The Appropriate Assessment will be included as part of the draft Environmental Report.

Equality and Human Rights Impact Assessment

At each stage of the Aberdeen LDP we will continue to consider how our ways of involving people, the policies and proposals in the plan, as well as our engagement strategies, might affect groups with protected characteristics.

Agenda Item 12.4

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16 January 2018

REPORT TITLE External Transportation Links to Bay of Nigg - STAG

Pre-Appraisal and STAG Part 1 Appraisal

REPORT NUMBER CHI/17/316

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Ken Neil

PURPOSE OF REPORT

This report seeks Members approval of a submitted tender fee for the Scottish Transport Appraisal Guidance (STAG) Pre-Appraisal and STAG Part 1 Appraisal for External Transportation Links to the Bay of Nigg Harbour Development. The project is being progressed through City Region Deal.

2. RECOMMENDATION(S)

It is recommended that Committee:-

- (a) Reiterate approval for the commissioning of a Scottish Transport Appraisal Guidance (STAG) Pre-Appraisal and STAG Part 1 Appraisal for External Transportation Links to the Bay of Nigg Harbour Development under the Scotland Excel framework;
- (b) Approves the increased estimated expenditure detailed in exempt Appendix 1 in relation to the above procurement exercise; and
- (c) Approves the revised £150,000 project cost and associated City Region deal match funding and add this sum to the Council's Non-Housing Capital programme.

3. BACKGROUND/MAIN ISSUES

3.1 Aberdeen Harbour Board is developing a new harbour facility at the Bay of Nigg in direct response to capacity constraints at the existing harbour, in order to retain current business and expand into new markets. The principle of the new harbour facility is established as a National Development by the Scottish Government in the National Planning Framework 3 (NPF3):

- 3.2 The Harbour Development is expected to be a major trip and destination generator in the area and will have a significant impact on the surrounding transport network. The development framework identifies that external road upgrades are required in order to realise the wider economic development. By carrying out option appraisal at this stage, Aberdeen City Council and partners hope to identify the appropriate infrastructure upgrades required to maximise the wider economic benefits of the development on the surrounding transport network.
- 3.3 Reference is made to the City Region Deal Joint Committee at its meeting on 17 March 2017, which resolved to delegate authority to the Head of Economic Development to approve the Business Case subject to satisfactory State Aid Analysis and after consultation with the Chairperson and the Vice Chairperson of the Aberdeen City Region Deal Joint Committee; and subject to approval of the Business Case by Aberdeenshire Council. Reference is also made to a report to this Committee on 29 August 2017 titled 'External Transportation Links to Bay of Nigg - STAG Pre-Appraisal and STAG Part 1 Appraisal' in which the Committee resolved to approves the commissioning of a STAG Pre-Appraisal and STAG Part 1 Appraisal and approve an estimated level of expenditure for the procurement exercise. Following the procurement exercise, a proposal for the appraisal in relation to external transportation links to the Bay Of Nigg Harbour Development was received; however the tender amount is greater than the estimated level of expenditure approved by this Committee. The project is being progressed as part of the Aberdeen City Region Deal and the partners are satisfied with the appraisal proposal and the submitted tender amount. The tender amount received is identified in exempt Appendix 1 and the report seeks approval of the submitted tender amount, which is an increase on the earlier approved sum.
- 3.4 The overall cost estimate for the STAG Pre-Appraisal and STAG Part 1 Appraisal element of the project provided to the Committee in August was £100,000 including consultancy and internal staff costs. It is anticipated that with the revised tender amount, the overall project cost will now be £150,000 including consultancy costs and associated internal staff costs.

4. FINANCIAL IMPLICATION

4.1 Under the Aberdeen City Region Deal, £25m has been allocated from the UK Government (£12.5m) and Scottish Government (£12.5m) for the transport infrastructure to support the harbour expansion which is a key deliverable of the Regional Economic Strategy. The budget for this project will come from this funding stream and along with other capital funded projects will be subject to the capital plan review. This project is also a key element of the wider development framework for this area which aims to unlock further economic potential for the local and wider area.

LEGAL IMPLICATIONS

None at this time although all options assessed will likely have property and environmental implications which will require legal input as part of the delivery of any preferred and approved option. Approval of this report is necessary to comply with the Council's Procurement Regulations, which are designed to ensure the Council meets specific 'EU and Scottish' external legal requirements around procurement as well as best practice requirements (also in terms of legislation) with regard to lower value procurements.

6. MANAGEMENT OF RISK

- 6.1 Financial There is no financial risk to Aberdeen City Council as a result of the recommendations of this report. However, there is a risk inherent in not progressing a key transport infrastructure improvement set out in the City Region Deal which will deliver a range of benefits including improved access to a major new development facility in the south of Aberdeen.
- 6.2 Employee There is a risk that there will be insufficient staff resources available to deliver the proposed infrastructure. This situation will be monitored and workloads of Officers will be managed to optimise resources to best meet milestones/deadlines.
- 6.3 Customer/Citizens There are risks affecting customers, citizens and visitors alike relating to a transport network which does not reflect the changing needs of the economy, society and personal health and wellbeing and specifically in access requirements for the movement of people and goods to major new development facilities.
- 6.4 Environmental There are no environmental risks as a result of the recommendations of this report and further consideration to such risks will be addressed through the assessment process and in future reports to committee at each key stage.
- 6.5 Legal There is a legal risk of non-compliance with the procurement regulation and national procurement legislation if the recommendations of this report are not approved. Any further consideration in relation to any such future risks will be addressed through the future reports to committee.
- 6.6 Technological There are no technological risks as a result of the recommendations of this report, however, further consideration to any future risks will be addressed through the future reports to committee.
- 6.7 Reputational There is a reputational risk to the City if it does not invest in transport infrastructure that caters for the needs of a high performing international city economy by providing roads with capacity to cope with the demands of a major transport facility.

7. IMPACT

7.1 Economy:

Positive decision making informing the progressive implementation of transport infrastructure improvements for the Harbour Development at Bay of Nigg directly supports a range of policies and strategies that will benefit the economy including:

Aberdeen - the Smarter City vision:

- We will invest in the city where that investment demonstrates financial sustainability based on a clear return on investment
- We will encourage cycling and walking.
- We will provide and promote a sustainable transport system, which reduces our carbon emissions.

Local Outcome Improvement Plan:

The Local Outcome Improvement Plan (LOIP) 2016-26 for Community Planning in Aberdeen (CPA) recognises a commitment to investing in infrastructure that caters for the needs of a high performing international city economy by providing roads with capacity to cope with the demands of business along with extensive air and sea links. Delivery of transport improvements for the Harbour Development at Bay of Nigg will assist in the priority of improving access to a key facility within Aberdeen.

7.2 People:

A defined, fully resourced programme of delivery for transport schemes, which includes implementation of transport infrastructure improvements for the Harbour Expansion at Bay of Nigg, will assist in improving access to a major new facility and enabling all people to share in the success that such a facility will provide to the City.

The contents of this report are likely to be of public and media interest as it relates to transport infrastructure at a key location to the south of the city and therefore would contribute to a significant improvement to the movement of people and goods for the City and Region. A Privacy Impact Statement is not required for this report.

An Equalities and Human Rights Impact Assessment (EHRIA) has not been undertaken on this report as the City Region Deal from which the transport infrastructure scheme is an integral part has been subject to the appropriate assessments. Future Committee reports on the detailed design of any preferred option would be the subject of an EHRIA.

7.3 Place:

The contents of this report and the recommendations relate to the delivery of transport infrastructure improvements for the Harbour Development at Bay of Nigg, which is a key intervention that will assist in improving access to a major

new facility. All options assessed will likely have environmental implications which will require appropriate mitigation as part of the delivery of any preferred and approved option. Consideration will be given to environmental impact through the assessment process.

7.4 Technology:

The assessment will include consideration of the use of appropriate intelligent transport technology to assist in improving access to this major new facility, therefore enabling all people to share in the success that such a facility will provide to the City.

BACKGROUND PAPERS

Bay of Nigg Development Framework (supporting document to the Aberdeen Local Development Plan):

http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=74595&sID=14394

Report to Communities, Housing and infrastructure Committee - External Transportation Links to Bay of Nigg - STAG Pre-Appraisal and STAG Part 1 Appraisal

9. APPENDICES

Appendix 1 – Tender Amount (Exempt Appendix)

10. REPORT AUTHOR DETAILS

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Agenda Item 13.1

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16 January 2018

REPORT TITLE Bridge of Dee – Additional River Crossing Capacity

REPORT NUMBER CHI/17/297

DIRECTOR Bernadette Marjoram

REPORT AUTHOR Ken Neil

1. PURPOSE OF REPORT:-

This report advises Members of the outcomes of the additional work carried out on the Scottish Transport Appraisal Guidance (STAG) Part 2 assessment to consider a new four lane bridge at the Bridge of Dee. The work was instructed to be carried out by this Committee at its meeting on 24 January 2017. A discussion on the findings from the additional work is provided along with recommendations on how the study should progress.

2. RECOMMENDATION(S)

It is recommended that Committee:-

- a) Note the findings and outcomes of the Bridge of Dee Scottish Transport Appraisal Guidance (STAG) Part 2 – Concept 7A/7B four lane bridge assessment and approve the publication of a final version on the Council website; and
- b) Agree that the four lane bridge options 7A and 7B should not be progressed further given the negative traffic modelling outcomes and that these options should be removed from the future assessment process.

3. BACKGROUND/MAIN ISSUES

3.1 Introduction

3.1.1 The STAG Part 1 report identified several concepts to take forward for further assessment in the STAG Part 2 assessment. The STAG Part 2 assessed Concepts 6, 6B and 7 which are detailed in *The Bridge of Dee Study – STAG Report Volume 3 of 4: Part 2 Appraisal, Jacobs, January 2017.*

- 3.1.2 The STAG Part 2 appraisal was reported to this Committee on 24 January 2017, where the Committee resolved to instruct officers to work up proposals for a four lane bridge subject to it being included in the budget process. ACC instructed Jacobs and SYSTRA to undertake further traffic modelling with respect to modifications to Concept 7, the six lane adjacent bridge option.
- 3.1.3 Two variants to Concept 7 have been considered as part of this assessment, namely:
 - Concept 7A is essentially the same as Concept 7 but only allows for two lanes in each direction on the new crossing.
 - Concept 7B is the same as Concept 7A but returns the A90 / B9077 / Leggart Terrace junction back into gyratory formation.

A plan of Concept 7A can be found in Appendix 1.

3.1.4 A summary review of the traffic performance of the 2020 Opening Year and 2035 Design Year of Concept 7A and Concept 7B was carried out using the Paramics microsimulation traffic modelling software, to consider if either concept is worthwhile in taking forward for full STAG assessment.

3.2 Assessment

- 3.2.1 The option to be modified, Concept 7 is outlined in the *Bridge of Dee Pre Appraisal Traffic Modelling Report (SIAS Ref.74486, 11 May 2012.* A brief summary of Concept 7 includes a new dual three lane crossing (new bridge) adjacent to the existing bridge with the following junction improvements:
 - The A90 South Anderson Drive/A90 Stonehaven Road/Garthdee Road Roundabout is enlarged.
 - The A90 Stonehaven Road/B9077 Great Southern Road/B9077 Leggart Terrace Roundabout becomes a signalised junction.
 - There is a segregated left turn from the new bridge eastbound to Great Southern Road northbound. Traffic does not need to give way.
 - The B9077 Great Southern Road/ West Tullos Road/Provost Watt Drive Roundabout is re-configured.
 - The junction of the Leggart Terrace Link Road with A90 Stonehaven Road becomes a signalised junction.
- 3.2.2 Changes were applied to Option 7 as follows:

Concept 7A

Concept 7A is similar to Concept 7, but with the following changes:

- There is a reduction in the new bridge capacity to a dual two lane crossing.
 Southbound, both lanes can be used for right turning traffic, and the left lane is also for left turning traffic.
- Great Southern Road northbound is only two lanes.
- Traffic from the segregated left turn from the new bridge to Great Southern Road northbound must now give way.

Concept 7B

Concept 7B is a revision of Concept 7A. The following key change is made:

 A90 Stonehaven Road/B9077 Great Southern Road/B9077 Leggart Terrace junction returns to a gyratory format similar to the Reference Case, although with some minor amendments.

Appendix 1 contains a plan of Concept 7A.

3.3 Assessment Outcomes

3.3.1 Both Concept 7A and Concept 7B have been assessed at the 2020 Opening Year and 2035 Design Year using ASAM4 forecasts, consistent with the Concept 7 Assessment undertaken during STAG Part 1.

Average journey time results in minutes are shown in the following table:

Scenario	2020 AM	2020 PM	2035 AM	2035 PM
Existing Bridge	05:50	05:54	06:46	07:37
Concept 7	05:13	05:16	05:40	06:21
Concept 7A	07:55	12:58	08:34	17:47
Concept 7B	06:53	Fail	Fail	Fail

Where the results are recorded as 'FAIL' the model has gridlocked due to sever congestion and results cannot be obtained for the whole peak period.

- 3.3.2 From a review of the operational outputs from Concept 7A and Concept 7B in both 2020 Opening Year and 2035 Design Year, it is clear that both options generate significant levels of queuing and congestion on the network and perform significantly poorer than both the Reference Case and Concept 7 assessments.
- 3.3.3 The reduction in capacity on the Bridge of Dee to two lanes results in a significant capacity constraint, not only for assigning traffic through the junctions at either end of the Bridge, but also in terms of stacking space on the bridge. As such, queuing at each junction can become significant and ultimately block back through either junction, at times resulting in severe congestion.
- 3.3.5 Several sensitivity tests were undertaken with a view to improving operation of both Concepts 7A and 7B. Results indicate that none of the sensitivity tests resulted in improvements in operation.
- 3.3.6 The overall conclusion is that due to the significant capacity issues associated with a two lane bridge structure, Concept 7A and Concept 7B do not provide adequate levels of network performance. These options are, therefore, not considered viable as a means of providing additional capacity at the crossing.

4. FINANCIAL IMPLICATIONS

4.1 To date this project has been funded through a budget allocation from Nestrans, the Regional Transport Partnership and the Bus Lane Enforcement Fund.

4.2 Any future funding to progress the project would require to be identified at each stage but non housing capital funding will be necessary to fully fund the delivery. Developer funding would be sought as a means of contributing to delivery.

5. LEGAL IMPLICATIONS

5.1 None at this time although all options assessed will have property and environmental implications which will require legal input as part of the delivery of any approved option.

6. MANAGEMENT OF RISK

- 6.1 **Financial** There is no financial risks as a result of the recommendations of this report. However, there is a risk inherent in not progressing a key transport infrastructure improvement set out in the Strategic Infrastructure Plan which will deliver air quality, road safety and economic benefits for the city.
- 6.2 **Employee** There is a risk that there will be insufficient staff resources available to deliver the proposed infrastructure. This situation will be monitored and workloads of Officers will be managed to optimise resources to best meet future milestones/deadlines.
- 6.3 Customer/Citizens There are risks affecting customers, citizens and visitors alike relating to a transport network which does not reflect the changing needs of the economy, society and personal health and wellbeing and specifically in access requirements for the movement of people and goods to major city facilities within the city.
- 6.4 **Environmental** There are no environmental risks as a result of the recommendations of this report and further consideration to such risks will be addressed through the detailed design stage and will be reported in future reports to committee at each key stage.
- 6.5 **Legal** There are no legal risks as a result of the recommendations of this report, however, further consideration to any such future risks will be addressed through the future reports to committee.
- 6.6 **Technological** There are no technological risks as a result of the recommendations of this report, however, further consideration to any future risks will be addressed through the future reports to committee.
- 6.7 **Reputational** There is reputational risk to the City of not investing in transport infrastructure that caters for the needs of a high performing international city economy by providing roads with capacity to cope with the demands of a major city.

7. IMPACT SECTION

7.1 **Economy:**

Positive decision making informing the implementation of Bridge of Dee directly supports a range of policies and strategies that will benefit the economy including:

Aberdeen - the Smarter City vision:

- We will invest in the city where that investment demonstrates financial sustainability based on a clear return on investment
- We will encourage cycling and walking.
- We will provide and promote a sustainable transport system, which reduces our carbon emissions.

Local Outcome Improvement Plan:

The Local Outcome Improvement Plan (LOIP) 2016-26 for Community Planning in Aberdeen (CPA) recognises a commitment to investing in infrastructure that caters for the needs of a high performing international city economy by providing roads with capacity to cope with the demands of business along with extensive air and sea links. Delivery of improvements at Bridge of Dee will assist in the priority of improving access to a key facility within Aberdeen.

7.2 **People:**

A defined, fully resourced programme of delivery for transport schemes, which includes Bridge of Dee will assist in improving access to key economic facilities, enabling all people to share in the success that such facilities will provide to the City.

The contents of this report are likely to be of public and media interest as it relates to transport infrastructure at a key location to the south of the city and therefore would contribute to a significant improvement to the movement of people and goods for the City and Region. A Privacy Impact Statement is not required for this report.

An Equalities and Human Rights Impact Assessment (EHRIA) has not been undertaken on this report as the Local Transport strategy and Regional Transport Strategy from which the transport infrastructure scheme is an integral part has been subject to the appropriate assessments. Future Committee reports on the detailed design of any preferred option would be the subject of an EHRIA.

7.3 **Place**:

The contents of this report and the recommendations relate to the delivery of transport infrastructure improvements to the south of the city which is a key intervention that will assist in improving access to the City. All options assessed will likely have environmental implications which will require appropriate mitigation as part of the delivery of any preferred and approved option. Consideration will be given to environmental impact through the detailed design process.

7.4 **Technology:**

Any approved option will include consideration of the use of appropriate intelligent transport technology to assist the flow of traffic at this location, therefore enabling all people to share in the success that such an improvement will provide to the City.

8. BACKGROUND PAPERS

Report to Council – 24 January 2017 - Access from the South – Bridge of Dee Study – STAG Part 2 Appraisal – Link to Report: Item 37

Systra Report - Bridge of Dee - Concept 7A/7B Assessment

9. APPENDICES

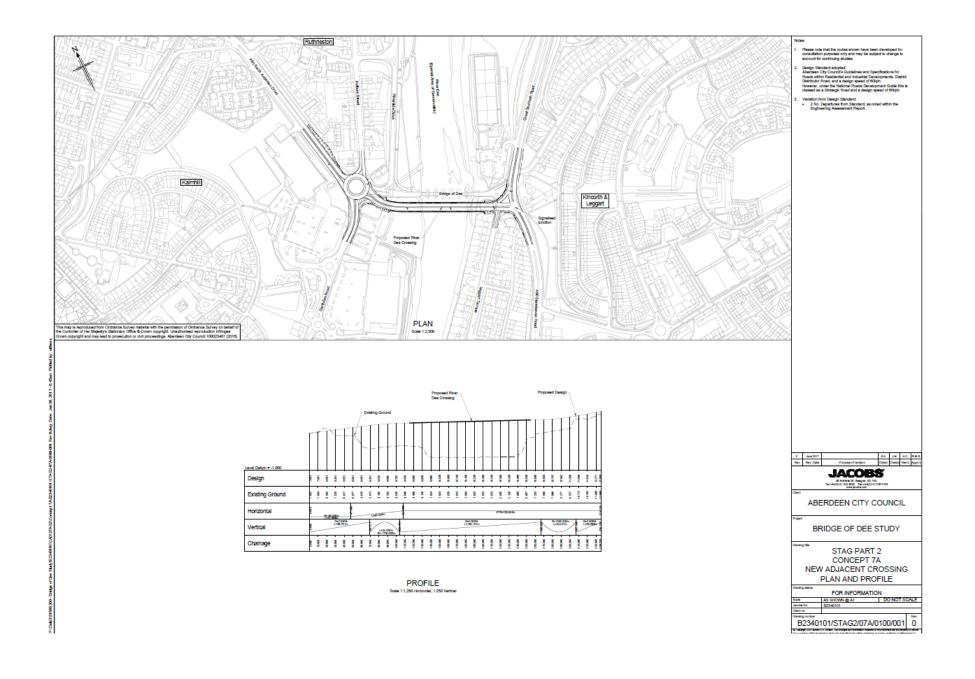
Appendix 1 – Concept 7A Plan

10. REPORT AUTHOR DETAILS

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Agenda Item 13.2

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16 January 2018

REPORT TITLE Fraserburgh, Peterhead and Ellon to Aberdeen

Strategic Transport Study Update

REPORT NUMBER CHI/17/298

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Ken Neil

1. PURPOSE OF REPORT:-

This report advises Members of the findings of the additional work to further develop the road and rail elements Fraserburgh & Peterhead and Ellon to Aberdeen Strategic Transport Study - Part 1 Appraisal. The Part 1 appraisal report has been developed by Nestrans with input from Aberdeen City Council, Aberdeenshire Council and Transport Scotland, and considers appropriate option packages for taking forward to a Part 2 Appraisal.

2. RECOMMENDATION(S)

It is recommended that Committee:-

- a) Note the contents of this report;
- Agree the findings of the additional work in support of the Fraserburgh
 Peterhead and Ellon to Aberdeen Strategic Transport Study Part 1
 Appraisal Report;
- c) Instruct the Head of Planning and Sustainable Development to respond to Nestrans advising that this Council agrees that the 'Road & Bus' option package is taken forward for a more detailed assessment in a STAG Part 2:
- d) Instruct the Head of Planning and Sustainable Development to respond to Nestrans advising that this Council agree that the 'Rail and Bus' option is taken forward as part of the wider regional rail considerations through the City Region Deal Strategic Transport Appraisal; and
- e) Instruct the Head of Planning and Sustainable Development to continue to update this Committee via the Service Update on this project as matters progress.

3. BACKGROUND/MAIN ISSUES

- 3.1 In 2015, Nestrans commissioned the Fraserburgh, Peterhead and Ellon to Aberdeen Strategic Transport Study to identify and examine options for improving transport connections between Fraserburgh, Peterhead, Ellon and Aberdeen, in accordance with STAG (Scottish Transport Appraisal Guidance) principles.
- 3.2 A STAG Part 1 report was submitted in March 2016, identifying and appraising a wide range of options including road, rail and bus opportunities to improve strategic travel options within the corridor. The report and supporting documents are available on the Nestrans website:

http://www.nestrans.org.uk/projects/studies/documents-studies/.

- 3.3 A report was presented to this Committee on 12 May 2016 summarising the STAG Part 1 Appraisal outcomes. Subsequent to this report, Nestrans commissioned further work to be undertaken to develop and refine the road and rail packages of potential measures to be taken forward for more detailed STAG Part 2 Appraisal. The additional appraisal work to further develop the STAG Part 1 appraisal is as follows:
 - 1) A feasibility study looking at the costs, benefits and likely patronage of a reopened rail service between, Dyce, Newmachar and Ellon; and
 - 2) A more detailed appraisal of prospective road upgrades on the A90(T) and A952, providing indicative schemes, costs and benefits.
- 3.4 These reports have now been received and the findings were presented to the Nestrans Board on 3 November 2017 and at a briefing for Local Councillors, MP's, MSP's and MEP's. At their formal meeting on 3 November 2017, the Nestrans Board agreed to seek the views of Aberdeen City Council and Aberdeenshire Council for consideration at a subsequent Nestrans Board meeting in February 2018.
- 3.5 The main findings of the reports are summarised below, with infographics outlining key points included as appendices to this report. Full reports and executive summaries are available from the Nestrans website:

http://www.nestrans.org.uk/projects/studies/documents-studies/.

Rail Study Outcomes Summary

- 3.6 Three options for an improved rail network were considered for further appraisals on connecting Aberdeen/Dyce to an Ellon town centre station, allowing future extensions north to remain possible, and based on the alignment of the existing Formartine and Buchan Way.
 - Option 1: Aberdeen/Dyce-Newmachar-Ellon Town Centre (hourly service with new stations at Newmachar and Ellon Town Centre);
 - Option 2: Aberdeen/Dyce-Newmachar- Ellon Town Centre (half-hourly service with new stations at Newmachar and Ellon Town Centre); and

- Option 3: Aberdeen/Dyce-Newmachar-Ellon Town Centre-Ellon Park and Ride (half-hourly service with new stations at Newmachar, Ellon Town Centre and Ellon Park and Ride).
- 3.7 In accordance with STAG, options were assessed against the study's Transport Planning Objectives (TPOs), the STAG criteria (Environment, Safety, Economy, Integration, and Accessibility and Social Inclusion), feasibility, affordability, and public acceptability.
- 3.8 All options were found to perform favourably against the TPOs. When assessed against the STAG criteria, all options are likely to:
 - 1) Have positive impacts on safety, integration and accessibility and social inclusion;
 - 2) Have negative environmental impacts resulting from construction activity and landscape impact, albeit there could be a reduction in emissions resulting from a transfer of trips from road to rail; and
 - 3) Perform poorly against the economic criteria with Benefit to Cost Ratios (BCRs) between 0.24 and 0.28.

Alterations to Existing Track within Aberdeen

- 3.9 While all options are considered operationally and technically feasible, each would present a number of challenges to overcome, particularly Options 2 and 3 which would require elimination of the single-track section north of Aberdeen, which is not included within the planned infrastructure enhancements between Aberdeen and Inverurie. All schemes are likely to have a high level of public acceptability.
- 3.10 The planned enhancement of the existing Aberdeen to Inverurie route leaves a short section of single line north of Aberdeen and beyond the Schoolhill and Hutcheon Street tunnels. This section will therefore limit capacity for trains running to Ellon while also maintaining the planned services on the existing network. The doubling of the tracks through these tunnels was the subject of previous feasibility considerations as part of the Aberdeen to Inverness Route Enhancement project. This found that in order to provide a double track alignment through these tunnels significant track lowers would be required. As well as the requirement for track lowers and / or installation of slab track and the associated construction issues and disruption to the existing railway network, the double tracking would also impact on existing drainage throughout the tunnels which would need to be relocated. Similarly, any existing cable routes through the tunnels would need to be relocated.
- 3.11 Any associated alterations to the platforms at Aberdeen were not considered as part of the Aberdeen to Inverness Route Enhancement project study. The outline operational feasibility assessment undertaken for this project has not identified a requirement for any platform changes at Aberdeen Station to accommodate the additional services considered in this study, although this should be subject to further detailed assessment as options are developed further.

- 3.12 It should also be noted that any alterations that increase capacity through the tunnels, and any associated capacity increases at Aberdeen Station, are likely to have benefits beyond the Aberdeen Dyce Ellon route and could unlock future capacity enhancements for other routes through Aberdeen. Nestrans Regional Transport Strategy sets out the aspirations for developing Aberdeen's rail network, with the potential for additional cross-city rail connections understood to be a potential consideration of the Aberdeen City Region City Deal proposals.
- 3.13 A possible alternative option for facilitating a half-hourly service to Ellon might be to provide a double track railway between Dyce and Newmachar. This has not been investigated as part of this study but may offer an alternative to redoubling the line through the tunnels north of Aberdeen. However, it should be noted that this option would restrict potential benefits to the Ellon services only and not provide potential wider benefits to all services north of Aberdeen.
- 3.14 In terms of affordability, each option would incur significant capital costs, ranging from £273 million for Option 1 to £381 million for Option 3. Furthermore, all options are anticipated to require significant operating subsidy as per the majority of local rail services.
- 3.15 Therefore, reinstatement of the railway line performs positively in transport appraisal terms. There is a strong case for the scheme when considering the TPOs, public acceptability, safety, integration and social inclusion. It would be technically feasible, albeit challenging to deliver. However, given the infrastructure investment required, there would be significant concerns over the value for money and affordability of each option, with capital costs likely to outweigh the benefits derived, and operating subsidies required from opening year.

Summary of the Road Study Outcomes

- 3.16 Key findings of the additional research are:
 - Flows between Ellon and Toll of Birness are in excess of those recommended for a single carriageway, therefore upgrading to a dual carriageway is justifiable;
 - 2) A high proportion of Heavy Goods Vehicles (HGVs) use the route which leads to a reduction in journey time reliability, and a lack of overtaking opportunities leading to driver frustration and potential accidents:
 - 3) Average speeds on the A90(T) and A952 are considerably lower than posted speed limits;
 - 4) Journey times north of Ellon on the A90(T) and A952 are forecast to increase, especially between Ellon and Toll of Birness, as the land allocations in the Aberdeenshire Local Development Plan (LDP) are built out; and
 - 5) Four sections of the strategic road network in the study area have a higher than expected proportion of fatal accidents.
- 3.17 The Option package subject to further Appraisal therefore encompassed:

- 1) Dualling of the A90(T) between Ellon and Toll of Birness;
- 2) Phased dualling of the A90(T) Ellon bypass;
- 3) Upgrade of Toll of Birness to a roundabout or grade-separated junction;
- 4) Upgrade of Cortes junction to a two-lane roundabout;
- 5) Improvements to the A90(T)/A948 and A90(T)/B9005 roundabouts; and
- 6) Overtaking lanes and safety improvements at key locations.

3.18 Traffic modelling suggests that:

- 1) The proposed interventions could provide benefits to journey times and queue lengths on the A90(T) and A952 in a 2023 scenario;
- 2) Predicted traffic growth will significantly increase queuing southbound on the A952 approach to the Toll of Birness without an intervention at this location. This is due to the increase in traffic on the A90(T) in both directions, not allowing for suitable gaps for A952 traffic to join the A90(T), potentially leading drivers to accept smaller and less safe gaps, which could result in more accidents;
- 3) Upgrading the Toll of Birness to a roundabout or grade separated junction will give large benefits to A952 southbound traffic in the AM and PM peak periods, reducing journey times in a 2023 demand scenario by approximately 25 minutes (AM) and 30 minutes (PM); and
- 4) Toll of Birness improvements may increase congestion for northbound traffic on the A90(T) Ellon bypass in the PM period, so work is required at the A90(T)/A948 roundabout.
- 3.19 The Appraisal concludes that the option package:
 - 1) Generally has positive or neutral impacts against the TPOs;
 - 2) Generally has positive impacts on the STAG criteria, other than environment, on which there is likely to be a minor negative impact resulting from construction impacts and land take, increased carbon emissions, noise and exposure to air pollutants, and potential adverse effects on the River Ythan Estuary should the A90(T) be upgraded to dual carriageway at this location;
 - 3) Is nevertheless likely to be feasible from an environmental regulatory perspective;
 - 4) Presents no major technical feasibility issues: and
 - 5) Is likely to have a high level of public acceptability.
- 3.20 An option package, representing the most economically viable set of interventions due to the journey time savings achievable at relatively low cost (£10 million to £15 million) under both low and high traffic growth scenarios could be presented as a first phase of improvements and could provide significant benefits, with a BCR ranging from 1.9 in a low growth scenario to 56.2 in a high growth scenario. In the short term, this would include:
 - A90(T)/A952 Toll of Birness roundabout;
 - 2) A90(T)/A952 Cortes roundabout;
 - 3) A90(T)/B9005 and A90(T)/A948 roundabout improvements;
 - 4) Overtaking sections on A90(T) and A952; and
 - 5) Safety improvements on A90(T) and A952.

These schemes will provide significant initial benefit to all road users and should be designed to tie in with future upgrades.

- 3.21 As further local growth and development is achieved and the LDP allocations built out, additional interventions may be necessary, namely dualling of the A90(T) from Ellon to Toll of Birness (in the medium term) and of the A90(T) Ellon bypass (longer term). The estimated cost of the entire option package is in the range of £35 million to £52 million, with the highest benefits derived if interventions are designed to have their construction order phased.
- 3.22 Evidence from, and outcomes of, these studies are feeding into the wider study of the region's future transport infrastructure requirements, the Strategic Transport Appraisal, currently being undertaken as part of the Aberdeen City Region Deal. In addition they will also form part of the input to the subsequent updates to the Regional and National Transport Strategies and an updated Strategic Transport Projects Review.

4. FINANCIAL IMPLICATIONS

- 4.1 The study to date has been funded by Nestrans and Transport Scotland and a budget for a STAG Part 2 Appraisal will be considered as part of future Nestrans programmes.
- 4.2 Any future financial implications for Aberdeen City Council will be included in future reports as new information becomes available.

5. LEGAL IMPLICATIONS

None at this time although all options assessed will likely have property and environmental implications which will require legal input as part of the delivery of any approved options.

6. MANAGEMENT OF RISK

- 6.1 **Financial** There is no financial risks as a result of the recommendations of this report. However, future funding beyond the Part 2 Appraisal stage is uncertain and consideration will have to be given to funding sources to continue beyond the appraisal stage to detailed design and delivery of any approved option.
- 6.2 **Employee** There are no employee risks as a result of the recommendations of this report, however, further consideration to any future risks will be addressed through the future reports to committee.
- 6.3 **Customer/Citizens** There are risks affecting customers, citizens and visitors alike relating to a transport network which does not reflect the changing needs of the economy, society and personal health and wellbeing and specifically in access requirements for the movement of people and goods around the region

- 6.4 **Environmental** There are no environmental risks as a result of the recommendations of this report and further consideration to such risks will be addressed as part of future project stages and will be reported in future reports to committee at each key stage.
- 6.5 **Legal** There are no legal risks as a result of the recommendations of this report, however, further consideration to any such future risks will be addressed through the future reports to committee.
- 6.6 **Technological** There are no technological risks as a result of the recommendations of this report, however, further consideration to any future risks will be addressed through the future reports to committee.
- 6.7 **Reputational** There is reputational risk to the Region of not investing in transport infrastructure that caters for the needs of a high performing international economy by providing transport facilities which allow the efficient movement of people and goods around the region.

7. IMPACT SECTION

7.1 **Economy**:

Positive decision making informing the corridor directly supports a range of policies and strategies that will benefit the economy including:

Aberdeen – the Smarter City vision:

• We will provide and promote a sustainable transport system, which reduces our carbon emissions.

Local Outcome Improvement Plan:

The Local Outcome Improvement Plan (LOIP) 2016-26 for Community Planning in Aberdeen (CPA) recognises a commitment to investing in infrastructure that caters for the needs of a high performing international city economy by providing roads with capacity to cope with the demands of business along with extensive air and sea links. Delivery of improvements on the A90(T) and A952 to the north of Aberdeen will assist in the priority of improving access to Aberdeen from the north.

7.2 **People**:

A defined, fully resourced programme of delivery for transport schemes, which includes improvements to the A90(T) and A952 to the north of Aberdeen, will assist in improving access to key economic facilities, enabling all people to share in the success that such facilities will provide to the Region

The contents of this report are likely to be of public and media interest as it relates to transport infrastructure at a key locations to the north of the city and therefore would contribute to a significant improvement to the movement of

people and goods for the City and Region. A Privacy Impact Statement is not required for this report.

An Equalities and Human Rights Impact Assessment (EHRIA) has not been undertaken on this report as the Regional Transport Strategy from which the transport infrastructure scheme is an integral part has been subject to the appropriate assessments. Future Committee reports on the detailed design of any preferred option would be the subject of an EHRIA.

7.3 **Place**:

The contents of this report and the recommendations relate to the delivery of transport infrastructure improvements which will assist in improving access to the City from the wider region to the north. All options assessed will likely have environmental implications which will require appropriate mitigation as part of the delivery of any preferred and approved option. Consideration will be given to environmental impact as part of the ongoing appraisal process.

7.4 Technology:

The continuing assessment will include consideration of the use of appropriate technology to assist the flow of traffic along this corridor.

8. BACKGROUND PAPERS

Report to Council – 17 May 2016 - Fraserburgh & Peterhead to Aberdeen Strategic Transport Study

77316 Fraserburgh & Peterhead to Aberdeen Strategic Transport Study Pre-Appraisal Report

77527 Fraserburgh & Peterhead to Aberdeen Strategic Transport Study - Part 1 Appraisal Report

77527 Fraserburgh & Peterhead to Aberdeen Strategic Transport Study - Part 1 Appraisal Report – Appendix

9. APPENDICES

Appendix 1 – Road Summary Infographic

Appendix 2 – Rail Summary Infographic

10. REPORT AUTHOR DETAILS

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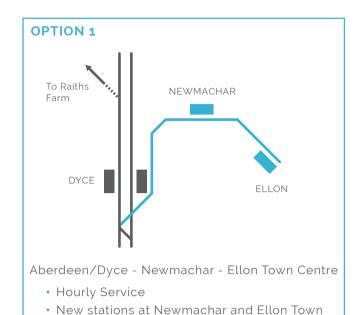
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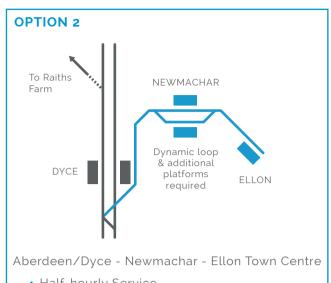
Eric Owens Head of planning and Sustainable Development (Interim) eowens@aberdeencity.gov.uk 01224 523133 This page is intentionally left blank

FPASTS ELLON RAIL STUDY

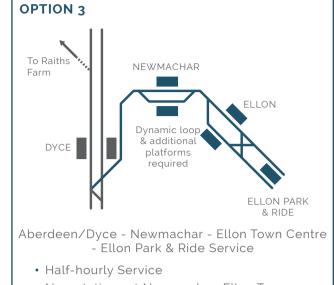
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OPTIONS ASSESSED





- Half-hourly Service
- New stations at Newmachar and Ellon Town Centre (old station site)



• New stations at Newmachar, Ellon Town Centre (old station site) and Ellon Park & Ride

INFRASTRUCTURE ELEMENTS

Centre (old station site)

DISTINGUISHING INFRASTRUCTURE ELEMENTS	OPTION 1	OPTION 2	OPTION 3
Doubling of track north of Aberdeen Station		•	•
Re-modelling of Dyce station to provide new junction		•	
Single platform station at Newmachar			
Twin platform station at Newmachar		•	
Revised alignment to remove s-curves at Newmachar		•	
Dynamic loop at Newmachar		•	
Single platform station at Ellon		•	
Twin platform station at Ellon with double track approach			•
Double track extension on new alignment between			•

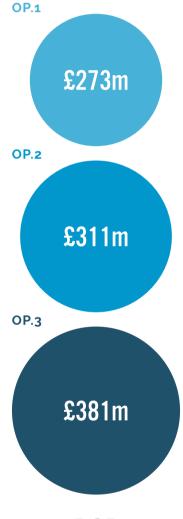
DEMAND & REVENUE FORECASTS

Ellon and new Ellon P&R station (island platform)

OPTIO	NS YE					RAIL MODE SHARE
1	20	21 743	}	229,100	0.85	2.4%
	200	36 1,30	08	403,200	1.73	4.3%
2	20	21 973	3	299,800	1.16	3.2%
	200	36 1,73	12	527,900	2.35	5.6%
3	20	21 1,0:	11 ;	311,800	1.27	3.3%
3	200	36 1,7	70 !	545,700	2.55	5.8%

*2017 Prices

COSTS



BCR

0.24

0.28

0.24

APPRAISAL FINDINGS

- · Strong performance against transport planning objectives
- Key issues around value for money and affordability
- All options deliver 'poor value for money' with costs outweighing benefits

BENCHMARKING

Demand Forecasts benchmark well against stations which share geographical and demographic charactersistic

STATION	STATUS	POPULATION (CENSUS 2011)	DISTANCE TO ABERDEEN (MILES)	TRAINS PER HOUR (APPROX.)	PATRONAGE NUMBERS (ACTUAL & FORECAST)
Stonehaven	Existing	11,431	16	1-2 (3 during peaks)	535,698 (ORR, 2015/16)
Inverurie	Existing	12,654	17	1 (2 during peaks)	533.972 (ORR, 2015/16)
Laurencekirk	Existing	2,925	30	circa 1 (more during peaks)	104,488 (ORR, 2015/16)
Ellon	Appraisal	10,268	17	1 to 2	320,000-440,000 (2021)
Newmachar	Appraisal	2,460	11	1 to 2	80,000-110,000 (2021)



FRASERBURGH AND PETERHEAD TO ABERDEEN STRATEGIC TRANSPORT STUDY: STAG PART 1 PLUS STUDY

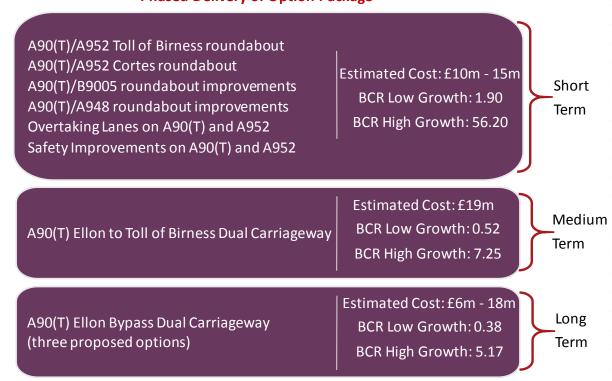
The purpose of this study is to *identify and examine the options for improving strategic transport connections between Fraserburgh, Peterhead, and Aberdeen including incorporating the Energetica Corridor*.

The STAG Part 1 Plus Study presents a range of road based measures to be delivered as a part of an Option Package to address the study aims.

The study has concluded that a comprehensive package of road based interventions will provide the highest benefit if they are designed to have their construction order phased. The Option Package has been designed such that:

- low cost and low complexity schemes will provide significant initial benefit to all road users in the area
- the short term measures are targeted and will significantly improve journey times and road safety
- as local growth and development is achieved, further interventions can be introduced to accommodate any increase in traffic using the key strategic routes of the A90(T) and the A952
- all shorter term schemes are designed to tie in with any future upgrades

Phased Delivery of Option Package



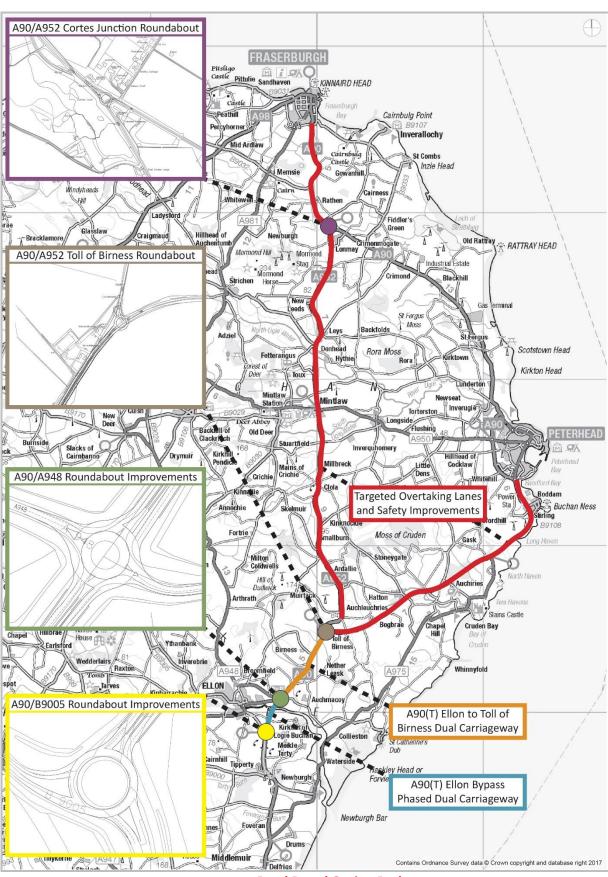
Total Estimated Cost of Option Package: £35m - £52m

 $[\]hbox{* Provision of Cortes roundabout, overtaking lanes or safety improvements not included in BCR calculation.}$





FRASERBURGH AND PETERHEAD TO ABERDEEN STRATEGIC TRANSPORT STUDY: STAG PART 1 PLUS STUDY



Road Based Option Package





Agenda Item 13.3

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16 January 2018

REPORT TITLE AWPR Non- Motorised Users Off-set mitigation

REPORT NUMBER CHI/17/305

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Karen van Eeden

1. PURPOSE OF REPORT:-

1.1 The purpose of this report is to inform Members of changes to the Aberdeen Western Peripheral Route (AWPR) Non-motorised users (NMU) offset mitigation relating to core paths and to seek approval of the revised projects.

2. RECOMMENDATION(S)

It is recommended that Committee:-

- (a) Note the allocation of £237,575 from Transport Scotland, via the Aberdeen Western Peripheral Route (AWPR) Managing Agent, for AWPR off-set mitigation on the revised projects (see 3.3 below);
- (b) Approve the alternative route for the path for Bucksburn-Brimmond as detailed in 3.6 below;
- (c) Approve that money be re-allocated to an additional section of Bucksburn Valley (Core Path 42) Boardwalk given that the Standing Stones and Peterculter to Milltimber projects are no longer required through AWPR offset mitigation (see 3.8 below); and
- (d) Authorise the Head of Commercial and Procurement Services in consultation with the Interim Head of Planning and Sustainable Development to procure and deliver the AWPR offset mitigation for core paths as listed in the main body of the report in accordance with grant conditions and the Council's own procurement procedures.

3. BACKGROUND/MAIN ISSUES

3.1 The AWPR will cross numerous established public access routes (minor roads, paths, rights of way, etc.) used by non-motorised users (NMUs). Offset

Mitigation projects have therefore been identified to provide safe access to pedestrians and cyclists around the proposed route corridor and to address issues of NMU fragmentation.

- 3.2 A Committee Report titled External Funding for Transportation Projects (CHI/15/143) was submitted to the Communities, Housing and Infrastructure Committee on the 19th May 2015 detailing all the proposed path projects. The Committee resolved to approve the recommendations. This lead to the signing of the AWPR Service Level Agreement (SLA) which detailed the funding allocated to the Council and the criteria for spend.
- 3.3 Four core paths were identified and agreed under the AWPR SLA as meeting the criteria for funding. Some of these paths projects have since proved to be unfeasible/ unnecessary. Alternative project options which meet the AWPR SLA funding criteria have now been developed. An outline of the projects is provided in the table below:

Project title	Project status
Peterculter – Milltimber	No longer required through AWPR
	offsite mitigation – connection now a
	condition of private development
Standing Stones	No longer required through AWPR
	offsite mitigation – connection made
	by AWPR infrastructure
Bucksburn Valley (Core Path 42)–	Project unchanged – approval
	already in place
Bucksburn - Brimmond	Revised to 'Newhills Church' project – approval required
Pucksburn Valloy (Coro Dath 42)	New project - approval required
Bucksburn Valley (Core Path 42) Boardwalk	New project - approvar required

Further information on each are provided below.

3.4 <u>Peterculter – Milltimber</u>

In January 2017 the new Local Development Plan was adopted and two new opportunity sites for housing (OP112 and OP113) were included in the area of the proposed path. As the aspirational core path runs through the site, the Council is working towards this path being constructed by the developer. No other missing links were identified in this locality so it is proposed to reallocate the funding to another project.

3.5 Standing Stones

This path originally was to act as a recreational route between the Industrial estate in Dyce and Kirkhill forest. The path was to follow field boundaries to a bridge crossing which linked into the forest. Two bridges are located in fairly close proximity to each other in this location – one is for local access and the other is a new wildlife bridge. It has now become possible to achieve a fairly direct route to the forest via the local access bridge making it unnecessary for a new route to be created.

3.6 Bucksburn-Brimmond

The original project proposal for this area was for a path that linked Bucksburn and Brimmond Hill. The path was to follow existing farm tracks and then a new section of path would have been created along the side of the burn which would lead to a farm bridge crossing and onto Brimmond Hill. After further discussions with the landowner, it became clear that this would no longer be a suitable location for the path due to current land management practices.

An alternative route for the path (see Appendix 1 for location plan) has been identified which is approx. 300m further north than this route and forms part of Aspirational Core Path 2. This path is in Council ownership and runs from the Newhills Parish Church to the graveyard.

3.7 Bucksburn Valley (CP42)

This project remains the same as previously approved (see Appendix 1 for location plan). The majority of this path is on Council owned land. The remaining section is owned by a private developer and a 'Path Agreement' between the Council and the landowner is currently being drafted it is envisaged that this agreement will be signed in January 2018.

3.8 With the removal of the Standing Stones and Peterculter to Milltimber project, it is proposed that the money be re-allocated to an additional section of Bucksburn Valley -Core Path 42 Boardwalk (see Appendix 1 for location plan) to replace and extend the existing boardwalk which is currently in a poor condition and beginning to rot. This area is waterlogged and runs parallel to a burn. The boardwalk would be extended to improve access along this popular path. This path (along with the proposed Newhill Church path) fulfils the funding criteria by providing safe, off-road paths for different users, linking communities in Kingswells, Bucksburn and Northfield and recreational areas such as the Bucksburn Valley and Brimmond Hill. This path is on council owned land.

4. FINANCIAL IMPLICATIONS

- 4.1 The proposed projects have changed since the original Service Level Agreement and AWPR agents have confirmed that the new path proposals meet the necessary funding criteria. The cost estimate and fees for the new path projects is currently estimated at £325,623, which will be funded from the £237,575 AWPR offset mitigation money and developer contributions for core paths. There is therefore no cost to the council for the delivery of these core path projects.
- 4.2 The three path projects will be put out to tender as one package to make the work as cost effective as possible. The cost estimate is based from the detailed design drawings and combined Bill of Quantities.

5. LEGAL IMPLICATIONS

- 5.1 If the above projects are progressed this will result in the Council entering into procurement processes. These will adhere to the Council's Procurement Regulations and will be published on Public Contracts Scotland to reduce any legal risk.
- 5.2 The Council (Transportation Strategy and Programmes Team) has already entered into a Service Level Agreement with AWPR/B-T Managing Agent for delivery of NMU projects. The Agreement states that the grant is to be used wholly and exclusively for the approved projects that meet the AWPR NMU criteria. These recommended project changes have been communicated to and agreed in writing with the AWPR Managing Agents.
- 5.3 If the recommendations of this report are not approved the Council risk's losing access to this funding. Identifying and delivering alternative NMU mitigation projects that meet the funding criteria and in the required timescales would be very difficult.
- 5.4 The Council owns and manages the paths at Newhills Church and Bucksburn Valley core path 42. Only a very small section of one path is owned by a private developer and a Path Agreement is currently being drafted. This path will only be constructed after the Agreement is signed.

6. MANAGEMENT OF RISK

6.1 It is anticipated that the risk level for delivering the elements outlined within this report will be low:

• Financial – low risk

Should responses to the tenders come back higher than the funding available the projects will either need to be redesigned to reduce the overall cost or one of the projects will be removed and new approvals sought from the AWPR Agents.

It is unlikely there are any other projects that suit the funding criteria. Therefore if these projects are not agreed, the funding may be re-allocated by the AWPR Agents to other purposes.

• Employee - low risk

There should be no employee risk to the Council from progressing the projects above.

Customer/ citizen – low risk

There should be no customer/ citizen risk to the Council from delivering the projects identified above. Delivery of safe and coherent infrastructure should improve safety and reduce the risk of accidents.

The risks of non-delivery would be the loss of access along popular paths, preventing links to other communities and adverse impacts in terms of health and wellbeing.

Environmental – low risk

There should be no environmental risk to the Council from progressing the projects above. These paths already exist on the ground and are being upgraded. Works will be undertaken before the bird breeding season to reduce any impacts.

Technological – low risk

There should be no technological risk to the Council from progressing the projects above.

Legal – low risk

Legal implications/ risks are outline in section 5 above.

Reputational - medium

There should be no reputational risk to the Council from securing external funding for delivering the projects identified above.

If no core path projects were delivered using the funding then the Council may be criticised for not taking the opportunity to improve infrastructure with money already allocated.

7. IMPACT SECTION

7.1 **Economy**

The recommendations of this report may have a minor positive effect on the economy due to improved pedestrian/ cycle infrastructure to support recreation, tourism and safeguarding routes for future generations.

7.2 People

The recommendations of this report will have positive effects on people by safeguarding access and improving health and wellbeing due to improved infrastructure in countryside recreation areas. The recommendations of this report will have no significant impacts on groups of people with protected characteristics out with the impacts already identified.

7.3 Place

The recommendations of this report will have a positive effect due to the better linkages that these projects will provide. There will be no significant negative effects on the environment by the implementation of the recommendations of this report.

7.4 **Technology**

The recommendations of this report will have no effect on technology.

8. BACKGROUND PAPERS

8.1 Communities, Housing and Infrastructure Committee – 19th May 2015 – External Funding for Transportation Projects – CHI / 15 / 143

9. APPENDICES

9.1 Appendix 1 – Path locations

10. REPORT AUTHOR DETAILS

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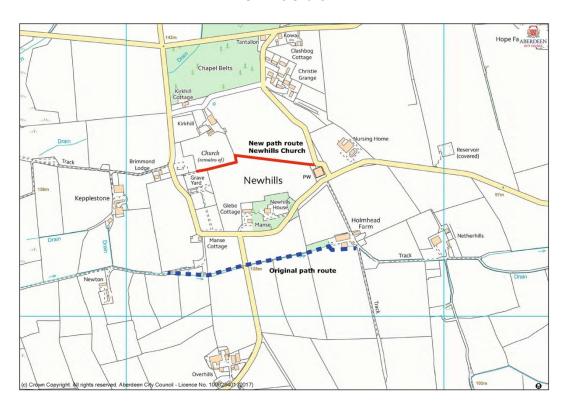
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01224 523133

Title of report : AWPR Non-Motorised Users Off-set mitigation

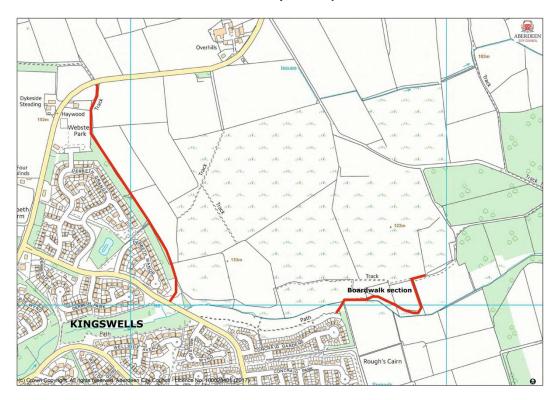
APPENDIX 1

Path Locations

Newhills Church



Bucksburn Valley – Core path 42



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Agenda Item 13.4

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16 January 2018

REPORT TITLE Craigshaw Drive - Cycle Lanes

REPORT NUMBER CHI/17/284

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Kevin Pert

1. PURPOSE OF REPORT:-

The purpose of this report is to advise members of an option appraisal being undertaken to inform cycle improvements on Craigshaw Drive and to seek approval to continue to develop a detailed design for further consideration.

2. RECOMMENDATION(S)

It is recommended that Committee:

- (a) Notes the option development and appraisal process carried out to date;
- (b) Agrees the outline design which has emerged from this process, indicated in Appendix 7; and
- (c) Instructs the Head of Planning and Sustainable Development to continue with the detailed design and report back to this, or replacement, Committee with the detailed design, cost estimates and possible funding sources for future implementation in 2018/2019.

3. BACKGROUND/MAIN ISSUES

Background

- 3.1 Aberdeen City Council is currently undertaking a Scottish Transport Appraisal Guidance (STAG) assessment of the Wellington Road (A956) corridor to identify options for improving conditions for all modes of transport along this strategic corridor. A particular emphasis has been put on prioritising sustainable modes of transport and freight movements.
- 3.2 A cycle route along Craigshaw Drive is highlighted as an option within the Wellington Road Pre-Appraisal Study to develop missing links in cycle provision and increase the attractiveness and overall safety of cycling in this area. The cycle provision previously identified comprised a shared use

footway that would create an off-road cycle link between the Shell path at Abbotswell Road and Craigshaw Drive's junction with Wellington Road (as shown in Appendix 1 location plan).

3.3 Previously in 2016 Aberdeen City Council made an application for funding from Nestrans and Sustrans to undertake a detailed design and implement a shared use cycle route on the eastern/northern footway of Craigshaw Drive. This design did not meet the expectations of the existing users and officers ran an informal workshop with stakeholders to determine the existing usage problems and outline the design criteria with a view to exploring additional layouts.

Main Issues

- 3.4 The workshop was organised by officers along with Sustrans, Nestrans and the Shell BUG group. The discussion firstly covered the problems, requests and comments from the previously proposed route and secondly, the restraints within which any subsequent design would be subject to. Discussion was generated to effect a range of suggestions, comments and potential solutions.
- 3.5 Various options were developed ranging from a 'do nothing' situation to an 'all inclusive' version with the pros and cons of each option detailed. The majority of the options required the carriageway on Craigshaw Drive to be clear of parked vehicles in order to enable cycle lane/s to be introduced. These options were then appraised and scored by officers, Sustrans and Nestrans in accordance with recognised cycle design criteria. The emerging preferred options were those which achieved the highest scores ie best met the set criteria. The appraisal results are shown in Appendix 2
- 3.6 Aberdeen Cycle Forum and the Shell BUG group have subsequently been approached for their views/comments on these proposals. Also the local members for the Kincorth/Nigg/Cove Ward and the Community Councils for Kincorth and Leggart, Torry, Nigg and Cove and Altens, have been contacted with the proposals and the comments from all these consultees have been detailed in Appendix 3.
- 3.7 A number of site surveys has also been carried out over the route. The results from cycle counts can be found in Appendix 4, those from a vehicular parking survey can be found in Appendix 5, and results from a letter drop to the local businesses in close proximity to the proposal can be found in Appendix 6.
- 3.8 Members should also note that, within the four-year Civitas Portis project and their specific work packages, a brief has been written and approved for the appointment of consultants to consider the Altens, North Dee and South Dee areas with respect to travel plans within the business community. The consultant appointment is due to be made early in 2018 with work starting shortly afterwards.
- 3.9 Once completed it is anticipated that people in employment and training within these areas will be better informed as to the alternatives to single occupancy car journeys for commuting to and from work. It is hoped that a reduction of

car parking spaces will result, both on-street and within business premises, reducing the impact of the parking/loading restrictions being progressed as a part of the cycle lanes project, if approved. Reduced parking within business premises may also allow these businesses to conduct their activities within their own grounds rather than from the surrounding streets.

- 3.10 The construction of this cycling facility on Craigshaw Drive, should also encourage a proportion of these commuters to make the shift to more active forms of travel for all, some or part of their journeys to and from work or college.
- 3.11 Similar travel planning work is currently being carried out in the industrial estates of Westhill, Aberdeenshire. They are faced with greater commuting distances and a more limited choice of public transport resulting in more challenging initiatives for changes towards sustainable travel. However, within the region there is significant work on-going to make it easier for commuters to make more sustainable choices to their daily travels through a strategic network of active travel routes and the Craigshaw Drive cycle lanes are an important link within this network.

4. FINANCIAL IMPLICATIONS

- 4.1 Funding for the feasibility and design process is already in place as specified in Para 3.3. The cost of the detailed design and construction of this project is anticipated to be met from future external, matched funding from both Nestrans and Sustrans through the 2018/2019 and 2019/2020 budget applications. These applications still have to be submitted and confirmed, and would be subject to all the necessary permissions being in place. Committee approval will be sought at the appropriate time to spend funds allocated to this project.
- 4.2 Funding is not dependent on European funding streams and so Brexit should not affect the funding applications.
- 4.3 There are no financial risks from implementing or from not implementing these measures.
- 4.4 Maintenance of the cycle lanes will be met using existing personnel and funded from existing budgets and the winter maintenance will be in line with the Winter Plan for 2018/19

5. LEGAL IMPLICATIONS

5.1 The requirement to introduce waiting/loading restrictions and footway redetermination on Craigshaw Drive and Abbotswell Road will require Traffic Regulation Orders to be promoted. This process is subject to consultation with statutory consultees such as the emergency services, community councils and transportation stakeholders and also with the general public. It is anticipated that these Traffic Regulation Orders will be promoted during 2018/2019.

5.2 There are no other direct legal implications arising from the recommendations of this report.

6. MANAGEMENT OF RISK

- 6.1 **Financial** There is a risk that funding, yet to be sought from Nestrans and Sustrans, will not be forthcoming within the next round of funding applications for 2018/2019 or 2019/2020. However, both Nestrans and Sustrans were party to the selection process and so the risk that this project will not be supported financially is relatively small. The timing of the construction can be scheduled to reflect the availability of funding.
- 6.2 Should, however, these funding sources not be successful the project will be prioritised with other similar projects until such time as other funding becomes available.
- 6.3 **Employee** this project is currently identified in the 2018/19 service plans and so there should be no additional resource risk.
- 6.4 **Customer / citizen** from the previous consultation with the Aberdeen Cycle Forum and the Shell BUG group there has been clear support for an improved facility. However the final design has to be a facility that is acceptable to the existing cyclists with retained/improved journey times and with increased safety for all cyclists, including the minimum criteria which is a cycle facility acceptable for an unaccompanied 12 year old to use.
- 6.5 The introduction of waiting and loading restrictions along this street may have a negative impact on the surrounding local businesses with respect to staff and customer parking although most premises already have a degree of off-street parking.
- 6.6 Improvements to facilities for walking and cycling, which encourage more people to walk and cycle more in their every day lives, will have a positive health and wellbeing outcome.
- 6.7 Environmental in upgrading the Abbotswell Road/Craigshaw Drive junction to a signalled junction, should this be the preferred layout, there will be a requirement to remove a number of established trees that lie between Abbotswell Road and the open space where the current Shell path is situated. These trees are not under a Tree Preservation Order and it is proposed that, if required, an appropriate number of replacement trees will be planted in consultation with the arborculture officer. Other layout options would not require tree removal, however the detailed design process will determine the appropriate junction layout.
- 6.9 An increase in the numbers of commuters choosing to cycle/walk rather than drive will reduce harmful vehicle emissions in the area.
- 6.10 **Technological** depending on the outcome of the detailed design at the Abbotswell Road junction there could be traffic signals giving priority to

cyclist/pedestrian movements - the first of its kind in Aberdeen. However, this is dependant on the detailed design and whether such a facilty would create road safety issues on the approach roads.

- 6.11 **Legal** there is a risk that if there are objections to the traffic regulation order then these objections could be upheld at a future Committee meeting. The scheme would then be unable to be delivered in its current format. Enhanced communication with stakeholders in the vicinity has been undertaken to inform them of the proposals and reduce the risk of future objections.
- 6.12 **Reputational** there is an expectation that high quality cycle provision will be delivered along this street as this route boasts one of the highest commuter cycling numbers in the City. A high number of pedestrians also use this road to access the training establishment situated on Craigshaw Drive.
- 6.13 If a scheme cannot be delivered then this may result in negative coverage, from Aberdeen Cycle Forum in particular, who is one of our existing statutory consultees for all transport related schemes.

7. IMPACT SECTION

Economy

7.1 The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen, and the relevant Regional Economic Strategy embraces this in the vision for 'A 20 year vision for the well-being of the place and our people'. As the programme of walking and cycling improvements has been developed to support the Local Transport Strategy (LTS), it will also aid economic development. The current vision for the Aberdeen City LTS is:

"A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment."

7.3 The Strategy includes the following objectives:

Objectives:

- To increase the number of people walking, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits it can bring to our citizens.
- To foster a cycling culture in Aberdeen by improving conditions for cycling in Aberdeen so that cycling becomes an everyday, safe mode of transport for all.
- To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users.
- 7.4 The construction of a high quality route running from the existing 'Shell' path and through the Altens Industrial Estates and connecting to the residential areas in Cove, will provide an active travel corridor from the City centre to the

south. This infrastructure will directly support the updated Regional Active Travel Action Plan and will benefit the economy through:

- improved productivity of the workforce,
- reduced congestion and
- more efficient and effective use of land and transport networks.

We will improve deployment of low carbon transport in the city and urban areas through active travel networks

7.5 The Torry Locality Plan recognises that there is already a "higher proportion of residents from Torry travel actively...... than the rest of Aberdeen" but also that "there are high levels of traffic that impacts on air quality especially on Wellington Road".

The addition of another link to an existing high quality strategic active travel route connecting the south side of the City Centre to the Wellington Road area with the Industrial Estates either side of it, has a positive impact on peoples accessibility to places of employment.

People

- 7.5 The continued introduction and maintenance of safe walking and cycling routes, measures delivering air quality improvements and other sustainable transport initiatives are recognised at all levels of government as a positive contributory factor in the health of everyone in the community and research also suggests that building in daily exercise such as walking or cycling to school, work etc. is one of the best ways to achieve the recommended levels of exercise to keep us active and healthy for longer.
- 7.6 Currently, existing cyclists report a busy stressful commute at the point where the Shell Path finishes and along Craigshaw Drive. This section of cycle infrastructure will extend an existing active travel route and will connect the City Centre to the south of the City and its Industrial Estates This will allow those working to the south of the City the option of commuting actively, by cycling or walking, over a safe network of paths and lanes to, and from, their place of work. This sits comfortably with people choosing and participating in healthy lifestyle options whilst creating benefit to the local air quality.

Place

- 7.7 The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit and operating to the highest environmental standards.
- 7.8 Effecting modal shift from cars to more active forms of commuting through cohesive and safe cycling infrastructure will result in less harmful exhaust emissions and will contribute to improving the air quality in the City.

7.9 There are two fast food 'burger vans' operating from Craigshaw Drive and the requirement to introduce waiting and loading restrictions on the street will necessitate these businesses to relocate – possibly to surrounding streets.

Technology

7.10 No significant impact on technology

8. BACKGROUND PAPERS

Wellington Road Corridor

http://www.nestrans.org.uk/wp-content/uploads/2017/02/2015 01 21 WR Multimodal Corridor Study Final Report.pdf

Aberdeen Active Travel Action Plan

https://www.aberdeencity.gov.uk/sites/aberdeencms/files/Aberdeen%20Active%20Travel%20Action%20Plan.pdf

9. APPENDICES

- Appendix 1 Location Plan
- Appendix 2 Appraisal results
- Appendix 3 BUG, ACF, Comm. Council and local Members response table
- Appendix 4 Cyclist numbers on Craigshaw Drive
- Appendix 5 Vehicle parking survey results
- Appendix 6 Local business responses
- Appendix 7 Outline design

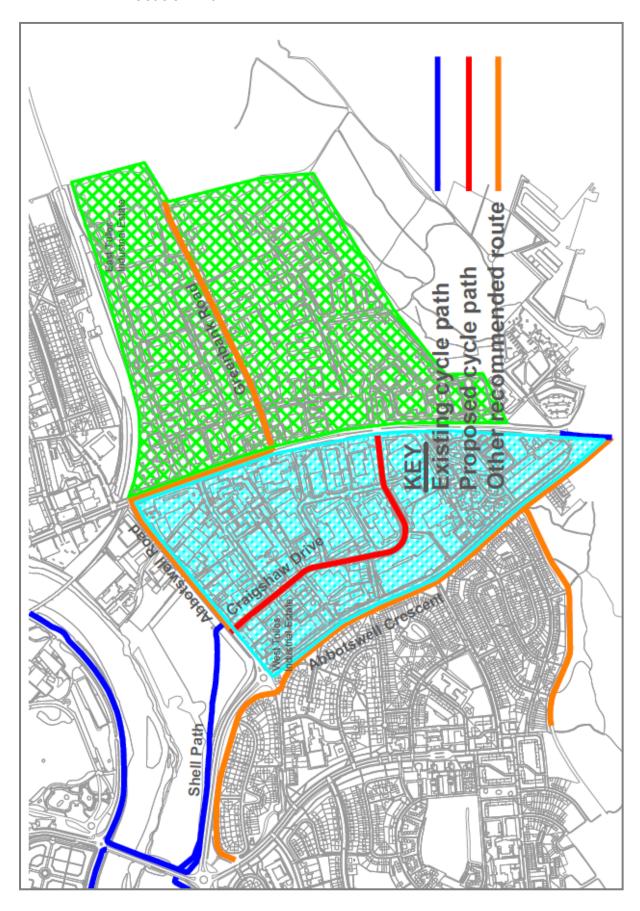
10. REPORT AUTHOR DETAILS

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APPENDIX 1- Location Plan



APPENDIX 2 – Option Appraisal Results

Craigshaw Drive - Options Appraisal

Brief summary of the options appraised below:

- Option 1 Do nothing
- Option 2 Advisory cycle lane on both sides (Intermittent white lines)
- Option 3 Shared-use path on existing footway (either side) previously consulted upon with cycle groups
- Option 4.1 Segregated with-flow cycle lane on east/north side only
- Option 4.2 Segregated with-flow cycle lane on west/south side only
- Option 5.1 With-flow cycle lanes on both sides with light segregation
- **Option 5.2** With-flow cycle lanes on both sides with hard segregation (0.5m strip)
- Option 6.1 Segregated two-way cycle lane on the east/north side only (0.5m strip)
- **Option 6.2** Segregated two-way cycle lane on the west/south side only (0.5m strip)
- Option 7.1 Craigshaw Drive one-way southbound with segregated two way cycle lane on east/north side
- **Option 7.2** Craigshaw Drive one-way northbound with segregated two way cycle lane on east/north side
- Option 8.1 Craigshaw Drive one-way northbound with segregated two way cycle lane on west/south side
- Option 8.2 Craigshaw Drive one-way southbound with segregated two way cycle lane on west/south side

Team Attending	Opt 1	Opt 2	Opt 3	Opt 4.1	Opt 4.2	Opt 5.1	Opt 5.2	Opt 6.1	Opt 6.2	Opt 7.1	Opt 7.2	Opt 8.1	Opt 8.2
1	0	-4	8	10	10	9	11	7	7	3	3	3	3
2	0	-3	-5	4	0	7	8	4	4	2	2	2	2
3	0	6	4	1	-1	12	13	6	6	6	6	6	6
4	0	6	5	0	0	15	17	6	5	2	1	2	1
5	0	1	-1	6	5	8	7	5	5	1	1	1	1
Total	0	6	11	21	14	51	56	28	27	14	13	14	13

APPENDIX 3 – Stakeholder comments

Stakeholder	Comments	
Shell Bike User Group (BUG)	 Shell BUG welcomed ACC's commitment to providing more facilities for cyclists and the improvement in the design Parking removal was seen as one of the positive elements of the design but they were concerned about the enforcement of any restrictions Positive comments received over a leader lane to the Advanced Stop Line (ASL) at Wellington Road but concerns over vehicles sitting over the leader lane and blocking cyclists' access Concern over left turning vehicles from Abbotswell Road cutting the corner Also concern that a crossing on Abbotswell Road to the west of Craigshaw Drive may not be safe with drivers speeding off after being stopped Suggested that there may be better sites to spend external funding than Craigshaw Drive At the corner adjacent to the council depot they would like to see a centreline re-instated and also speed humps as a speed calming measure They noted that existing dropped kerb at the Shell Path requires extending to make access easier and safer 	
Aberdeen Cycle Forum (ACF)	No comments to date	
Community Councils (CC)	No comments to date	
Local Councillors	No comments to date	

APPENDIX 4 – Cycle count results

	DRIVE SURVEY 01/11/2		Cualas	Pedestrians
Morning		0 . 1 . 5 .	Cycles	
06:00 - 7:00	Shell Path	Craigshaw Drive	12	3
	Abbotswell Road east	Craigshaw Drive	0	0
	Abbotswell Road west	Craigshaw Drive	1	0
	Craigshaw Drive	Abbotswell Road east/west	3	0
			16	3
7:00 - 8:00	Shell Path	Craigshaw Drive	39	10
	Abbotswell Road east	Craigshaw Drive	2	3
	Abbotswell Road west	Craigshaw Drive	0	6
	Craigshaw Drive	Abbotswell Road east/west	0	1
			41	20
8:00 - 9:00	Shell Path	Craigshaw Drive	29	13
8.00 - 9.00	Abbotswell Road east		0	7
		Craigshaw Drive		+
	Abbotswell Road west	Craigshaw Drive	0	25
	Craigshaw Drive	Abbotswell Road east/west	0	0
		TOTAL	29	45
		TOTAL	86	68
Afternoon	0 : 1	0, 11, 5, 11	Cycles	Pedestrians
03:30 - 04:30	Craigshaw Drive	Shell Path	11	6
	Craigshaw Drive	Abbotswell Road east	1	7
	Craigshaw Drive	Abbotswell Road west	2	22
	Abbotswell Road east/west	Craigshaw Drive	1	0
			15	35
4:30 - 5:30	Craigshaw Drive	Shell Path	35	14
	Craigshaw Drive	Abbotswell Road east	0	3
	Craigshaw Drive	Abbotswell Road west	1	7
	Abbotswell Road east/west	Craigshaw Drive	 1	1
	easi/west		37	25
			<u> </u>	20
5:30 - 6:30	Craigshaw Drive	Shell Path	21	7
	Craigshaw Drive	Abbotswell Road east	0	0
	Craigshaw Drive	Abbotswell Road west	1	2
	Abbotswell Road east/west	Craigshaw Drive	0	5
			22	14
		I I		

APPENDIX 5 – On-street parking survey

Craigshaw Drive Area - Parking Survey								
Street	Available legitimate space	Parked in space	Burger Van permanently parked in space	Empty space on street	Vehicles parked on Double Yellow Lines			
Craigshaw Drive	64	56	2	6	No			
Craigshaw Road east	7	5	1	1	1			
Craigshaw Road west	0	0	0	0	No			
Craigshaw Place	0	0	0	0	No			
Craigshaw Crescent	28	27	1	0	8			
Craigshaw Street	30	20	0	10	1			
TOTAL	129	108	4	17	9			

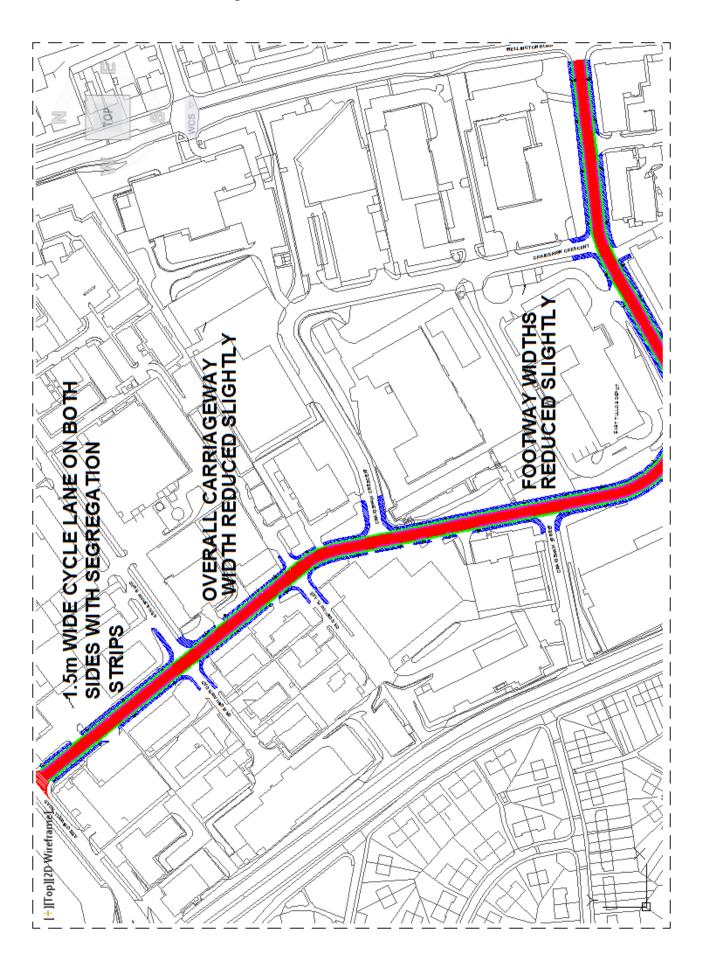
APPENDIX 6 – Responses from local businesses

On 24th November 2017 officers conducted a letter-drop to the businesses in the vicinity of the proposed cycle lanes on Craigshaw Drive; namely Craigshaw Drive, Craigshaw Road (part), Craigshaw Place, Craigshaw Street, Craigshaw Crescent.

A total of **42** letters were distributed and the responses collected to date are detailed below:

Local B	usiness Responses
Business	Comments
1	 Parking spaces in the area are at a premium on a daily basis from staff and students parking in area Reduced parking would have a negative effect on retention and attracting staff to their factory which would impact on the ability of the business to continue Deliveries/collections to/from our site have to be punctual and restrictions may impact on this Concern that these changes may not benefit the few cyclists that use this route due to the number of vehicles crossing the cycle lanes
2	 Large number of employees in area park on-street leaving little room for commercial vehicles Loading/unloading space on street is limited at present and a reduction in parking spaces would cause considerable disruption and possibly impact on the ability to meet ferry times for European exports There are Health and Safety issues with in-going and out-going commercial vehicles crossing the cycle lanes and the commercial vehicles must take precedence This will cause disruption to all businesses in the area, during implementation and on completion of the cycle lanes, and will only benefit an average of 23 cyclists between 7:00 to 9:00 and 16:00 to 18:00 daily
3	 Commercial transport must be able access commercial premises on the route or park onstreet while waiting entry Parking space for commercial vehicles require to wait to load and unload their vehicles, is currently very limited Removing this parking/loading would cause considerable disruption to delivery times to premises and in particular ferry timings required for European exports from the premises There are Health and safety issues with ingoing and outgoing vehicles crossing the cycle lanes from the premises and our commercial vehicles in the industrial estate must take precedence
4	A response was aslo taken by telephone from one of the outside catering facilities on Craigshaw Drive concerned about their ability to maintain their operating licence and any relocation of their business

APPENDIX 7 - Outline design



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Agenda Item 13.5

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing & Infrastructure

DATE 16 January 2018

REPORT TITLE Various small scale traffic management and

development associated proposals (New works)

REPORT NUMBER CHI/17/300

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR James Watt

1. PURPOSE OF REPORT:-

This report advises the Committee of the need for various small scale traffic management measures identified as necessary on road safety and/or traffic management grounds, and asks permission to progress the statutory procedure to establish Traffic Regulation Orders to bring these proposals into effect.

2. RECOMMENDATIONS

It is recommended that Committee:-

- (a) Approve the proposals in principle;
- (b) Instruct the Head of Public Infrastructure and Environment to commence the necessary legal procedure of initial consultation with Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service, Public Transport Operators, Freight Transport Association, Road Haulage Association and any other organisations representing persons likely to be affected by any provision in the order as the authority considers appropriate e.g. Community Councils, Aberdeen Cycle Forum, Disability Equity Partnership etc. If no objections are received, then progress to the public advertisement; and
- (c) Following the public advertisement, if there are no objections, the Traffic Regulations Orders may be made by way of delegated authority. In the event of objection(s) being lodged, instruct the Head of Public Infrastructure and Environment to report the results to a future meeting of this Committee.

3. BACKGROUND/MAIN ISSUES

There are 18 traffic management proposals that are the result of routine examination of road safety and/or traffic management, and there are 4 proposals related to new developments. It is also proposed to install 27 disabled bays at locations citywide. The rationale for all these proposals is set out below and where necessary detailed in a series of plans within the Appendix to this report.

The following proposals will be funded from the Cycling, Walking, Safer Streets budget

3.1 Deemount Road, Ferryhill - Proposed lengths of prohibition of waiting at any time.

Concerns have been raised regarding vehicles being parked on the north side of Deemount Road, between its junctions with Polmuir Road and Devanha Gardens South. As there is no footway at this location, it has been observed that motorists park here and then walk along the carriageway towards Polmuir Road after exiting their vehicles. As a consequence, it is proposed a length of prohibition of waiting at any time on this side of the carriageway to enhance pedestrian safety at this location. It is also proposed to implement a short length of prohibition of waiting at any time at the junction between Deemount Road and Deemount Gardens to ensure parking does not displace into other inappropriate areas.

Implementation cost – £420 Estimated maintenance costs – £420 every 5 years

Ward – Torry / Ferryhill Elected Members – Yvonne Allan / Christian Allard / Alan Donnelly / Catriona Mackenzie

3.2 Powis Circle / Powis Crescent / Bedford Avenue, Powis - Proposed lengths of prohibition of waiting at any time.

Officers have observed that there is significant level of parking within the Powis area that has been displaced from the Old Aberdeen Controlled Parking Zone (Zone RR), with a number of students from the University of Aberdeen utilising the on-street parking in this area. Residents have raised concerns regarding the often indiscriminate nature of the parking, with parking occurring within close proximity to junctions and in a manner that may cause obstructions to emergency vehicle access.

As a consequence, it is proposed lengths of prohibition of waiting at any time be introduced on Powis Circle, Powis Crescent and Bedford Avenue to preserve visibility splays at junctions, ensure access for emergency vehicles is maintained and protect safe pedestrian/vehicular movements within this area.

The Powis Residents group will be directly consulted as part of the statutory procedure to establish the Traffic Regulation Order to bring this proposal into effect.

Implementation cost – £8000 Estimated maintenance costs – £8000 every 5 years

Ward – Tillydrone / Seaton / Old Aberdeen Elected Members – Ross Grant / Alexander McLellan / Jim Noble

3.3 Mastrick Road (inset road) - Proposed lengths of prohibition of waiting at any time.

Concerns have been raised regarding vehicles parking in close proximity to the junctions between the section of inset road on Mastrick Road, directly west of its junction with North Anderson Drive. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at these junctions. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of these junctions.

Implementation cost – £225 Estimated maintenance costs – £225 every 5 years

Ward – Northfield / Mastrick North Elected Members – Jackie Dunbar / Gordon Graham / Ciarán McRae

3.4 Hammersmith Road / Broomhill Road, Broomhill - Proposed lengths of prohibition of waiting at any time.

Concerns have been raised regarding vehicles parking in close proximity to the junction between Hammersmith Road and Broomhill Road. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at these junctions. As a consequence, it is proposed to slightly extend the existing short lengths of prohibition of waiting at any time at this junction to improve road safety at this junction, particularly for pedestrians on Broomfield Road when crossing at this junction.

Implementation cost - £155Estimated maintenance costs - £155 every 5 years

Ward – Airyhall / Broomhill / Garthdee Elected Members – Douglas Lumsden / Gordon Townson / Ian Yuill

3.5 Queen's Lane South, West End - Proposed lengths of prohibition of waiting at any time.

Officers were asked investigate the issue of obstructive parking on Queen's Lane South by parents from St Joseph's School. It was observed that there was frequent obstruction to vehicles taking access/egress from the car park associated with property no. 1 Queen's Lane South. It is therefore proposed to extend the existing prohibition of waiting at any time restrictions, extending westwards from its junction with St Swithin Street, to prevent obstructions to the access in question, as well as maintain visibility for vehicles taking access/egress from this car park.

Implementation cost – £ 280 Estimated maintenance costs – £280 every 5 years

Ward – Hazlehead / Queens Cross / Countesswells Elected Members – John Cooke / Martin Greig / Claire Imrie / Jennifer Stewart

3.6 Long Walk Terrace / Provost Fraser Drive / Beech Road / Hawthorn Crescent / Long Walk Road, Cummings Park – Proposed lengths of prohibition of waiting at any time.

Concerns have been raised in relation to indiscriminate short term parking, associated with the playing fields to the rear of these properties, on Long Walk Terrace. Issues included parking at junctions, 'double' parking and parking on the amenity grass area between Long Walk Terrace and Provost Fraser Drive. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at this location, obstructing access for emergency vehicles and causing damage to the aforementioned amenity green space.

Officers have investigated this issue and found parking to only be an issue on certain weeknights, between 6pm and 10pm. However, the only option available to prevent the double parking and parking on the grassed area that is currently occurring at these times would be the introduction of a significant amount of At Any Time waiting restrictions.

To make parking on the grassed area enforceable by way of a civil penalty, there would be a requirement to install restrictions around the perimeter of this area, on the north side of Provost Fraser Drive, and on the south side of Long Walk Terrace. This would also prevent vehicles parking on both sides of the carriageway on Long Walk Terrace. To ensure parking does not displace into other inappropriate areas, officers also propose to implement additional restrictions at the junctions of Long Walk Terrace and Provost Fraser Drive, at the junctions of Provost Fraser Drive and Long Walk Road, at the junction between Long Walk Road and Beech Road, and at the junction between Hawthorn Crescent and Beech Road.

Officers accept that this may have an adverse impact on the parking amenity of residents in the area, owing to the level of restrictions required, however have concluded this to be the most appropriate solution for deterring the current indiscriminate parking practises at this location.

Implementation cost – £ 1750 Estimated maintenance costs – £1750 every 5 years

Ward – Northfield / Mastrick North Elected Members – Jackie Dunbar / Gordon Graham / Ciarán McRae

3.7 Gairn Terrace, Ferryhill - Proposed lengths of prohibition of waiting at any time.

Following the recent implementation of waiting restrictions on the north side of Bloomfield Road, concerns have been raised regarding displaced vehicles parking in close proximity to the junctions between Gairn Terrace and Balmoral Road and Gairn Terrace and Gairn Road. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at these junctions. As a consequence, it is proposed to implement short lengths of prohibition of waiting at any time at these junctions.

Implementation cost – £ 225 Estimated maintenance costs – £225 every 5 years

Ward – Torry / Ferryhill Elected Members – Yvonne Allan / Christian Allard / Alan Donnelly / Catriona Mackenzie

3.8 Esplanade, Hanover – Proposed length of prohibition of waiting at any time.

It has been brought to officers' attention that emergency vehicular access to the beach from the Esplanade, via the ramp just north of its junction with New Pier Road, would be obstructed by cars being regularly parked across this access. As a consequence, it is proposed to implement a short length of prohibition of waiting at any time across the accesses to these ramps, to maintain vehicular access to the beach at this location, in an emergency situation.

Implementation cost - £ 140Estimated maintenance costs - £140 every 5 years

Wards – George Street / Harbour Elected Members – Dell Henrickson / Ryan Houghton / Michael Hutchison / Sandra MacDonald

3.9 Esplanade, **Seaton** – Proposed length of prohibition of waiting at any time.

It has been brought to officers' attention that emergency vehicular access to the beach from the Esplanade, via the ramp at the northern end of the promenade, would be obstructed by cars being regularly parked across this access. As a consequence, it is proposed to implement a short length of prohibition of waiting at any time across the access to this ramp, to maintain vehicular access to the beach at this location, in an emergency situation.

Implementation cost - £ 100 Estimated maintenance costs - £100 every 5 years

Ward – Tillydrone / Seaton / Old Aberdeen Elected Members – Ross Grant / Alexander McLellan / Jim Noble

3.10 Northburn Avenue, Hazlehead - Proposed length of prohibition of waiting at any time

It has been raised by a local councillor that vehicles are having difficulties exiting Northburn Avenue onto Queen's Road. In this respect it is proposed to implement an additional short section of At Any Time waiting restrictions, to improve vehicular movements at this location.

Implementation cost – £100 Estimated maintenance costs – £100 every 5 years

Ward – Hazlehead / Queens Cross / Countesswells Elected Members – John Cooke / Martin Greig / Claire Imrie / Jennifer Stewart

3.11 Davidson Place, Northfield - Proposed lengths of prohibition of waiting at any time

Concerns have been raised regarding vehicles parking in close proximity to the junctions between Davidson Place and Cruden Place and Davidson Place and Springhill Road. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at these junctions. As a consequence, it is proposed to implement short lengths of prohibition of waiting at any time at these junctions.

Implementation cost – £350 Estimated maintenance costs – £350 every 5 years

Ward – Northfield / Mastrick North Elected Members – Jackie Dunbar / Gordon Graham / Ciarán McRae

3.12 Coast Road, Cove - Proposed 'One Way' restriction to restrict vehicular traffic flows to a north-bound direction only between its junctions with Langdykes Road and Loirston Avenue. It is also proposed to implement a cycle contraflow between these junctions to continue to allow two-way cycle flows on this section of the road.

Concerns have been raised by a resident of this street regarding the suitability of the carriageway width for two-way traffic flows on Coast Road, between its junctions with with Langdykes Road and Loirston Avenue. It has been observed that some vehicles require to mount the footway in order to pass

oncoming traffic. In this respect, to improve pedestrian safety and prevent damage to the footway, it is proposed to implement a 'one-way' restriction on this section of Coast Road.

Implementation cost - £ 4100Estimated maintenance costs - £1200 every 10 years

Ward – Kincorth / Nigg / Cove Elected Members – Sarah Duncan / Stephen Flynn / Alex Nicoll / Philip Sellar

3.13 Wellbrae Terrace / Seafield Gardens / Kenfield Crescent / Craigielea Avenue – Proposed speed limit reduction from 30mph to 20mph

An informal survey with local residents provided support for a proposed speed reduction on these roads, due to the presence of inappropriate traffic using the routes as a means to avoid junctions on Anderson Drive.

Implementation cost – £4000 Estimated maintenance costs – £2200 every 10 years

Ward – Airyhall / Broomhill / Garthdee Elected Members – Douglas Lumsden / Gordon Townson / Ian Yuill

3.14 Craigielea Avenue / Countesswells Road, Seafield - Proposed lengths of prohibition of waiting at any time

Concerns have been raised regarding vehicles parking in close proximity to the junction between Craiglea Avenue and Countesswells Road. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at this junction. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of this junction.

Implementation cost – £110 Estimated maintenance costs – £110 every 5 years

Ward – Airyhall / Broomhill / Garthdee Elected Members – Douglas Lumsden / Gordon Townson / Ian Yuill

3.15 Seafield Gardens / **Seafield Road, Seafield** - Proposed lengths of prohibition of waiting at any time

Concerns have been raised regarding vehicles parking in close proximity to the junction between Seafield Gardens and Seafield Road. Vehicles parked in such a manner cause difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements at this junction. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of this junction.

Implementation cost – £110 Estimated maintenance costs – £110 every 5 years

Ward – Airyhall / Broomhill / Garthdee Elected Members – Douglas Lumsden / Gordon Townson / Ian Yuill

3.16 Wellbrae Terrace / Countesswells Road, Seafield - Proposed lengths of prohibition of waiting at any time

Concerns have been raised regarding vehicles parking in close proximity to the junction between Wellbrae Terrace and Countesswells Road causing for problems for vehicle movements at the junction. Vehicles parked in such a manner also cause difficulties for all road users by limiting visibility and obstructing safe pedestrian movements at this junction. As a consequence, it is proposed short lengths of prohibition of waiting at any time be introduced in the immediate area of this junction.

Implementation cost – £400 Estimated maintenance costs – £400 every 5 years

Ward – Airyhall / Broomhill / Garthdee Elected Members – Douglas Lumsden / Gordon Townson / Ian Yuill

3.17 Gray Street / Salisbury Terrace – Proposed one way restriction

To set the background, the top section of Gray Street, between Great Western Road and Broomhill Road, and likewise Salisbury Terrace, have significant on-street parking on both sides of the road; this effectively takes the width available for through traffic down to a single line. Consequently, a common complaint is with respect to the occasion where a vehicle has to be reversed to allow an opposing vehicle to pass. Beyond it being less than ideal to have vehicles reversing, it had been highlighted damage is occurring, with vehicles clipping wing mirrors, bumping/scraping the side of cars etc. As a result, some residents have suggested a one-way system would be an ideal solution to prevent the aforementioned.

In order to gauge whether residents would generally be supportive of a one-way system, an informal consultation took place in the Spring of this year; it was carried out by way of a letter drop and the return of a questionnaire. Within the questionnaire there were three options, a full one way system, short lengths of one way, or points of no entry.

Breaking the results down, there was a response received from approximately 55% of the residents on Gray Street (or with properties directly adjacent to). Of those that responded, 80.4% were in favour of a measure being introduced, while 19.6% were against.

For Salisbury Terrace (including Salisbury Place and Salisbury Court) there was an approximate 32% response, with 60.6% of those that responded favouring the introduction of a measure, while 39.4% were against.

In terms of preference as to the type of restriction, the full one way option was slightly ahead of the other options. While as to direction, 48.2% favoured a Gray Street northbound / Salisbury Terrace southbound option, while 36.5% favoured the opposite arrangement, and 15.3% have no preference. Delving further by street, there is a distinct preference to be southbound on Salisbury Terrace, while Gray Street has just a few more in favour of northbound.

Given the general support for measures to be introduced from those residents that responded to the survey, it is proposed to begin the formal statutory consultation process that could lead to one way systems being introduced on Gray Street and Salisbury Terrace, between their junctions with Great Western Road and Broomhill Road.

Implementation cost – £ 10K Estimated maintenance costs – £1K every 5 years

Ward – Airyhall / Broomhill / Garthdee Elected Members – Douglas Lumsden / Gordon Townson / Ian Yuill

The following proposals have no implementation costs

3.18 Chapel Street Multi-Storey car park, City Centre - Proposed changes to business permit pricing structure

Due to the reduction in business permits being issued in Chapel Street car park, it is suggested that an alternative form of long term parking permits be considered.

Business Permits under a long term agreement with a minimum number of permits are proposed as follows.

3 Year Agreement: 50 or more permits £135 per month exc Vat

40 – 49 permits £155 per month exc Vat 30 – 39 permits £175 per month exc Vat 20 – 29 Permits £195 per month exc Vat

Conditions: Monday's to Friday's only

No guaranteed parking spaces

Annual payment

No alternative parking to be provided if the car park

is closed for essential maintenance

Implementation cost – £0
Estimated maintenance costs – £0

Ward – Midstocket / Rosemount Elected Members – Bill Cormie / Jenny Laing / Tom Mason

The following proposals will be funded by developers

3.19 Countesswells C4 Development – Proposed Prohibition of Driving, and Speed Limits

The proposed development at Countesswells will realign parts of the existing C128C Cults-Kingswood Road near Countesswells Wood, as a result it is proposed to introduce a prohibition of driving on 3 sections of this road which will remove motor vehicles whilst maintaining a route for cyclists and pedestrians.

Furthermore it is proposed to introduce 40mph speed limits on the primary distributor roads serving the development with the internal distributor roads intended as restricted roads, with an associated 30mph speed limit, and a proposed part time 20mph.

Implementation cost - £0Estimated maintenance costs - £ 1500 every 10 years

Ward – Hazlehead / Queens Cross / Countesswells Elected Members –John Cooke / Martin Greig / Claire Imrie / Jennifer Stewart

3.20 SSHA Craiginches (Unnamed road off Walker Road) - Proposed 20 mph speed limit and 1 no. car club bay

It is proposed to implement a 20mph speed limit on the internal road network within the Craiginches residential development, off Walker Road, Torry. It is also proposed to implement 1 no. 'Car Club' bay within the development. The extents of these proposals are detailed in the appendix to this report.

Implementation cost – £0 Estimated maintenance costs – £900 every 10 years

Ward – Torry / Ferryhill

Elected Members – Yvonne Allan / Christian Allard / Alan Donnelly / Catriona Mackenzie

3.21 Cala Friarsfield Road Spine Road Phase 3 - Proposed lengths of prohibition of waiting at any time and changes to speed limit

It is proposed to implement a 30mph speed limit on the development spine road, introduce sections of at any time waiting restrictions on Craigton Road and Rocklands Crescent, as well as 'stop-up' a short section of Craigton Road to allow the spine road to be constructed. These proposals are detailed in the appendix of this report.

Implementation cost – £0
Estimated maintenance costs – £900 every 10 years

Ward – Lower Deeside Elected Members – Philip Bell / Marie Boulton / M. Taugeer Malik

3.22 Lochside Academy – Proposed prohibition of Loading and Unloading at all times on Wellington Circle

To assist with the safer routes to school for pupils of Lochside Academy it is proposed to introduce of a prohibition of loading and unloading at all times on Wellington Circle, as detailed in the plan in the appendix of this report. This proposal was brought forward by the Education and Children's Services Committee at its meeting on Thursday 16 November 2017.

Implementation cost – £0 Estimated maintenance costs – £2000 every 5 years

Ward – Kincorth / Nigg / Cove Elected Members – Sarah Duncan / Stephen Flynn / Alex Nicoll / Philip Sellar

The following proposals will be funded from the Disabled Parking Revenue Budget

3.23 Disabled parking bays to be provided through the Disabled Persons Parking Places (Scotland) Act 2009 *(Plans are not included as under normal circumstances a parking bay will be located close to the property concerned)

On-street parking – disabled parking bays

101 Howes Drive	43 Cattofield Place
145 Provost Fraser Drive	57 Strathmore Drive
18b Ferrier Crescent	59 Stockethill Way
19 Tollohill Drive	62 Girdleness Road
2 Provost Rust Row	73 Willowpark Crescent
27 Balgonwie Drive	76 Forest Avenue
27a Bankhead Avenue	78 Grampian Place
32 Abergeldie Terrace	98 Coronation Road
36 Shetland Walk	Ground Floor Left, 26 Watson Street

40 Dulnain Road	45 Tollohill Gardens
61 Montrose Drive	32 Abergeldie Terrace
358 Morrison Drive	5 Tanfield Avenue
65 Regent Walk	49 Morven Place
18 Sunnybank Road	

4. FINANCIAL IMPLICATIONS

The table below sets out the financial implications and identifies budgets that will be used to implement the proposals set out in this report.

Budget	Implementation costs (£)	Maintenance costs (£) every 5/10 years	Comments
Cycle, Walking, Safer Streets (Scot Gov grant- funded)	30,465	16,765	If budgets are not currently available locations will be placed on a priority list for when future funding becomes available
Developer financed	0	5300	Maintenance of these works generally falls to the council maintenance budget when they are on-street restrictions
Disabled Parking	7100	Some of these spaces will require to be relined approximately every 5 years at a cost of £100 per space and some will require removal before this time at a cost of £108 per space.	

5. LEGAL IMPLICATIONS

There is a risk, if resources are insufficient, 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 the public consultation.

6. MANAGEMENT OF RISK

Risk Category	Potential Impact L/M/H	Likelihood of occurrence L/M/H	Mitigation	Risk level L/M/H
Financial	N/A			
Employee	N/A			
Customer/ Citizen Road safety (RS) levels and traffic management (TM) could be compromised if measures are not progressed, leading to continued public concern.	M	L	Officers propose measures that are deemed reasonable and appropriate to address the RS and TM to reduce incidents of public objections.	М
Environmental	N/A			
Technological	N/A			
Legal	N/A			
Reputational Proposals can be contentious and attract negative feedback.	L	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	L

7. IMPACT SECTION

Economy

By developing our infrastructure and improving road safety and the management of traffic through the network this will support multi modal access to Aberdeen and benefit commuter, visitor and freight transportation within the city.

People

Approving the parking spaces for people with disabilities will provide a positive impact for their mobility and social inclusion. Disabled persons' parking places

play a vital role in enabling disabled people to carry out day-to-day activities that non-disabled people take for granted. Provision of such parking places helps towards enabling disabled people to lead autonomous and independent lives.

The proposals contained within the above Report have been assessed and determined to have no adverse implications in relation to any groups or bodies and hence this report is deemed suitable for exemption from EHRIA.

Place

This report will be of interest to residents/ proprietors/ businesses within the proposal areas.

As the recommendation is to approve the proposals, there will be a positive impact on current customer experience in terms of road safety in our communities. Proposals included in this report contribute towards cycling, walking and safer streets (CWSS) supporting active travel including the walkability of neighbourhoods.

Technology

N/A

8. BACKGROUND PAPERS

N/A

9. APPENDICES

Appendix A: Plans for various small scale traffic management, development associated proposals (New works).

10. REPORT AUTHOR DETAILS

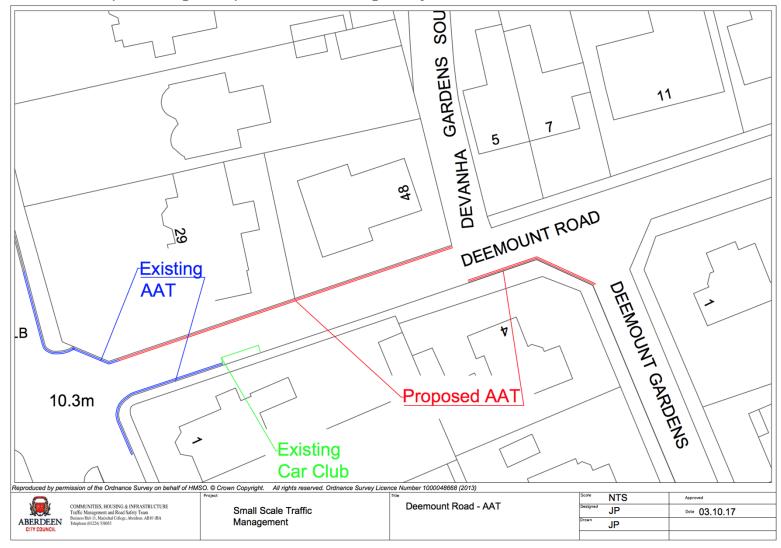
James Watt
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HEAD OF SERVICE DETAILS

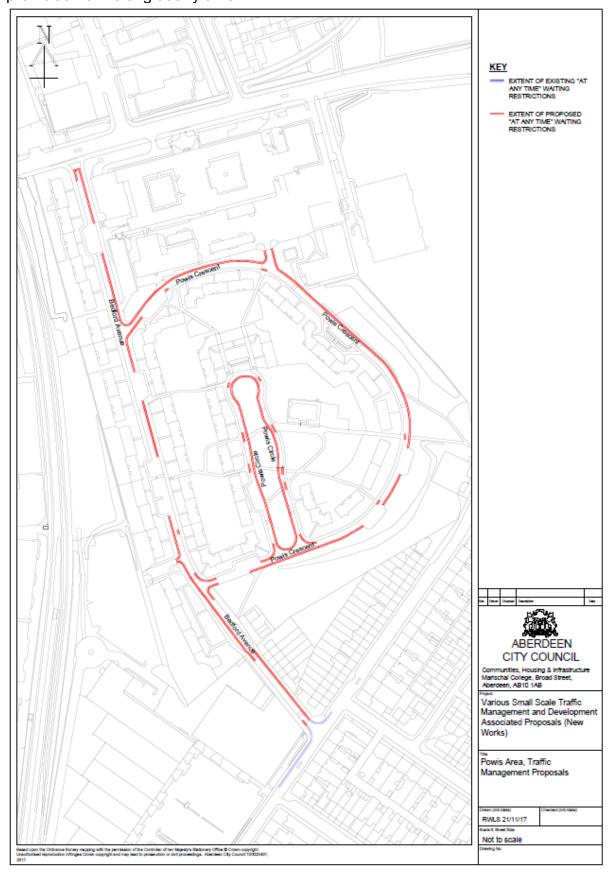
Mark Reilly
Head of Public Infrastructure and Environment
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Appendix A

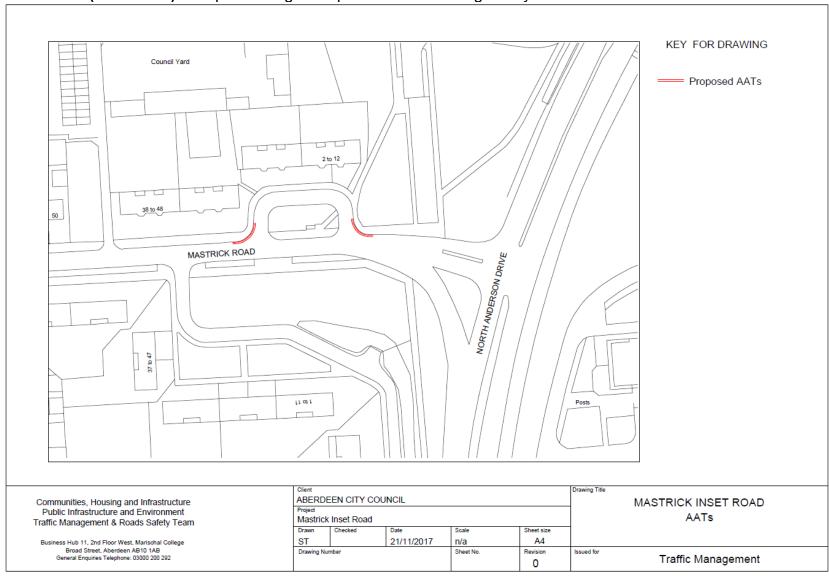
3.1 Deemount Road - Proposed lengths of prohibition of waiting at any time.



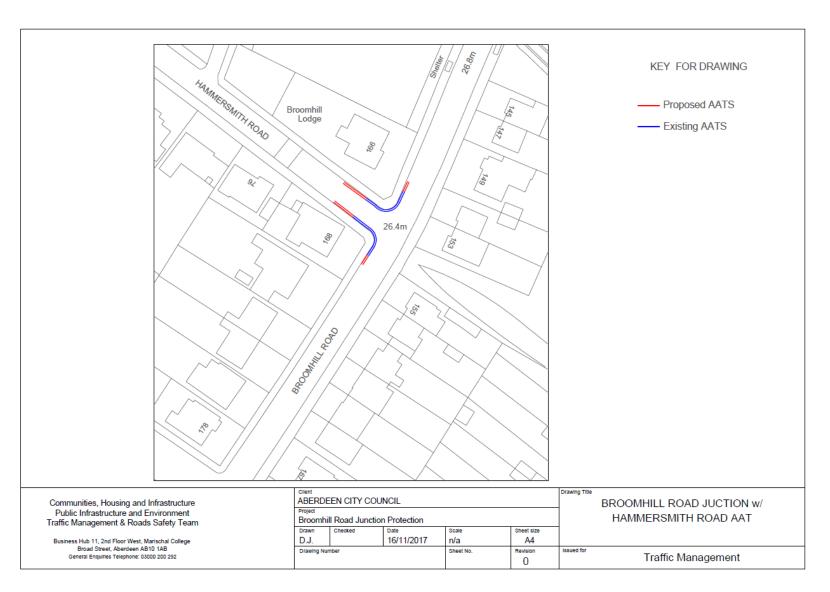
3.2 Powis Circle / Powis Crescent / Bedford Avenue - Proposed lengths of prohibition of waiting at any time.



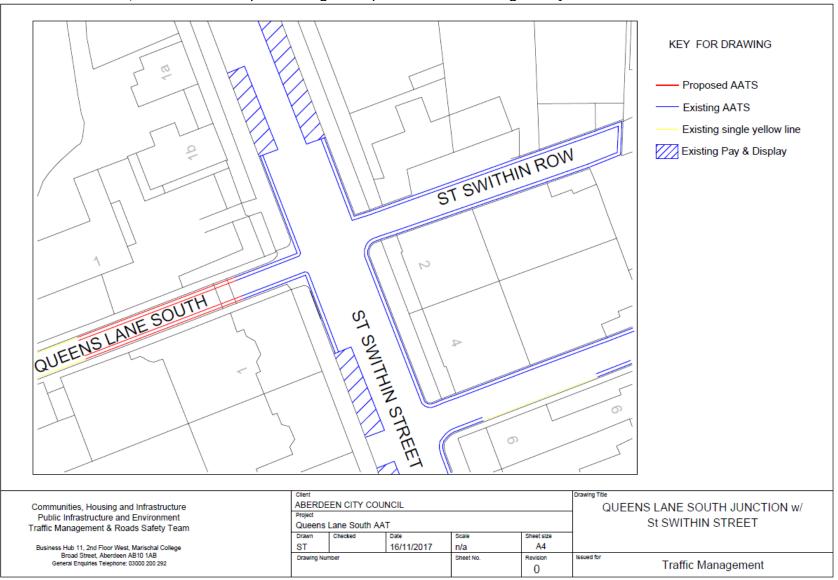
3.3 Mastrick Road (inset road) - Proposed lengths of prohibition of waiting at any time.



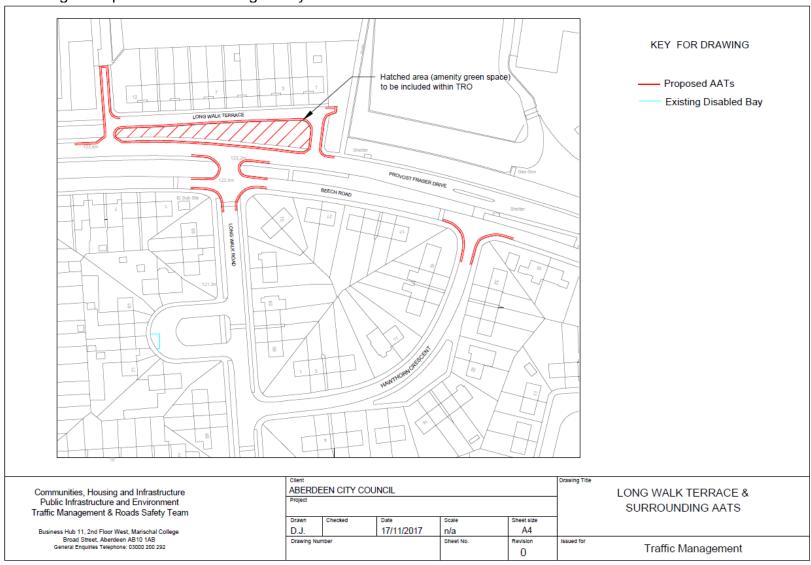
3.4 Hammersmith Road / Broomhill Road, Broomhill - Proposed lengths of prohibition of waiting at any time.



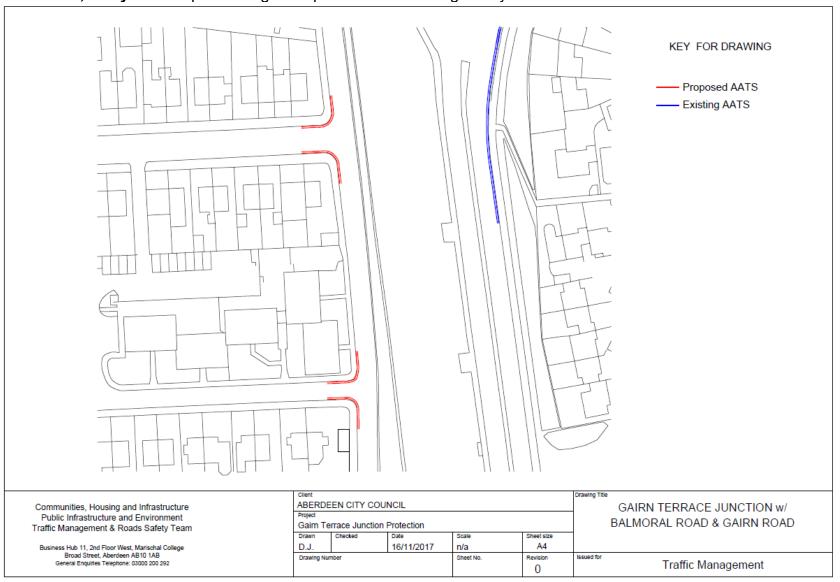
3.5 Queen's Lane South, West End - Proposed lengths of prohibition of waiting at any time.



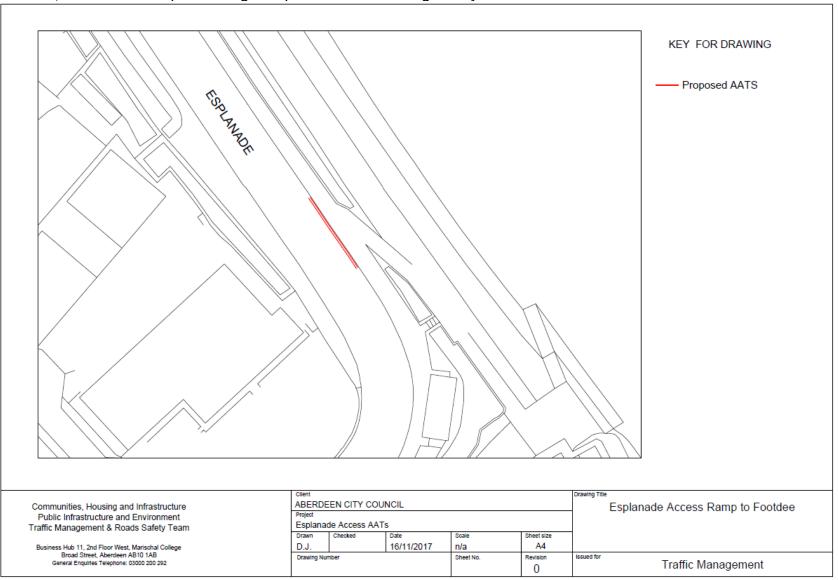
3.6 Long Walk Terrace / Provost Fraser Drive / Beech Road / Hawthorn Crescent / Long Walk Road, Cummings Park – Proposed lengths of prohibition of waiting at any time.



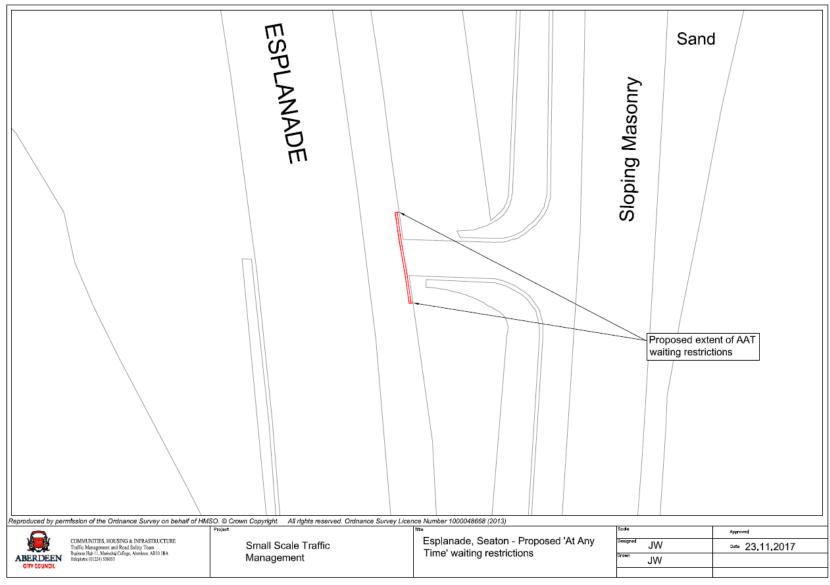
3.7 Gairn Terrace, Ferryhill - Proposed lengths of prohibition of waiting at any time.



3.8 Esplanade, **Hanover** – Proposed length of prohibition of waiting at any time.

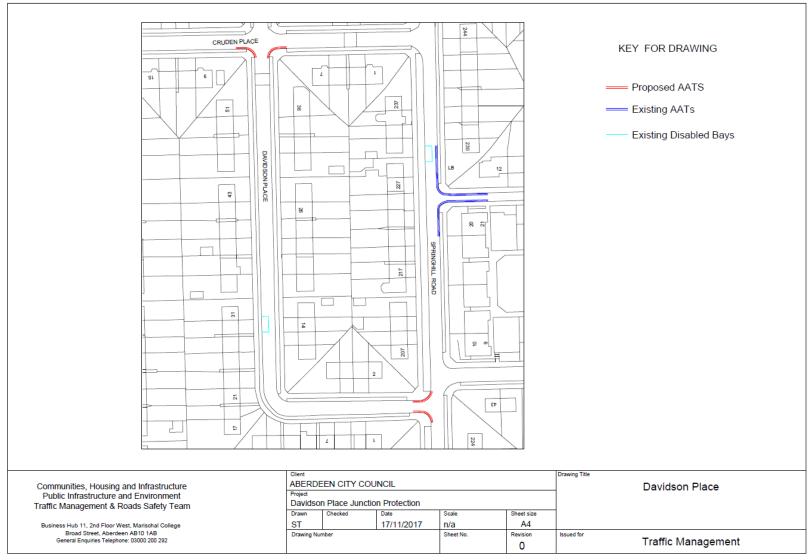


3.9 Esplanade, Seaton – Proposed length of prohibition of waiting at any time.

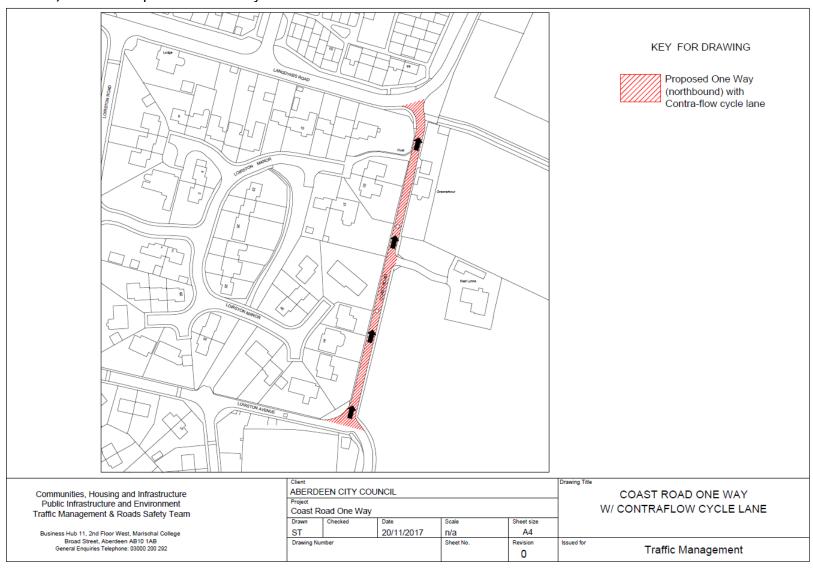


3.10 Northburn Avenue, Hazlehead - Proposed lengths of prohibition of waiting at any time Northburn Avenue EXTENT OF PROPOSED "AT ANY TIME" WAITING RESTRICTIONS Q_{Ueen's} R_{oad} EXTENT OF EXISTING "AT ANY TIME" WAITING RESTRICTIONS EXTENT OF PROPOSED "AT ANY TIME" WAITING RESTRICTIONS Reproduced by permission of the Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. Ordnance Survey Licence Number 1000023401 (2017) NTS Northburn Avenue COMMUNITIES, HOUSING & INFRASTRUCTURE Traffic Management and Road Sufety Team Boxess libra II, Marchald College, Aberdeen, AB10 IBA Telephene (01/23) \$2.5578 Various Small Scale Traffic Management RWLS Date: 21.11.2017 Proposed "At Any Time" waiting restrictions and Development Associated Proposals **RWLS** (New Works)

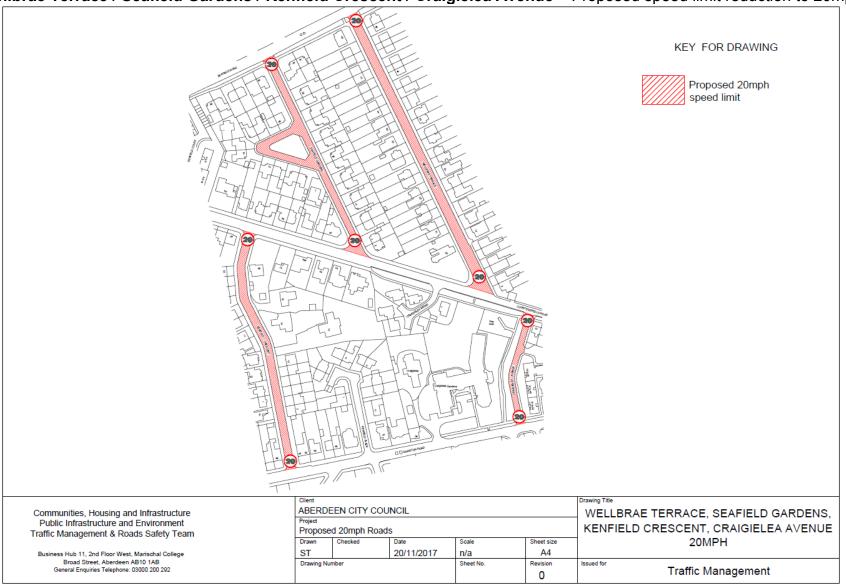
3.11 Davidson Place, Northfield - Proposed lengths of prohibition of waiting at any time



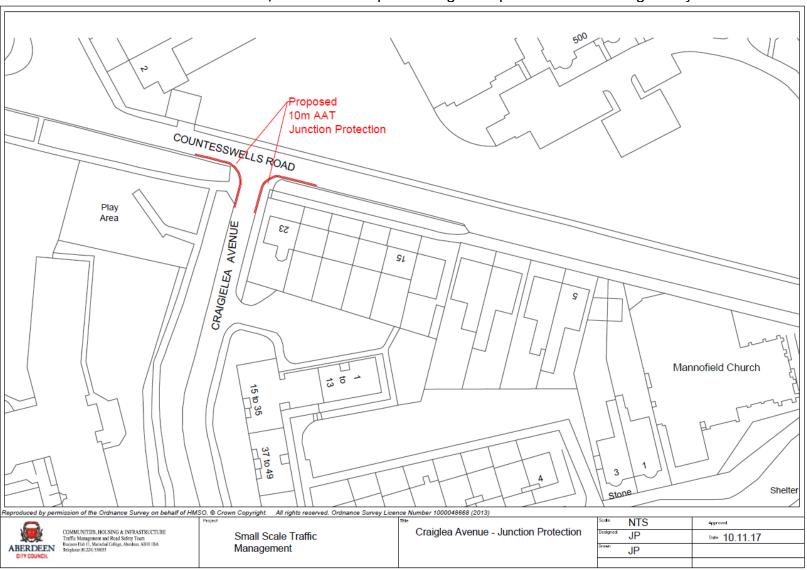
3.12 Coast Road, Cove - Proposed 'One Way' restriction



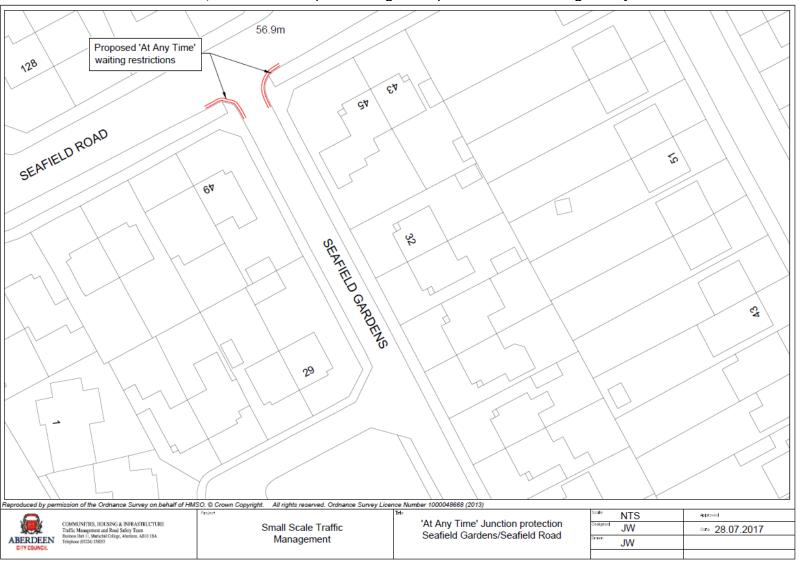
3.13 Wellbrae Terrace / Seafield Gardens / Kenfield Crescent / Craigielea Avenue – Proposed speed limit reduction to 20mph



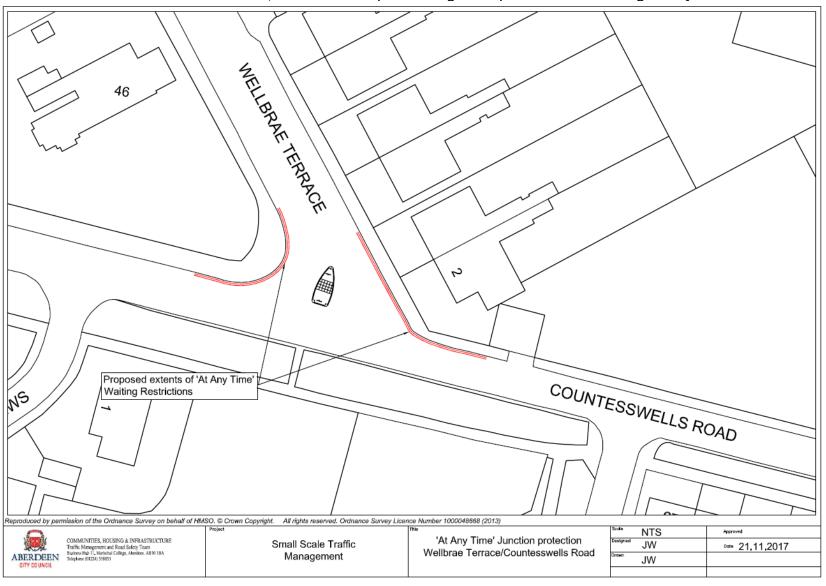
3.14 Craigielea Avenue / Countesswells Road, Seafield - Proposed lengths of prohibition of waiting at any time



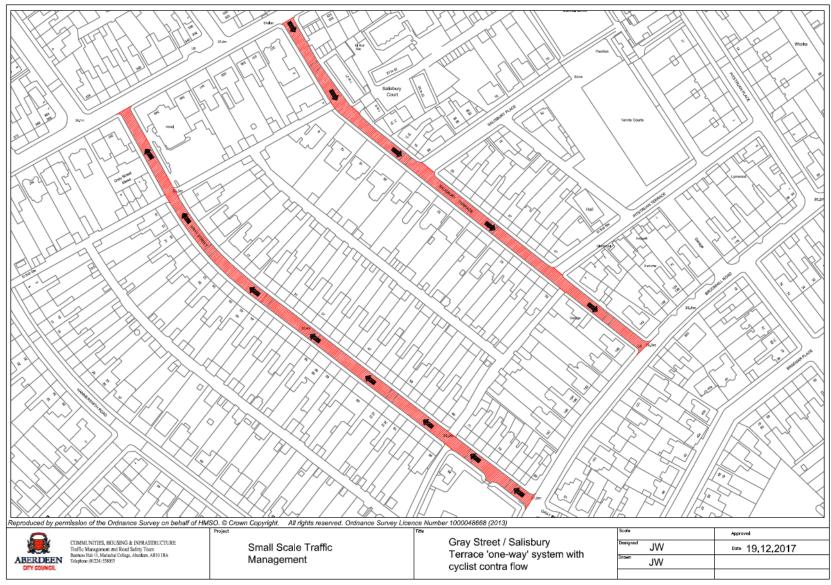
3.15 Seafield Gardens / Seafield Road, Seafield - Proposed lengths of prohibition of waiting at any time



3.16 Wellbrae Terrace / Countesswells Road, Seafield - Proposed lengths of prohibition of waiting at any time



3.17 Gray Street / Salisbury Terrace – Proposed one way restriction

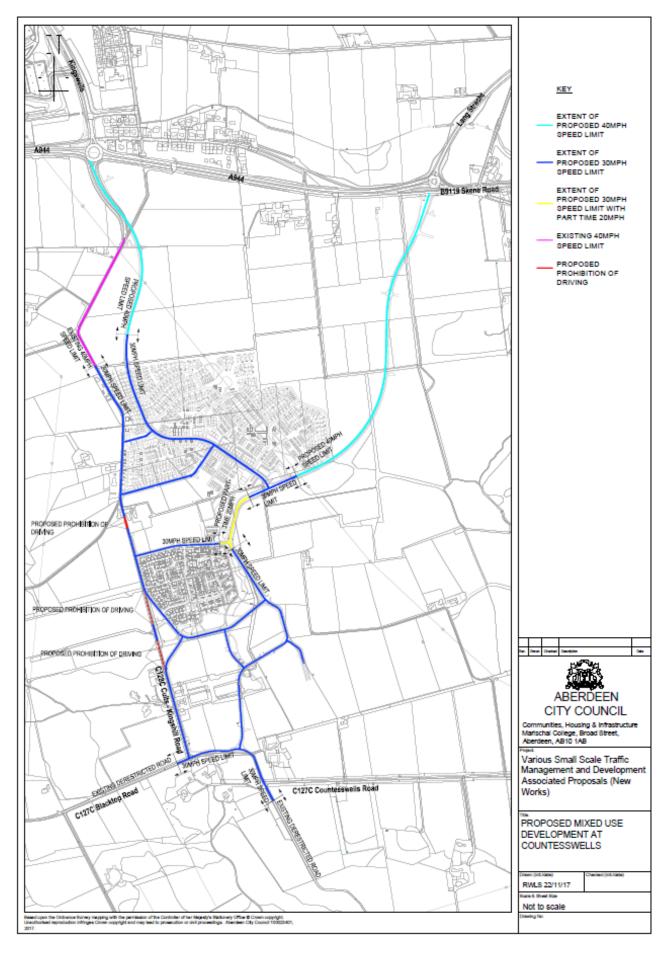


3.18 Chapel Street Multi-Storey car park, City Centre - Proposed changes to business permit pricing structure

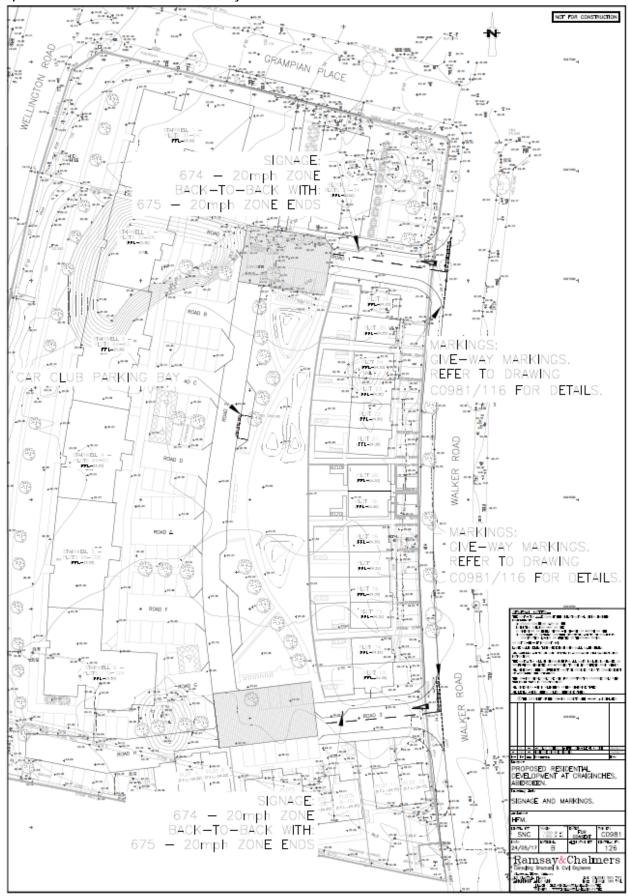


Chapel Street Multi-Storey car park, City Centre Proposed changes to business permit pricing structure

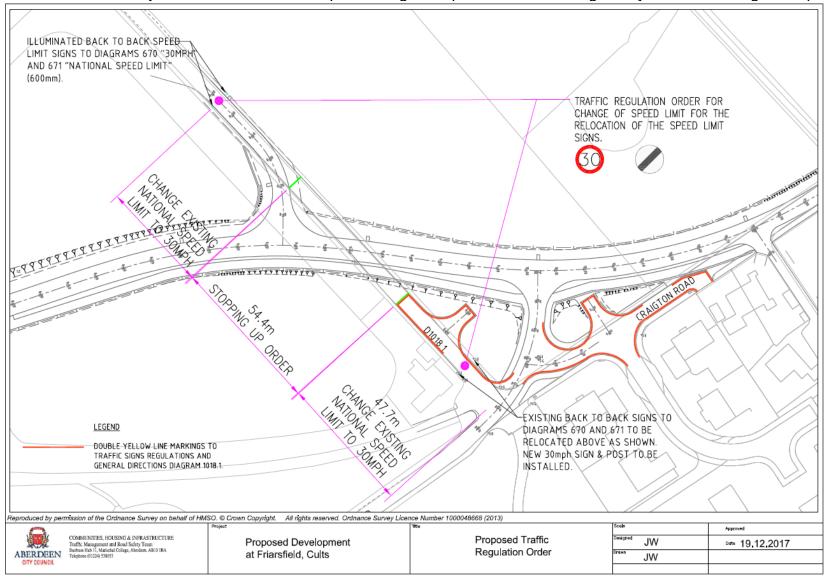
3.19 Countesswells C4 Development – Prohibition of Driving, Speed Limits



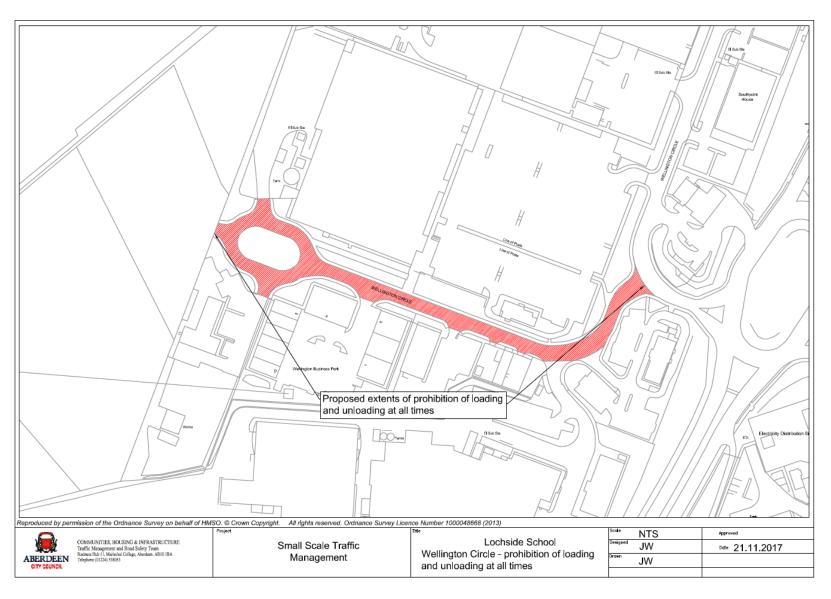
3.20 SSHA Craiginches (Unnamed road off Walker Road) - Proposed 20 mph speed limit and 1 no. car club bay



3.21 Cala Friarsfield Road Spine Road Phase 3 - Proposed lengths of prohibition of waiting at any time and changes to speed limit



3.22 Lochside School, Cove – Proposed prohibition of Loading and Unloading at all times on Wellington Circle



Agenda Item 14.1

ABERDEEN CITY COUNCIL

COMMITTEE Communities, Housing and Infrastructure

DATE 16th January 2018

REPORT TITLE Balnagask Motte regeneration proposals

REPORT NUMBER CHI/17/307

INTERIM DIRECTOR Bernadette Marjoram

REPORT AUTHOR Bill Watson

1. PURPOSE OF REPORT:-

To seek approval from Committee for improvements to the access arrangements and environment around this Scheduled Monument.

2. RECOMMENDATION(S)

It is recommended that Committee:-

- (a) Approve the undertaking of procurement actions, tender acceptance actions and repair works to:
 - (i) the retaining wall (to the north side) of the Motte, and
 - (ii) the surfacing of Baxter Street (between Baxter Place and Victoria Road);
- (b) Approve the allocation of funds, for these repair works, within the Housing Revenue Account capital budget for 2018/19;
- (c) Agree to the further engagement with those community groups and activists who have expressed an interest in the heritage and amenity of this monument and its adjacent areas;
- (d) Approve the undertaking of grant applications in support of:
- (i) the improvement of amenity of this monument and its adjacent areas, and
- (ii) the telling of the story of the monument;
- (e) Approve confirmation of the delegated authority of the Head of Land and Property Assets (or equivalent) to accept offers of grant funds designed to:
- (i) the improve the amenity of this monument and its adjacent areas, and
- (ii) the telling of the story of the monument.

3. BACKGROUND/MAIN ISSUES / OTHER HEADINGS AS APPROPRIATE

- 3.1 The regeneration of Torry was identified as a priority within the Council's Strategic Infrastructure Plan. This project is intended to be part of the Council's on-going investment in the community and physical assets within this neighbourhood.
- 3.2 Balnagask Motte and its condition have been topics of discussion for Torry community members for a number of years. The retaining wall, between the monument and Baxter Street, is in poor structural condition. It is currently being prevented from collapse by the support of large concrete blocks. These concrete blocks and their associated temporary fencing, litter and weeds have been the subject to regular complaints by members of the public.
- 3.3 Recently, a small group of interested community members have come together to provide input and insight to how they see the development of the Motte in the future. The community would like to see this as a thoroughfare for locals to get to Victoria Road as opposed to using the supported accommodation 'route' next to the site.
- 3.4 The group see this as an opportunity for other community groups including schools, to build bird boxes and bug hotels for the motte to encourage wildlife to the area, Girl Guides Torry have already expressed an interest in supporting this. In addition, they hope to work alongside groups and churches, for support with litter picks to ensure the space remains litter free and safe for users.
- 3.5 There is a rich history attached to the motte, mainly fuelled by legend. The Memories and Heritage Society in Torry have committed to find out more about this. There is the possibility to insert boards to share this information with locals and possible tourists. Looking to the future there is potential for this to be seen as one of several 'heritage points' for the Torry area.
- 3.6 Should the proposal for the repair of the wall be successful, the community group have also advised they would be willing to help design and carry out a consultation for those living in the area surrounding the motte so that we can ensure any development is well received by those that may be affected.
- "Balnagask Motteis a Scheduled Ancient Monument (SM10403)..... Mottes are artificial mounds which were once topped with timber castles.
 Normanised Celtic family, with the territorial designation of de Nug, held the lands here in the twelfth century "(Cameron Archaeology 29th March 2016)
- 3.7 Both the Motte and Baxter Street came into the possession of the Council via the "Lands of Torry". The Motte is now the responsibility of the General Account, while this (non-adopted) portion of Baxter Street is the responsibility

- of the Housing Revenue Account. The defective retaining wall is the wall between the Motte and this (non-adopted) portion of Baxter Street.
- 3.8 It is understood that the repair of this retaining wall will not be a priority for the General Account for the foreseeable future.
- 3.9 It is understood that the undertaking of activities that will assist community regeneration in areas of multiple deprivation is a priority for the Housing Revenue Account. This location is within data zone S01006631, which is within the 3rd most deprived decile (Scottish Index of Multiple Deprivation 2016).
- 3.10 The repair of this retaining wall has received Scheduled Monument Consent.

4. FINANCIAL IMPLICATIONS

- 4.1 The total cost of the works has been estimated to be £210,000, plus administration costs.
- 4.2 It is proposed that £150,000 (plus administration costs) be allocated from the Housing Revenue Account: so as to meet the cost of repairing the retaining wall and the surfacing of the (non-adopted) portion of Baxter Street. This budget also includes allowances for employing an archaeologist to monitor the proposed excavations and the relocation of a British Telecom pole, which is mounted immediately to the rear of this defective wall.
- 4.3 It is proposed that the capital cost of improving the access arrangements and amenity of the monument is met by a grant from Suez's Landfill Tax Fund. The full scope of this work will be established in consultation with the community and Historic Environment Scotland. The target capital cost for this work is to be within Suez's limit of £50,000. It is intended that these works will be robustly designed so as reduce their future maintenance requirements.
- 4.4 It is proposed that the costs associated with public engagement and interpretation of the site will be met by a grant from the Heritage Lottery Fund's Sharing Heritage programme. This fund can meet such cost up to a limit of £10.000.
- 4.5 It is recognised that these improvements will require periodic repair if they are to remain in good condition. It is understood that such costs will be considered under the usual budgetary prioritisation considerations. It is further understood that these considerations will, in part, be influenced by how active the community has proven to be in making use of the monument and undertaking litter picks, heritage and wildlife promotion activities etc.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

- 5.2 If the recommendations are not approved the temporary support works should be brought-up to and maintained in a good condition so as to reduce the potential for an accident and a consequent claim against the Council.
- 5.3 If the temporary works were removed this could give rise to failure by the Council (as landowner) to fulfil its statutory duty to protect the monument.

6. MANAGEMENT OF RISK

6.1 Financial

There are no significant or unusual financial risks arising from the recommendations of this report.

6.2 Employee

There are no significant or unusual employee risks arising from the recommendations of this report.

6.3 Customer / Citizen

There are no significant or unusual customer/citizen risks arising from the recommendations of this report.

6.4 Environmental

There are no significant or unusual environmental risks arising from the recommendations of this report.

6.5 Technological

There are no technological risks arising from the recommendations of this report.

6.6 Legal

There are no significant or unusual legal risks arising from the recommendations of this report.

6.7 Reputational

There are no significant or unusual legal risks arising from the recommendations of this report. There is, however, a growing reputational risk of not proceeding.

7. IMPACT SECTION

7.1 Economy

The recommendations of this report will have a positive economic impact.

7.2 People

The community will be encouraged to develop during the course of this project and become empowered to make increasing use of their environment and take increasing control.

It is envisaged that the works, and the Council's Communities & Partnership Team will help establish a community based group that will facilitate:

- making decisions as to the detail of what is to be implemented; and
- self-police the use, misuse and maintenance condition of the monument; and
- lead on future developments

An Equality and Human Rights Impact Assessment has been undertaken. It has been assessed that this project will have a positive impact

7.3 Place

This project will assist the enhancement of local identity, which will, in turn, support the regeneration of Torry.

7.4 Technology

The recommendations of this report will have no technological impact.

8. BACKGROUND PAPERS

Not applicable

9. APPENDICES

Not applicable

10. REPORT AUTHOR DETAILS

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Agenda Item 15.1

Exempt information as described in paragraph(s) 8 of Schedule 7A of the Local Government (Scotland) Act 1973.

Document is Restricted

